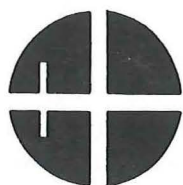


MIDLAND MAIL



THE BULLETIN OF THE MIDLAND (G.B.) POSTAL HISTORY SOCIETY



President: John Soer

Chairman:
Roger Broomfield

Treasurer:
Elizabeth Lewis

Secretary:
Eric Lewis

Number 98, January 1997

NEW MEMBERS

We are pleased to welcome Edgar Smith of High Wycombe who collects Oxfordshire material as well as being interested in the history of subjects depicted on commemorative stamp issues, and Stephen Harper-Scott of Impington whose postal history interest is Birmingham and its suburbs especially Solihull and Smethwick.

AN AWARD FOR THE U.D.C. BOOK

The Fourth Edition of 'The Undated Circular Marks of the Midland Counties' was awarded the British Philatelic Trust's Initiative Award for Research at the awards dinner on 25th January. There will be more on this in the next issue.

FORTHCOMING MEETINGS

Our next meeting will be held on **15th February** at **Worcester Guildhall** in conjunction with the fair organised by the Worcester Philatelic Society. Harold Wilson will display 'Early Derbyshire Postal History' starting at 2 p.m. The fair opens at 10.30 a.m.

The meeting at Carrs Lane Church Centre, Birmingham on **15th March** will be devoted to our Annual Competitions. There are three classes: mainly pre-1840 material; mainly post 1840 material; and modern (mainly post-1939).

ANNUAL GENERAL MEETING and COMMITTEE MEETING

The Annual General Meeting will be held at Carrs Lane Church Centre on **19th April** at 1 p.m. It will be preceded by a committee meeting at 11 a.m.

MATERIAL FOR THE SOCIETY'S ANNUAL AUCTION

So that catalogues can be sent to our overseas members in time for them to submit bids it is necessary to have auction lots in by **15th March** i.e. the date of our March meeting.

It would, however, be appreciated if you could submit lots prior to this date, perhaps at the meeting on 15th February or by post to Mrs E. Lewis, 27 Rathbone Road, Smethwick, Warley, West Midlands B67 5JG.

Please include brief but full descriptions together with estimated market values and your reserve price or state 'no reserve'. If you wish, the actual lots can be brought along to the auction but in that case please state the condition of each item based on 'Poor', 'Good', 'Fine' or 'Superb' and also clearly indicate the number of items in each lot.

THE BRITISH LIBRARY MAP

The British Library's map of the Post Roads of England and Wales, which dates from about 1770, was mentioned in 'Midland Mail' 97/2. Our photographic reproduction (not a laser print) measures 3ft x 2ft 6ins and is available from John Calladine at a cost of £25 plus £3 postage. It will normally be sent in a box, loosely rolled and is eminently suitable for framing. The Society is privileged to be able to make a limited number of these prints available and gratefully acknowledges the cooperation of The British Library, the backing of The Stuart Rossiter Trust and the direct help of Richard Farman who had the prints made.

ADDITIONS TO THE LIBRARY

Two new books have been added to the library. 'The Undated Postmarks of Wales 1840 to 1860' by Roger Broomfield was reviewed in the last issue. 'The Travelling Post Offices of Great Britain and Ireland' by Harold Wilson is reviewed on page 9 of this issue.

SIDEWAYS DUPLEX CANCELLATIONS

The next issue of the newsletter of the Birmingham Philatelic Society will include, amongst other things, an article on 'The Sideways Duplex Cancellations of Great Britain'. Alan Spencer has very kindly offered to provide, free of charge, a copy of this article to any members of our Society who would like one. If you are interested please send a stamped addressed envelope to Alan at 25 Hawthorne Road, Kings Norton, Birmingham B30 1EQ.

THE NOVEMBER MEETING

The meeting on 9th November consisted of displays by the four remaining members who had displayed at the first meeting of the Society on 8th November 1975.

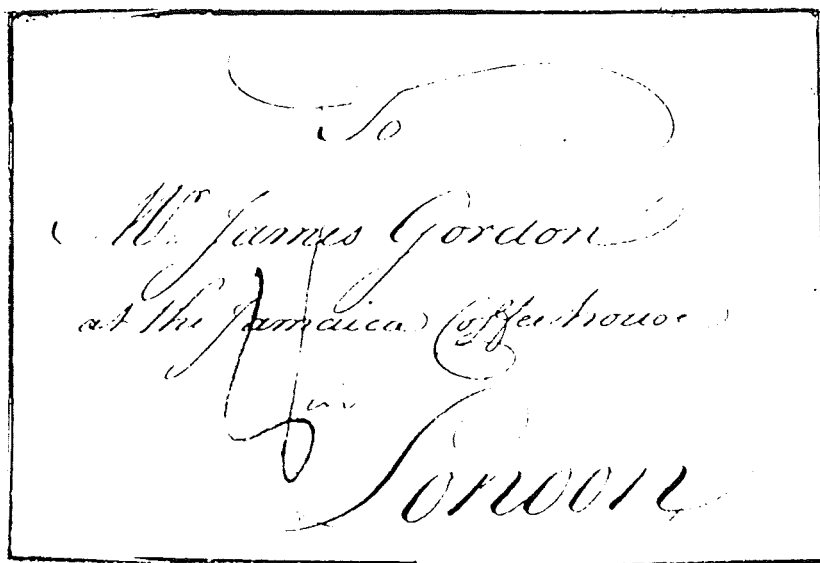
Eric Lewis' sheets were devoted to something which he had not shown before - the circular datestamps of the Birmingham sub-offices which were Money Order Offices. It is possible that the postmaster of Birmingham misunderstood the instructions for these offices continued to use their undated circles after they had been made M.O.Os. right up to 1860. Indeed, no circular datestamp of these offices has been seen used on mail before 1860. We saw various uses of marks of all the offices ending with those of Smethwick, Five Ways and Great Hampton Street being used to cancel adhesives.

The topic chosen by 'Ches' was the same as that of twenty-one years before - 'Coventry Machine Cancellations'. It was a very comprehensive coverage of the marks of that type used at Coventry during the past ninety or so years, ranging from the Krag machines, both continuous and single impression, through the Universal machine to the various types of Unified dies which ended with the Facer Canceller Table marks. The display also traced the changes in the postal address of Coventry. Of particular note was an impression of the Post Early for Christmas slogan die of 1958 which wore out within a few days of being introduced.

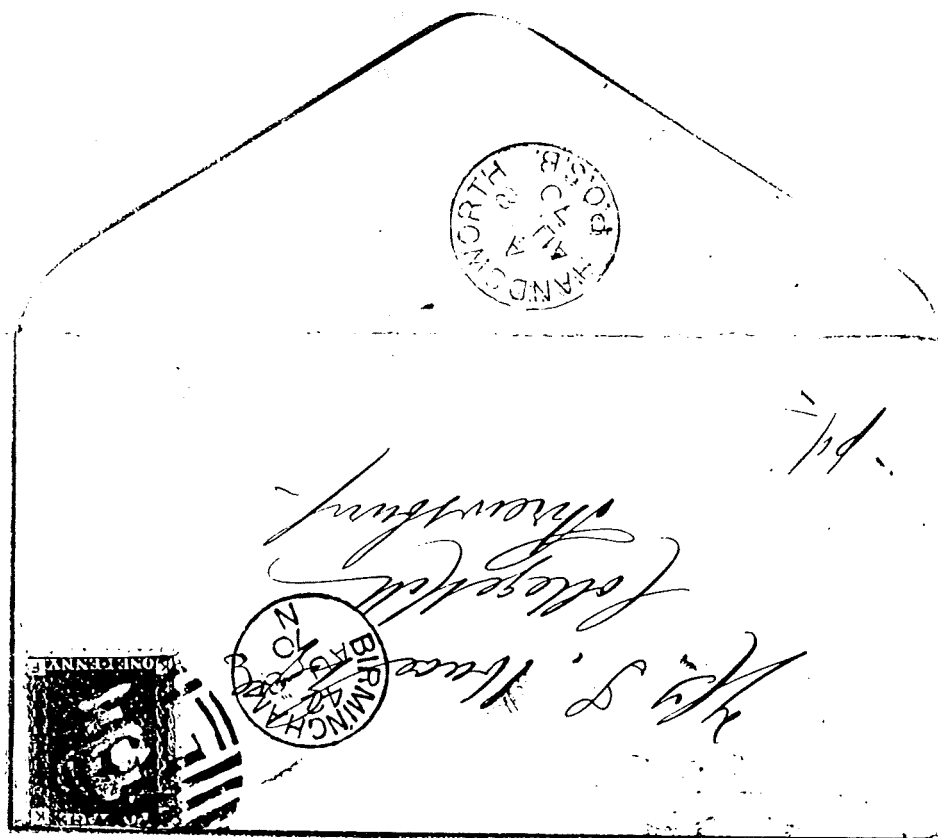
After the break for tea during which members were able to partake of an excellent 21st Birthday cake, Arthur Lloyd treated us to a display of Stafford Postal History. This began with a letter sent in 1616 from Stafford to Rugeley, and continued with one which sent from Stafford to London on 6th March 1674 and which was received on 8th March. We saw the second mark used at Stafford on a letter of 1710. Inexplicable is the first type mileage mark showing a distance of 126 miles used in 1785. It is possible that this was an error for by 2nd May 1785 a handstamp was in use showing a distance of 136 miles. Other items of note were: a 'Stafford/Penny Post' struck on a letter from London to Penkridge; a 'skeleton' of 1840; a Mulready used twice. Arthur's display ended with a letter sent in 1840 from the Cape of Good Hope to Acton Trussell.

Elizabeth Lewis treated us to a superb display of 'London Coffee Houses'. It was one of those displays where an account of every item shown would not convey the visual impact of the display. We were shown mail sent to coffee houses, prints, bills and newspapers. Notable amongst the letters were: one sent in 1713 to Searle's Coffee House from Coventry with the two-line mark of that city; one sent in 1772 from Cirencester to the Cocoa Tree Chocolate House; and one endorsed 'The Porter to be paid 2/6 if this delivd by 8 O'clk on Sunday Morning'.

Between them, the four speakers had provided a wide range of very interesting material and had celebrated the twenty-first anniversary of our first meeting in a very fitting manner.



One of the covers from Elizabeth's display -
A letter sent in 1761 from Lisbon.



One of the items from Eric's display -
an envelope showing the occasional use of the
Handsworth Post Office Savings Bank single circle.

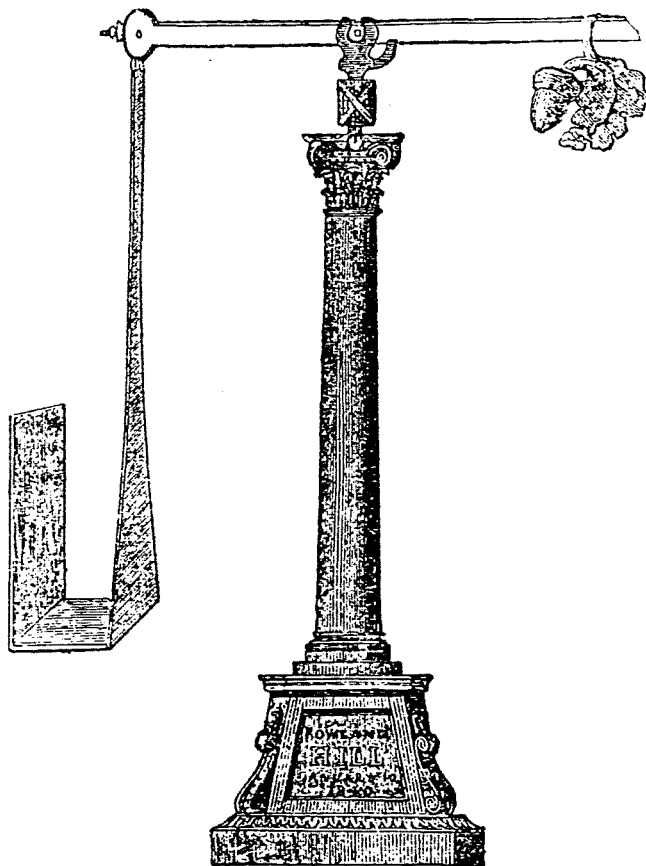
THE DECEMBER MEETING

On our annual visit to the Bass Museum at Burton-on-Trent we held our 21st Anniversary Lunch which was an excellent and very enjoyable meal. In a brief speech at the end of the meal your President commented that our Society was a very friendly society, and that in recent years it had given the lead to other groups in the study of the postal history of this country.

Our speaker for the afternoon was Brian Stimpson whose talk was entitled 'An Introduction to Postal Scales'. Mr Stimpson began by pointing out that although in the Act of 1635 charges were made according to the distance the letter was carried, there was some reference to the weight of letters. However, very little information had survived about early weighing methods. He then went on to say that in 1839 there was a "massive explosion" in the need for postal scales, and that there were competitions for innovative postal scales similar to those for adhesive stamps. Brian then showed overhead transparencies of the various types such as steelyards, sliding weights, spring balances and pendulum balances.

Mr Stimpson then produced examples of these as well as a number of miscellaneous types. These were notable not only for the mechanism involved but also the ornateness of the design. One early spring scale had the postal rates on a bell at the base which could be rung to summon the servants. A balance made in 1840 had a model of a postman incorporated into the design. There was a steelyard of 1859 with a cherub as the supporting column, and another had a base of inlaid tortoiseshell. The numerous examples shown by Brian enthralled the members present. All were agreed that it had been a fascinating afternoon's entertainment and illustrated that there are many facets to postal history.

Our thanks are again due to Richard Farman for arranging another very enjoyable day out in Burton.



THE COMMEMORATIVE LETTER BALANCE DESIGNED BY MR. S. KING,
OF BATH (1840).

A monument "which may be possessed by every family in the United Kingdom."

THE JANUARY MEETING

The aim of our January meeting was to focus attention on the Society's next project and was entitled 'How many miles to ...'. It was the best attended meeting for some time which promises well for the new project. Chris Beaver started the meeting with a display of the mileage marks of Staffordshire. Litchfield always had a mileage of 119 as the letters were sent via Tamworth and Northampton. We were shown the 126 error of Stafford. Other marks included the 116 of Tamworth, the 124 of Burton (the distance via Leicester), Walsall's 129 - mail was always sent by the Oxford route, and the 133 and 123 marks of Wolverhampton. Ian May gave a comprehensive display of the mileage marks of Coventry, beginning with the first type on a letter sent in 1785 from Rugby to Northampton and which contained the comment "the post leaves at 4 o'clock". Also in Ian's display and of particular note was the first type mileage mark of Coleshill used as late as 1799. Gloucestershire was John Calladine's chosen area, starting with the '103 GLO/CESTER'. By 1804 the mileage had changed to 111 as the mailcoach had been routed through Cheltenham. There was an example of a mileage mark used in 1806 at an unofficial office - 'NEWNHAM-GLO/123'. As the distance was over 120 miles the inhabitants had to pay more on their London letters than the people of Gloucester. The marks of Wotton-under-Edge displayed a variety of spellings; one of 1817 was struck in blue. John Soer produced some marks from Leicestershire and explained why Ashby-de-la-Zouch and Melton Mowbray had marks with varying distances. The mileage marks of Shrewsbury were covered very thoroughly by Guy Bridges. Surprisingly, Shrewsbury did not use a first type mileage but Guy was able to show the mileage removed mark struck in blue as late as 1850. Then Roger Broomfield filled in a frame with Herefordshire material.

It was at this point that the biggest disaster in the history of the Society struck. Eric, in the absence of Sharon, had forgotten to switch on the urn. However, all was not lost for the lady in charge of the building had done it for him, so we all had our cup of tea and biscuit.

After the break, Denis Salt kicked off with marks from Shropshire other than Shrewsbury. He took us through Ludlow, Ellesmere, Bridgnorth, Bewdley, Newport, Wem, Oswestry and Shifnal. There seemed to be a lot of spare space on the circular mileage mark of Wem. Chris Jackson's chosen area was Worcestershire, beginning with the first type marks of Bewdley, Tenbury, and Broadway. The 'DROIT/WICH, 114' appears in a version in which the 'T' had been removed. Eric Lewis told us that the first type mileage of Birmingham was used for only a few months before it was replaced by a mark with the 111 after the name of the town. He then went on to show marks with distances of 120 or 109 miles. John Bradnock produced a wide-ranging miscellany which covered amongst other Coleshill, Shifnal, Ross, Cheltenham, Worcester and Presteigne. Amongst Derek Smeathers' display of 'Northants excluding Northampton' were the mileage mark of Bozeat the only official receiving house in the Northampton district, a Daventry mileage in red on a Soldier's Letter sent from Ceylon, and marks from Kettering, Thrapstone and Wellingborough all showing varying mileages. A circular mileage of Leintwardine used on a Mulready was the highlight of Roger Broomfield's second frame which otherwise contained the examples of the various types used at Ledbury. Richard Farman then explained the reasons for the various distances to be found on the mileage marks of Burton-on-Trent. As Harold Wilson will be showing his material at the next meeting, he treated us to something very different - Morocco Agencies.

It was a fascinating afternoon which has got our project off to a good start. It is now up to the members to examine their collections and return the form enclosed with this issue.

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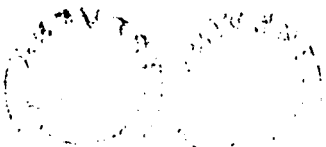
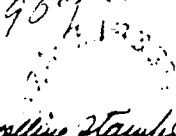
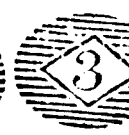
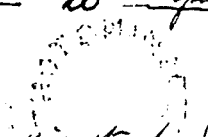
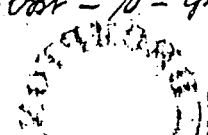
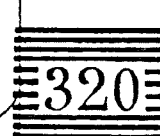
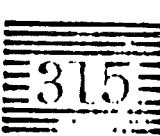
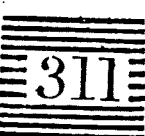
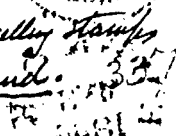
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EARLY NUMERAL CANCELLATIONS

by Michael Champness

Richard Farman's Burton-on-Trent cover with numeral cancellation 152 used on 3rd May 1844 (MM97/16) is an interesting addition to records established over twenty years ago in 'The British Mailcoach', which I had the honour to edit through its twenty-nine issues between 1974 and 1981.

Through the courtesy of Post Office Archives I illustrate page 64 of volume 7 of the Proof Book Impressions showing specimens of the obliterating stamps issued in 1844 to supersede the Maltese Cross. Alongside strikes of 940, 941 and 942 in the oval type issued to England and Wales is the manuscript endorsement "about 940". This is somewhat optimistic as the last number to have been allocated in the original list of 1844 was 936 issued to Whitwell in Yorkshire. Some thirty numbers were omitted since they could have been confused with others when read upside down; the actual number originally allocated being 906.

To what Place	Date when sent	Stamps
 New Cancelling Stamps to Port & Sub Towns & Receiver England & Wales about 940 90%	April 1844	  
 New Cancelling Stamps Ireland Office - 20 - issued	May 1844	  
 New Cancelling Stamps London District Post - 70 - issued	May 1844	  
 New Cancelling Stamps sent to Scotland. 33%	14 June	  
 Cancelling Stamps sent to Ireland 24%	17 June	  

As can be seen the English and Welsh numbers were sent in April 1844, but no April dates have been recorded and it seems likely that Wednesday may 1st was the date the new handstamps were put into service. It is surprising that remarkably few covers seem to have survived or been recorded with numeral obliterations used in the first week of issue.

An updated record of early dates is as follows:

1st May	Birkenhead - 74	Ashburton - 29	3rd May	Sheerness - 699
	Bristol - 13			Burton-on-Trent - 152
	Chertsey - 179	5th May		Birmingham - 75
	Hanley (Staffs) - 549	9th May		Monmouth - 532
	Liverpool - 466	11th May		Chipping Sodbury - 193
	Manchester - 498	14th May		Abergavenny - 1
	Newport (Mon) - 561			Cheltenham - 177
	Wangford (Suff) - 836			Walsall - 834
2nd May	Bath - 53	15th May		Bala - 220
	Hythe (Kent) - 398			
	Launceston - 439			

With regard to the issue of the Inland Office cancelling stamps - generally known as London City Diamonds - the earliest known is number 3 used on Monday 20th May, followed by number 11 on 21st, number 8 on 22nd, numbers 6 and 7 on 25th and number 2 on 27th.

The London District Post cancelling stamps - known as Suburban Ovals - probably came into service on 20th May but the earliest recorded cover is 22nd May with number 66 of the Chief Office. The elusive low numbers below 50 are seldom seen and at the time of recording the earliest was number 21 (Woolwich) on 12th June.

The Scottish rectangular stamps are quoted with a specific date of 14th June but since numbers 1 - 350 were probably dispatched as one lot to be distributed by the Edinburgh office it seems unlikely that any could have been put into use immediately. This is borne out by volume 55 of the Proof Impressions which shows no dispatch dates but each number is endorsed in manuscript with the date it was acknowledged by the postmaster concerned. The earliest response is dated Friday 21st June, a week after dispatch from London, the latest being 8th November suggesting that 343 - 350 were not included in the initial issue.

Irish diamond numerals were all dispatched on 17th June, probably also in one lot, to Dublin for regional distribution. The late F.E. Dixon had an example used on Wednesday 22nd June, and a dated piece of the same date with a Maltese Cross and 338 of Mountmellick superimposed. The same volume 55 of Proof Impressions included Irish 1 - 450 without issue dates but with manuscript endorsements of receipt.

So much for previous research. One may well ask why so few early dated examples have survived over the years. Perhaps one could blame the plating enthusiasts of the past for their scarcity, but there is still hope for today's students of Postal History to make fresh discoveries for the record.

In addition to the above, Brian Atkins reports to two following early usages:

3rd May	Ironbridge - 406	10th May	Shrewsbury - 708
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THE GREAT CROSS POST

by Barrie Wildblood

I must say that I found the reports (MM97) on the recent meeting regarding the Cross Post very interesting. However, I would like to raise a couple of points. With fig. 3 I suggest that the reason the letter did not turn at Chester and so travel by the Cross Post was simply that no letters from Ireland were allowed to travel along the Chester - Exeter road at this time, but all had to pass through London.

Both Joyce and Willcocks state in their books that Ralph Allen's agreement covering the cross and bye-posts did not include "the postage on Irish letters and the Scotch & packet letters postage and franked letters". It also excluded "country letters" that had previously passed through London before 1720, but this latter restriction seems to have been relaxed in later years as more crossroads were opened, with no detriment to the London revenue.

I have seen no letters to show that letters from Ireland, and all "Free" letters, did not comply with this ruling. The letter shown by John shows that they did comply with a "Free" letter from Ireland sent via London despite the "By the Cross Post from Chester" endorsement. Also I have details of a 1740 letter from Dublin to Bath endorsed "By Cross Post" but bearing a London Bishopmark.

I have seen two letters from this period that were sent by the Cross Post. Both were "Free" letters - one to Ireland where the postage was charged and not passed as a "Free" until it reached Dublin. The second was from Whitchurch to an MP in Bath which was also charged. However it was forwarded to London where it was accorded "Free" status with a "P" manuscript mark. These go some way to proving that the Great Cross Road was not permitted to carry "Free" letters in the period 1720 - 1745 or so.

These are only my suppositions, and I'd be grateful for any other ideas members may have on the subject.

Barrie asks for help with another matter.

A few months ago I purchased a letter sent from Dublin, addressed simply "Sir Huw Dalrymple, Newcastle". It had been charged 1/- (with no intermediate charges), dated 1795 and had a manuscript "missent to" and a two line "BIRMING/HAM" in addition to a Dublin Bishopmark but no London mark.

To which Newcastle was the letter sent? I have had very courteous replies from the libraries in Newcastle-on-Tyne and Newcastle-under-Lyme, but neither have details of "Sir Huw". I've tried the Newcastle in Ireland, but have little hope there, because if it was returned to Ireland it would surely have acquired some more marks or annotations.

This "Sir Huw" took the name Sir Huw Whiteford Dalrymple in later life, and merits a good page in the D.N.B. However there is no mention of any Newcastle. His stepfather, Sir James Adolphus Oughton, was for a long time MP for Coventry which suggests a Midlands connection. Also I have letters from Dublin sent in the 1780's to a Danial Dalrymple in Burton-on-Trent, which points towards Staffordshire and so Newcastle-under-Lyme.

I would be most grateful for any help that any member can give by having a more fully addressed cover or any other means.



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DOUBLE CHARGING ON THE GREAT CROSS ROAD

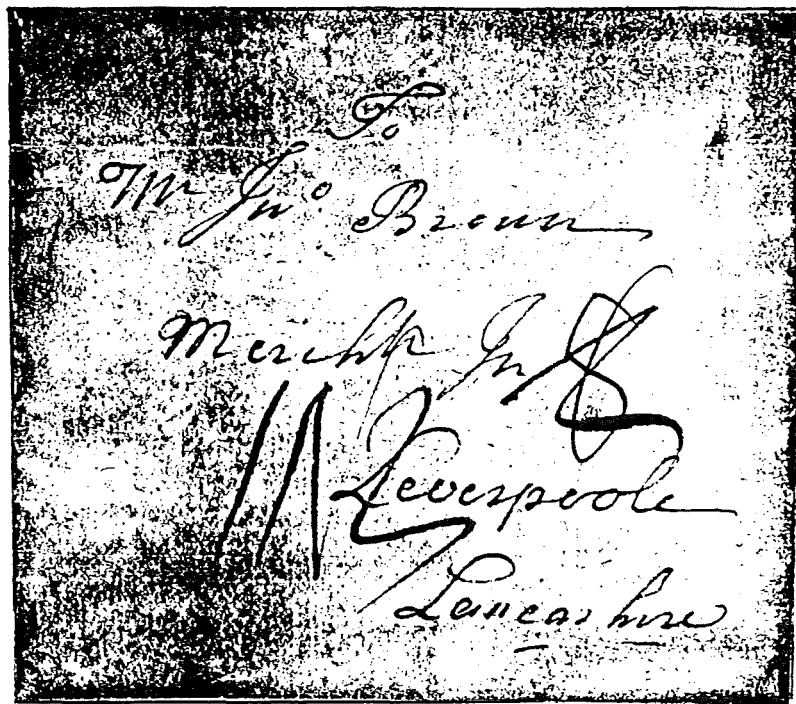
by Barrie Wildblood

A number of years ago a fairly large "find" came onto the market consisting of early 18th century letters all addressed to Liverpool and a number of which were carried in the Great Cross Post.

I illustrate one such cover from Exeter to Liverpool dated 14th December 1714. It has been charged 8d. for a double letter, amended to 1/2. Now, if the 8d covers the crosspost charge from Exeter to Chester, by what authority has an extra 6d. (i.e. under 80 miles) been added for the forwarding to Liverpool?

These letters cover at least 1707 to 1714 so cover both the tenure of Quash and after his bankruptcy when the Great Cross Post was under Post Office control.

Any suggestions that members have would be greatly appreciated.



BOOK REVIEW

THE TRAVELLING POST OFFICES OF GREAT BRITAIN & IRELAND, THEIR HISTORY AND POSTMARKS - by Harold Wilson. Published by the Railway Philatelic Group. Available from Harold at 17 Heath Avenue, Littleover, Derby DE23 6DJ. Price £21.

The fact that this book was recently awarded the Nugent-Clougher Trophy by the Philatelic Writers Association virtually renders any review superfluous. No doubt members are familiar with the three paperback volumes written by Harold in the 1970s but, although the style is similar, this book is much more than an amalgamation of the three previous books. It is a hardback volume which is A4 in format, well illustrated and contains a very useful index. A perusal soon shows that it contains the results of much new research by Harold as well as full details of the changes of recent years. The original numbering of the postmarks has been retained with new marks being given an alphabetical suffix. These postmarks are fully illustrated and there are numerous photographs of rolling stock etc. Which brings me to my only criticism which is that I would liked to have seen more illustrations of the T.P.Os. of today. There are one or two minor errors but then the efforts of the professional publishing houses with their array of readers and editors are often not free of mistakes. It is a book which is easy to read and an outstanding work of reference. There are other books on this subject but none of them match this one for depth of information. It is one of those books which should be in the library of anyone with an interest in the postal history of this country.

OPENING/CLOSURE OF POST OFFICES IN THE MIDLANDS DURING 1996

compiled by Ken Smith

All of the dates below refer to temporary closures unless it is stated otherwise. It should be remembered that when a sub-office becomes vacant it can be some time before a suitable replacement can be found. Often it is only when it proves impossible to find a suitable replacement that the decision is taken to close an office permanently.

DERBYSHIRE

Nottingham Road, Alfreton	3/6/1996 (to reopen 30/12/1996)
Horsley, Derby	29/3/1996
Hurst Farm Estate, Matlock	28/2/1996
Monyash, Bakewell	3/7/1996
Tissington, Ashbourne	reopened 28/10/1996 (temporary closure "by 1994")

GLOUCESTERSHIRE

Ampney Crucis, Cirencester	30/9/1996
Tibberton, Gloucester	31/5/1996
Tytherington, Wotton-under-Edge	29/5/1996

HEREFORDSHIRE

Bredwardine, Hereford	15/6/1996
Kinnersley, Hereford	26/3/1996
Luston, Leominster	6/3/1996

LEICESTERSHIRE

Cold Overton, Oakham	c. 1/1996
Edith Weston, Oakham	22/12/1995 - reopened 3/6/1996
Gaddesby, Leicester	28/7/1995 - reopened 14/5/1996
Gilmorton, Lutterworth	4/10/1995 - reopened 19/8/1996
St John's, Narborough, Leicester	opened 13/5/1996
	replacing Cross Roads, Narborough closed c. Dec. 1994.
Thrussington, Leicester	24/10/1995 - reopened 9/7/1996
Thurcaston, Leicester	30/6/1995 - reopened 3/9/1996
Twyford, Melton Mowbray	23/4/1996

NORTHAMPTONSHIRE

Courtenhall, Northampton	15/2/1996
Great Houghton, Northampton	24/4/1996 - reopened 27/8/1996
Hemington, Peterborough	15/8/1996
Lutton, Peterborough	23/9/1996
Paulerspury, Towcester	3/7/1996

NOTTINGHAMSHIRE

Cropwell Butler, Nottingham	1/5/1996
Newton RAF Station, Nottingham	31/7/1996
North Wheatley, Retford	7/9/1994 - due to reopen 13/2/1997
Plumtree, Nottingham	27/11/1996

OXFORDSHIRE

Brize Norton, Oxford	3/4/1996
Broughton, Banbury	6/9/1996
Ducklington, Witney	15/5/1995 - reopened 20/8/1996
Heyford, Bicester	25/6/1996
Twyford, Banbury	24/4/1996
Cowley Road East, Oxford replaced by 'Divinity Road'	4/11/1996.

SHROPSHIRE

Ford, Shrewsbury	25/6/1996
Myddle, Shrewsbury	14/1/1997
Upton Magna, Shrewsbury	28/8/1996
Walford Heath, Shrewsbury	30/7/1996
Waters Upton, Telford	23/8/1996

STAFFORDSHIRE

Ashley, Market Drayton	19/7/1996
Oulton, Stone	3/7/1996 - reopened 25/9/1996
Rushton Spencer, Macclesfield	20/2/1996
Stretton, Stafford	18/8/1993 - reopened 25/11/1996

WARWICKSHIRE

Broom, Alcester	/5/1995 - reopened 8/5/1996
Cherington, Shipston-on-Stour	26/4/1996
Ridge Lane, Nuneaton	13/11/1996
Tidbury Green, Solihull	22/5/1996

WORCESTERSHIRE

Defford, Worcester	25/5/1996
Summerfield, Kidderminster	c. April 1996

BIRMINGHAM

Corporation Street - a new office opened 20/1/1997

Recently, I visited Deritend, Birmingham and was told by the shopkeeper that the post office counter closed "two or three years ago". Does any member know the actual closure date.

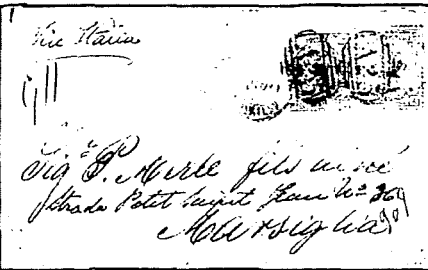


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THE SURVEYORS' JOURNALS (Part 24)

The start of 1815 found Mr Woodcock still confined to his room by illness which prevented his travelling but not his "paying attention to official business at home". By 1st February he was able to go for a week to Ross, Hereford and Hay to "expedite the rides on those branches who cannot get up in time for the Mail Coach at Ross". From then until 9th April, Mr Woodcock was in South Wales.

Mr Woodcock spent the last week of April at Ross, Hereford and Leominster, "inspecting the Offices, checking the rides, and preparing for the new Mail Coach between Hereford, Ledbury & Worcester. He then went straight on to Leominster, Ludlow and Bishop's Castle to arrange an additional post between Ludlow and Bishop's Castle. Most of June and July were spent at Ludlow, first of all in charge of the office as the postmistress had been suspended, and then instructing the new deputy.

A complaint made against the postmaster of Cheltenham took Mr Woodcock there for two days in early August. Later in the month he returned there to put on an assistant letter carrier. In September, Mr Woodcock spent one week looking into the possibility of sending the post to Chipping Campden through Moreton in Marsh instead of Broadway. Then he went on to Alcester, Redditch and Stratford to survey the state of the road to Redditch and to investigate how the post from Redditch to Droitwich and the West could be improved. He took an indirect route home to Gloucester inspecting the offices at Shipston, Chipping Norton, Enstone, Woodstock, Oxford and the towns between there and Gloucester.

Two missing letters were the cause of his only official journeys in October. The first took him to Ross and Harewoods Inn but he could find out anything. A visit to Dursley also met without success but Rev. Blakeney to whom the letter was addressed was "perfectly satisfied as to the conduct of the Dursley Deputy and the steps taken by the office to discover it."

November and December were spent by Mr Woodcock in Wales.

In mid-February, Mr Godby went to Shrewsbury and then onto Welshpool to establish a penny post at Berriew. But it was almost the end of March before he had any official business in the Midlands when he was at Coventry to make a new contract for the carriage of mail between there and Hinckley on the withdrawal of the Leicester & Coventry mailcoach. He spent the last week of April in charge of the Hinckley office as the deputy was in arrears. As soon as that had been settled he had to go to Leek where the deputy was also in financial difficulties before a similar situation took him to Wolverhampton for a week.

Mr Godby made one official visit in June - to Tamworth to "fix the proper time for the Letter Carrier's delivery, it being ordered that the letters should be delivered in the Town for Postage only."

In August, Mr Godby went to Atherstone and Ashby-de-la-Zouch to investigate the conduct of the deputy at the latter place, and in particular the state of his accounts. He was back in Atherstone at the start of October to report on the possibility of serving the villages on the road to Ashby by a horse post and opening penny posts. Then he went on to Ashby to install a new deputy. From there he rode on to Burton-on-Trent to instruct the deputy and alter his list of the rates of postage in readiness for the introduction of the Leicester to Liverpool mailcoach. The same business took him to Uttoxeter where he also arranged for the carriage of the Cheadle bag to meet the mailcoach at Tean, and to Newcastle. There he instructed the deputy and the ten receivers in the Potteries on their opening accounts with Uttoxeter and Middlewich. He also made a contract for the carriage of "the Pottery Bags from Newcastle with letters brought by the Manchester Mail". The matter of the new mailcoach then took him on to Cheshire and Lancashire.

There is no journal for November. Towards the end of December we find Mr Godby in Shrewsbury and Church Stretton enquiring about the loss of the Church Stretton bag in which there had been a letter said to contain £50.

Towards the end of January 1815, Mr Hart went to Nottingham to run the office as the deputy was ill. This occupied him for over a week. On 24th February, he visited Derby to make enquiries about some bills stolen out of a letter sent from Sheffield to Birmingham. This affair was to take up a lot of his time in the following weeks for, although there is no journal for March, we find him at the start of April returning from Birmingham where he had been looking into the same matter. For much of April he was too ill to travel, but in May he was again in Derby looking for the person who had negotiated the bills.

For most of June, Mr Hart was in charge of the Leek office as the deputy was in financial difficulties. From Leek he went on to Buxton where he found that he was not able to get the summer ride done on the same terms as in the previous year. Freeling then asked him to go to Wirksworth to investigate the alleged insecurity of the office. However he found

that the inhabitants were quite happy with "the present regulations." Mr Hart then inspected the penny post at Matlock Bath which he reported to be "conducted very properly."

For the whole of August Mr Hart was in Lincolnshire. His only visit in the Midlands during September and which was also the last for the year was to Chesterfield to look into an allegation that the letters for a lady there had been opened in the office.

ADDENDA

LUDLOW TO BISHOP'S CASTLE

In May 1815, Mr Woodcock wrote to Freeling saying that Lord Powis had asked for a post on Mondays to and from Bishop's Castle via Ludlow. He went on to say that Lord Powis' house at Walcot was on the road between Ludlow and Bishop's Castle, and, with his Lordship's permission, the post passed through the estate as that was the best road, calling at the house both ways. The post operated on only three days a week - Tuesday, Thursday and Saturday. The lack of a post on a Monday was a great inconvenience to both Lord Powis, whose correspondence with government was very important, and to the people of Bishop's Castle whose mail through the crossroads passed mainly through Ludlow, as the letters lay at Ludlow from Sunday to Tuesday.

Mr Woodcock said that if a post were provided on a Monday, he would not interfere with the posts on the Welshpool side of Bishop's Castle. Indeed to do so would be injurious to the town of Montgomery. He added that the Welshpool and Ludlow posts would meet at Bishop's Castle on Monday "as they used to do".

As an additional horse would be required to do the work properly the extra cost would be £20 p.a., but the amount of letters for Bishop's Castle was about £400 and likely to be increased by the additional post.

[Ref. Post 40/90/1815]

A MONDAY POST AT REDDITCH

When Mr Woodcock was in Redditch in September 1815 the "principal Manufacturers there" told him that they were put to considerable inconvenience in their correspondence with the West of England as there was no post to Droitwich from Sunday to Wednesday. There was little point in sending the letters to Stratford as they could not be forwarded from there until the next day.

Mr Woodcock added that the letters for Redditch came to nearly £500 p.a. and that the extra convenience would soon cause the cost of £13 p.a. for the additional day's post to be repaid.

[Ref. Post 40/175/1815]

CHIPPING CAMPDEN'S POST

In September 1815, the townspeople of Chipping Campden sent a petition to Freeling in which they asked that they be served from Moreton in Marsh rather than Broadway. The mailcoach to Worcester passed through the parish of Campden at about 9 a.m. on its way to Broadway from where the letters were brought back by a boy on foot (though, they understood, the postmaster at Broadway was given an allowance for a horsepost), arriving in Campden at about 1 p.m. The footpost then returned to Broadway at 3.30 p.m. to meet the mailcoach returning from Worcester.

They felt that Moreton in Marsh would be a more advantageous posttown as the mailcoach reached there between 8 and 9 a.m. The letters could be carried (by the same person who conveyed the letter bags from Moreton to Blockley) from Moreton through Blockley, reaching Campden at about 10 a.m. The return post could leave at about 4 p.m.

Mr Woodcock recommended the proposed change. However he did say that it was a mistake to suppose that the person who carried the Blockley letters could be employed to convey the bags to and from Campden as she was "a poor ignorant Country girl, quite unfit for the business". Instead it had to be done by "a regular horse post". The distance from Moreton to Campden through Blockley was seven miles, two miles further than from Broadway, so additional pay was required. The postmaster at Moreton was willing to undertake the ride for £42 p.a. A horse and rider could not be supported on this sum but the postmaster was willing to try it provided that the inhabitants of Blockley would "make it up to him." The people of Blockley had agreed to pay a proper receiver to deliver and collect the letters so that a bag could be dropped off and taken up, so the Campden post would not be delayed. Mr Woodcock added that in Blockley there was "an establishment of Silk throwsters" and the letters amounted to £80 to £90 p.a. The correspondence of Campden was about £300 p.a.

[Ref. Post 40/174/1815]

TAMWORTH'S DELIVERY

Members might find it useful to refer to the article in MM81/16 in conjunction with this piece.

In May 1815, Freeling reported:

"The inhabitants of Tamworth when the London Bag was originally granted agreed to pay a gratuity on the delivery of Letters and in consequence no salary was allowed to the Deputy at that place. But of late years the gratuity has been objected to, and on the appointment of the new Deputy a short time back to succeed her Mother it was understood that it would be no longer paid. Under these circumstances it will be necessary to grant a Salary, and as the Revenue for a year to 5th January last did not exceed £1063, I could not propose more than £60 p.ann. But this is less than the gratuity has produced, the Deputy having been assessed at £85 to the Property Tax. The Daughter having succeeded the Mother, and the office having been the support of the Family, she will probably feel any diminution of the Profits as an individual loss, but I am not sure that your Lordships can grant any additional Incidental Allowance during her continuance in her office. The aged Mother being deceased, the Daughter must be better able to maintain herself, if your Lordships should think that in strict official reasoning you can only give her such a salary as would be allowed to an indifferent person, which I think could not as before stated exceed £60 p. ann."

In response to this decision, the Bailiffs of the Borough of Tamworth wrote to Freeling thanking him but asking that the postmistress be granted an extra allowance of one shilling to cover the expence of providing a delivery of the letters "... (the Town being much larger than you probably are aware of) ...", as her salary was scarcely adequate.

However Freeling in this case appears to have behaved like the true bureaucrat in sticking to set procedures totally indifferent to the effect this might have on others. In December 1816, Sir Robert Peel wrote to Freeling pointing out that the salary of the postmistress, who was greatly in need of money, was eighteen months in arrears and that allowance for the letter carrier who had "a circuit of four miles a day" had not been given.

Freeling in his report to the Postmaster General said:

"...The Salary of £60 p. ann. which was promised to her ... in May 1815 has of course not been allowed in account, not yet being confirmed by the Treasury, and when an application was made by the Bailiffs of the Borough to obtain an allowance of 1/- per day for a letter carrier, I put it aside for consideration when some general Report should be made. ..." But now it was possible to authorise 7/- a week for the letter carrier and to allow the postmistress to retain a proportionate sum in her hands to cover her salary.

[Refs. Post 40/111/1815 Post 40/276/1816]

THE LEICESTER TO LIVERPOOL MAILCOACH

This mailcoach, though short-lived, had a significant effect on the postal services in Leicestershire and Staffordshire. However, since these are described in "The Local Posts of the Midland Counties to 1840" pages 268, 277-8 and 302 I am not going to repeat that information here. Instead the projected timebill drawn up by Hasker is shown below.

LEICESTER	10.35 a.m.	2.15 p.m.
ASHBY-DE-LA-ZOUCH	12.55 p.m.	12 noon
BURTON-ON-TRENT	2.00 p.m.	
TUTBURY	3.05 p.m.	9.30 a.m.
UTTOXETER	4.45 p.m.	7.50 a.m.
	5.15 p.m.	7.20 a.m.
TEAN	6.35 p.m.	6.00 a.m.
BURSLEM	8.30 p.m.	4.00 a.m.
SANDBACH	10.15 p.m.	1.55 a.m.
MIDDLEWICH	11.15 p.m.	1.00 a.m.
NORTHWICH	12.20 a.m.	12 midnight
WARRINGTON	1.50 a.m.	10.30 p.m.
LIVERPOOL	4.20 a.m.	8 p.m.

The arrival in Leicester at 2.15 p.m. was thirty minutes before the departure of the Manchester mailcoach on its way to London.

ALTERATIONS TO RIDING WORK

This updates the information given in MM95/8-10. The alterations were shown as manuscript additions to the printed sheets. Mr Woodcock, in particular, was not always accurate in his entries as it was not unusual for a new ride to appear one month, be missing for a number of months and then reappear.

TIME BILLS	Miles	Armed or not	Time fixed to depart	Time fixed to come in
Mr Hart - January 1814 Sheffield and Worksop	No details given			
- April 1815 Leicester and Hinckley	No details given			
Mr Godby - June 1813 Coventry and Warwick	10	not	9.00 a.m.	2.30 p.m.
- August 1813 Stone and Cheadle	10	not	5.00 p.m.	6.00 a.m.
- April 1815 Coventry and Hinckley	13	not	6.30 p.m.	8.00 a.m.
Mr Woodcock - January 1813 Wotton u Edge and Cambridge Inn	10	armed	7.30 p.m.	7.00 a.m.
- March 1814 Cirencester and Stroud	15	not	10.30 a.m.	3.30 p.m.
Hereford and Worcester	32	armed	6.00 a.m.	7.00 p.m.
- April 1814 Hereford and Ross	14	armed	6.00 a.m.	6 to 7 p.m.
Ledbury and Gloucester	16	not	8.00 a.m.	4 to 5 p.m.
- May 1815 Dursley and Tetbury	10	not	10.00 a.m.	2.00 p.m.
(This is the only entry for this ride that I have noticed.) Hereford and Worcester	The last time that this ride is mentioned?			
- October 1815 Broadway and Campden	deleted			
Morton in Marsh and Campden	7	not	9.00 a.m.	5.00 p.m.

ALL THESE NEW-FANGLED GADGETS

by Derek Smeathers

Some of us "oldies" look with awe at the electronic wizardry which surrounds us today, and can only wonder at the brilliant new ideas that spawned them. But if you thought the FAX machine was a new idea, look at page 131 of the Post Office Guide, January 1937. So it's only an old-fangled gadget after all!

Picture and Facsimile Telegraphy Services.

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PICTURE AND FACSIMILE TELEGRAPHY SERVICES.**i. General Description.**

Picture telegrams include pictures and photographs (positive or negative) and also drawings, plans, printed, typed or written matter, documents, shorthand, etc. They are telegraphed in facsimile from London to a number of the principal European centres. They may be posted thence to other places. For a list of the centres served by telegraph and rates of charge, *see* table, Section XI.

ii. General Conditions.

The matter to be transmitted must be on one side only of the paper, which should not be thinner than ordinary writing paper, nor thicker than ordinary photographic paper, and must *admit of being rolled*. Films are accepted, but *see* foot of table, Section XI. There must be a margin of half a centimetre or a quarter of an inch along the shorter edge of each picture, etc. This margin is not charged for.

The original picture, etc., will be returned to the sender on request, made at the time of handing in or within ten months.

iii. Limits of size.

The pictures, etc., for transmission must be rectangular and must not exceed 13 by 18 centimetres (9 by 18 to Holland). Larger sizes must be divided up by the sender.

iv. Colours.

Photographic tones can be satisfactorily reproduced: otherwise print and deep black writing on a white ground are best for reproduction. Blue, mauve, green, brown, yellow and gold printing or writing are not suitable. A yellow, red or grey tint of paper is likewise not recommended.

Although no actual guarantee can be given of good photo-telegraphic reception or of the durability of the films or prints, a high standard of reproduction is generally attained. Satisfactory transmissions of faint or indistinct pictures cannot, of course, be expected.

v. Accepting Offices.

The acceptance of picture telegrams in this country is limited to:—

(a) London—

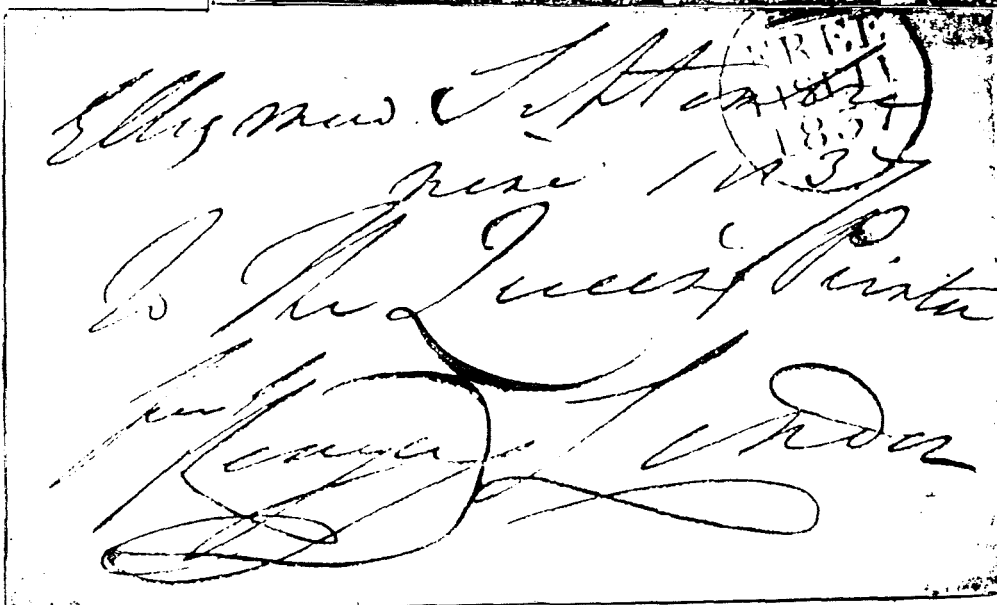
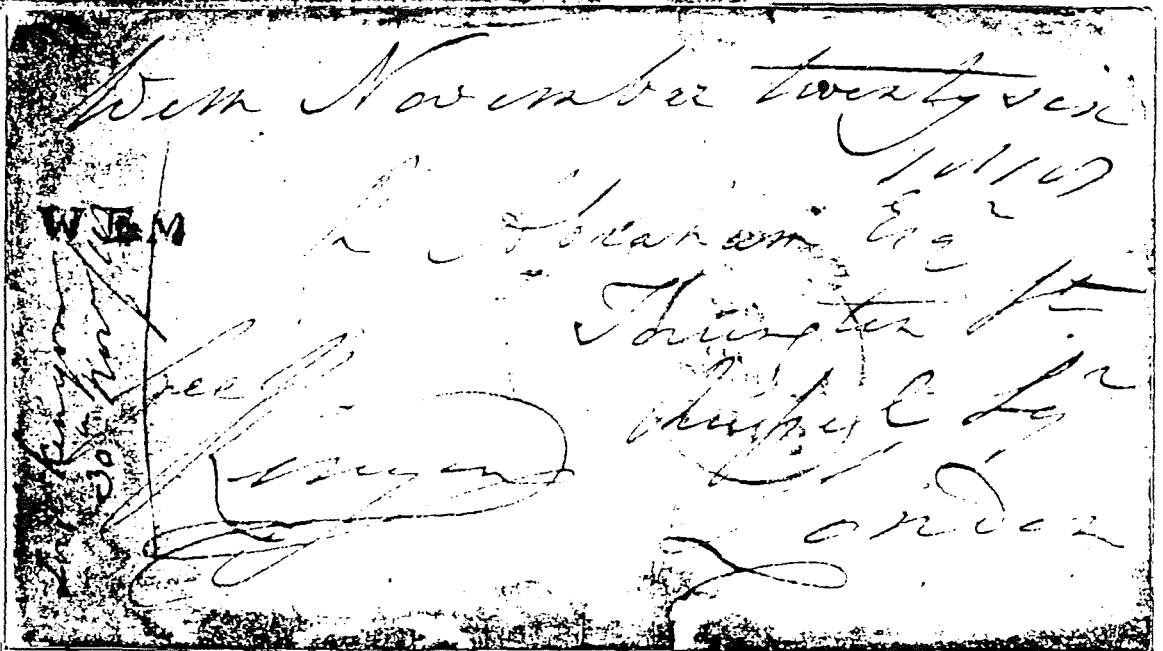
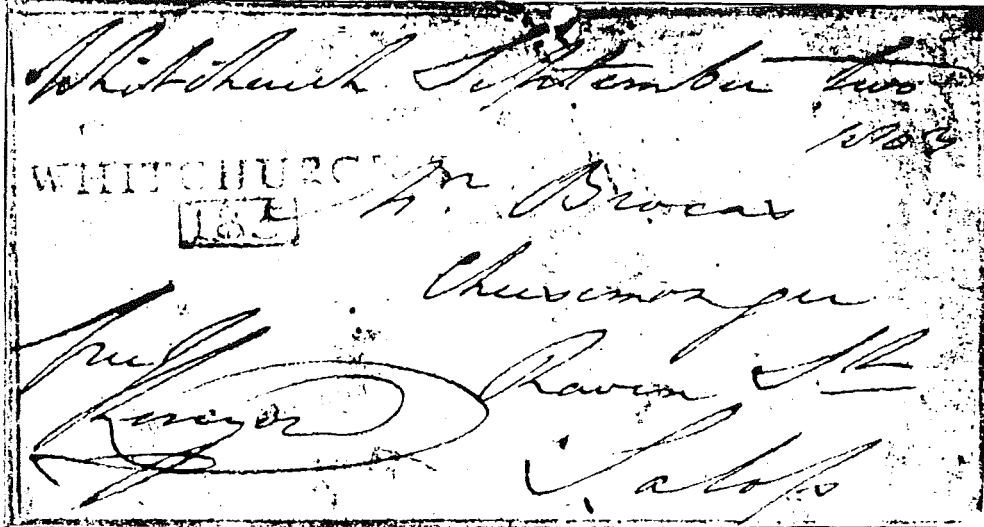
Central Telegraph Office		
Threadneedle Street ..	} Picture telegrams handed in at these Offices are forwarded by express messenger to the Central Tele- graph Office.	
Throgmorton Avenue		
(London Wall) ..		
Fleet Street		
Leicester Square.. ..		
Western District Office..		
South Western District		
Office		

and (b) The Provinces—

Birmingham Head Office	} Picture telegrams handed in at these Offices are forwarded by post to the Central Telegraph Office, London.
Edinburgh ..	
Glasgow ..	
Liverpool ..	
Manchester ..	
Newcastle-on-Tyne ..	

AN ABUSE OF THE FRANKING PRIVILEGE?

In response to the article on MM97/14, Brian Atkins has sent copies of three franks of Lord Kenyon who lived on the Gredington estate near the village of Hanmer between Whitchurch and Ellesmere. Brian is not sure if Kenyon was abusing his privilege - there is no evidence that he was - but Brian has often wondered why he used three different offices (Whitchurch in 1803, Wem in 1818 and Ellesmere in 1837).



A POSTAL HISTORIAN'S PSALM

The following was on the souvenir menu for our lunch at Burton-on-Trent. I have not had time to trace the author of it, but I am sure that readers will agree that it is worthy of a wider audience.

Postal History is my hobby, I shall not be bored.
It maketh me to research ancient places.
It causeth me to correspond with odd people.
It keepeth me alert.
It leadeth me into areas of understanding for
Curiosity's sake.
Yea though I live through a winter of
Inclement weather,
I will fear no boredom, for my covers are with me.
Their beauty and their history intrigue me.
They provide me with a means of escaping from my -
Responsibilities.
They filleth my house with books.
My cash runneth lower.
Surely interest and knowledge shall follow me
All the days of my life.
And I will dwell in the ranks of the postal historians forever.

JON BAKER TROPHY

Members are reminded that nominations are now needed for the winner of the Jon Baker trophy for the best article appearing in Midland Mail in 1996. They should be sent/given to the author by the date of the March meeting.

THE NEXT MIDLAND MAIL

My other commitments and the fact that Easter is rather early this year make the date of issue of the next edition uncertain. I hope that it will be out by March 26th, but failing that it is unlikely to appear until shortly before the AGM. However all contributions should be sent to:

John Soer, 51d Barkham Road, Wokingham RG41 2RG.

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