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 95, June 1996

I would like to thank the members for electing me as their President. This is a Society to which I am particularly attached and I feel very honoured by this action.

NEW MEMBERS

We extend a warm welcome to John Barrell of Spalding whose postal history interests are of a general nature, and Jim Ball of Telford whose interest is the postal history of Shropshire with an emphasis on the Wellington area.

THE NEW EDITION OF THE UDC BOOK

The fourth edition of 'The Undated Circular Marks of the Midland Counties' was launched at the AGM on 27th April. It is available to members at a reduced price of £7 - exclusive of postage and protective packing - which adds a further £2.20. (The full retail price of the book is £11, exclusive of post and packing.) Cheques should be made payable to the Society and orders sent to the Co-ordinating Editor. Telephone orders are welcomed from Society members - phone 01452-862218.

The principal new features of the fourth edition were summarised in the March issue of 'Midland Mail'. The book is 20% larger than its predecessor and now contains no fewer than 206 pages.

THE SEPTEMBER MEETING AT CRANHAM

Our third joint meeting with the Somerset & Dorset Postal History Group at Cranham, Glos, on 14th September will be a very special one. This year is the tercentenary of The Great Cross Post which began in 1696 as an Exeter-Bristol cross post and later extended as far as Chester, travelling through several of our Midland counties. It is anticipated that at least the morning session will be devoted to a celebration of The Great Cross Post andit can confidently be expected that the displays will feature the finest selection of early cross post material ever assembled. However, there is room for more and any members who have letters carried on this cross post between 1696 and 1787, which they would like to display, are asked to contact John Calladine **as soon as possible**. Once the availability of material is known, the full programme can be planned and details will be included with the August issue of 'Midland Mail'.

One further attraction of this meeting is to be a special Great Cross Post Tercentenary handstamp sponsored by Royal Mail. While we cannot promise envelopes signed by Joseph Quash or Ralph Allen, the special covers are likely to be desirable souvenirs of a remarkable day.

THE SOCIETY'S 21st ANNIVERSARY LUNCH

It is regretted that the 21st Anniversary Lunch planned for 15th June in a chartered restaurant car on the Severn Valley Railway will not take place owing to lack of support. A circular to all U.K. members received only ten affirmative replies with a maximum projected attendance of just 25 members and guests. As was indicated in the letter, we needed 40 participants to make the charter viable and it is disappointing that we fell so far short of our target. To those who responded, many thanks.

THE ANNUAL GENERAL MEETING AND AUCTION

As he had an urgent engagement elsewhere, our Chairman, Roger Broomfield, began the meeting on 27th April with his report. He said that the fact that we had had such a successful season was very much down to Eric who had arranged such a good programme. He went on to thank John Soer for Midland Mail, John Calladine for the new edition of the UDC book, and Elizabeth Lewis for taking over as Treasurer. Then, Roger said that we had been saddened by the loss of some members; we missed them very much. Before beating a hasty retreat, Roger thanked all the members for their enthusiasm.

Our President, Chris Beaver, then took over the chair, and the minutes of the last AGM were taken as read. Elizabeth then presented the Treasurer's report in which she took those present through the annual balance sheet. Although we had made a profit of £30 during the year, she proposed that the subscription be raised to £7.50 as postage, printing and other costs were going to rise in the coming year. This was endorsed later in the meeting.

In his report the Editor apologised for the error in pagination in MM93 which, it seemed, no one present had noticed. The Co-ordinating Editor drew attention to the fact that the price charged for the new UDC book represented very good value for money. Tom Poynton reported on the activities of the Midland Philatelic Federation and the Association of British Philatelic Societies.

We then came to the election of the officers. As our President, Chris Beaver, had come to the end of his term of three years, a new President was needed. John Calladine, seconded by Chris Beaver, proposed John Soer who was duly elected. All the other officers were re-elected en bloc. David Hardwick was thanked for his services as auditor.

John Calladine reported on the activities of last season on the Severn Valley Railway and said that he would be seeking volunteers to man the exhibition in the T.P.O., which was to be located at Highley, on Saturdays and Sundays during the summer. He also outlined our next project on mail routes and mileage marks but there will be more on this in the August issue.

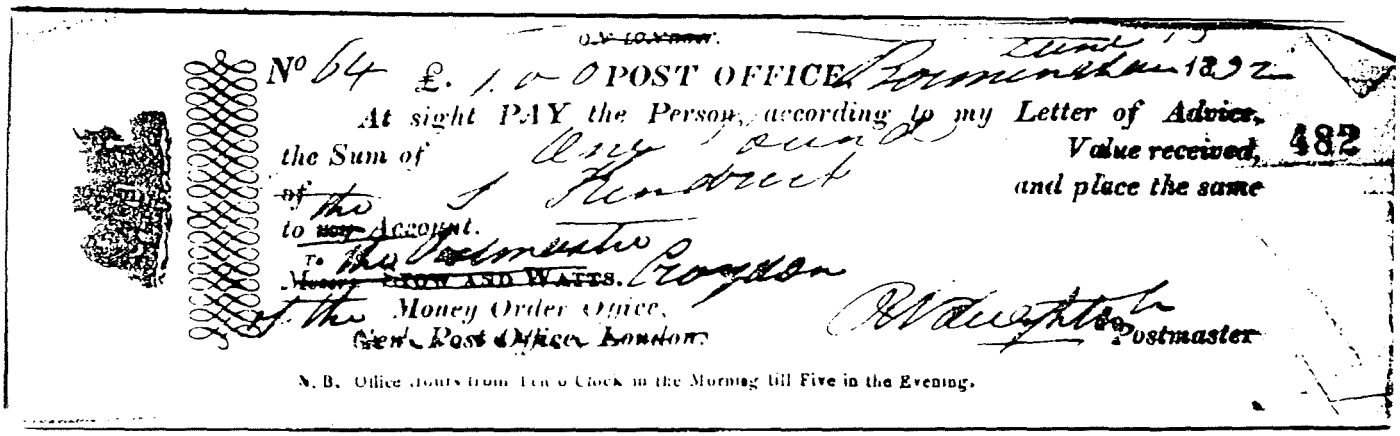
The programme for next season was outlined by Eric. Again, full details will appear with the next issue but members might wish to reserve the following dates in their diaries: 14th September, 19th October, 9th November, 14th December, 11th January, 15th February, 15th March and 19th April.

Two small alterations were made to the rules of the Society so as to create Associate Membership and the position of Librarian.

The A.G.M. ended with Chris Beaver giving a short speech to mark the end of his presidency. He said that we had reached the stage where the Society was in a healthy state and was well run, and for this we were grateful to the officers; to Eric and Elizabeth for their keenness and enthusiasm; to Sharon for keeping us in refreshment: to John Calladine for the book launched that day and in which Oxfordshire had reached the standard of the others in one leap. Chris finished by thanking all for their encouragement and enthusiasm.

After a break for refreshments we then proceeded to the auction with Chris Jackson as the auctioneer, assisted by Elizabeth and Eric. A list of the realisations is given on the next page.

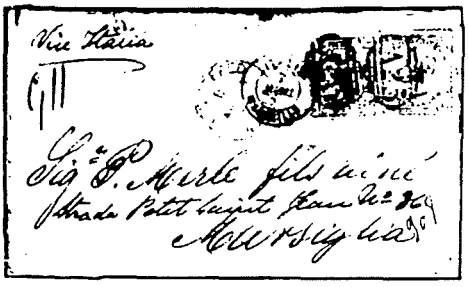
A BIRMINGHAM MONEY ORDER (Ex Post 40/182/1836)



A	5.50	B	3.50	C	55.00	D	5.00	E	5.00	F	8.00
G	3.00	H	2.00	J	3.50	K	11.00	L	7.50	M	6.50
N	7.00	O	10.00	P	2.00	Q	4.00	R	5.00	S	3.50
T	4.00	U	10.50	V	2.00	W	2.00	X	1.00	Y	3.00
Z	7.50	AA	8.50	BB	1.00	CC	-	DD	9.50	EE	1.00
FF	1.00	GG	2.00	HH	3.00	JJ	2.00	KK	9.00	LL	20.00
MM	12.00	NN	5.00	OO	1.00	PP	2.00	RR	0.50	SS	0.75
TT	15.00	UU	4.00	VV	20.00	WW	0.50	XX	0.50	YY	2.00
ZZ	3.00	1	20.00	2	-	3	-	4	-	5	10.00
6	-	7	-	8	5.00	9	1.00	10	7.50	11	2.00
12	8.50	13	1.50	14	0.50	15	-	16	2.00	17	75.00
18	6.00	19	3.75	20	15.00	21	4.00	22	11.00	23	5.00
24	4.00	25	14.00	26	10.00	27	10.00	28	8.00	29	1.00
30	-	31	16.50	32	9.00	33	8.50	34	18.00	35	18.00
36	12.50	37	9.50	38	3.75	39	17.50	40	12.00	41	-
42	3.75	43	5.50	44	1.25	45	18.00	46	-	47	3.75
48	13.00	49	3.25	50	4.25	51	6.00	52	2.50	53	-
54	3.75	55	1.75	56	5.00	57	2.75	58	42.50	59	3.75
60	3.75	61	1.75	62	3.00	63	6.50	64	-	65	3.75
66	22.00	67	3.00	68	10.00	69	5.50	70	4.00	71	11.50
72	23.00	73	1.00	74	2.75	75	4.75	76	10.00	77	-
78	3.50	79	4.75	80	2.00	81	-	82	3.00	83	2.00
84	2.00	85	2.75	86	2.00	87	2.50	88	1.00	89	3.00
90	-	91	-	92	3.00	93	1.25	94	-	95	7.50
96	6.50	97	0.50	98	0.40	99	2.00	100	1.00	101	12.00
102	8.50	103	2.00	104	1.00	105	3.00	106	11.50	107	23.00
108	15.50	109	6.00	110	6.00	111	10.50	112	10.50	113	3.25
114	1.50	115	1.75	116	4.25	117	7.50	118	5.25	119	5.50
120	7.00	121	3.75	122	1.00	123	-				

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THE SURVEYORS' JOURNALS (Part 21)

On 6th January 1812, Mr Godby arrived in Chirk to arrange a penny post from there to Oswestry and to alter the place where the bags from the Holyhead and Chester mails were exchanged. [Since 1808, the point of exchange had been at Whitehurst. See MM91/15 and MM92/8]. After he had spent nine days on this business, Mr Godby returned to his home in Oswestry where he remained for five days before setting out for London to confer with Freeling. He left London for Holyhead on 14th February.

Mr Godby met Mr Woodcock at Ludlow on 1st March to discuss the posts to Aberystwyth. Then, from 8th March, he spent a month at Wolverhampton in charge of the office and instructing a new office. From there he went on to Coventry to enquire about letters which had passed through that office to and from Rugby, and from which money had been removed. The culprit was eventually found to be the deputy at Dunchurch.

On 12th May, Mr Godby arrived in Shrewsbury to make a contract for the carriage of mail to Welshpool. Three days later, he went to Welshpool itself to make a contract for the post through Montgomery to Bishops Castle. The drawing up of contracts for the mail from Welshpool to Aberystwyth then took him to Mallwyd, Machynlleth and Aberystwyth. This was followed by further travels in Wales concerned with the post to Barmouth. Mr Godby returned to Welshpool on 12th June to alter the time of departure of the post to Newtown. Towards the end of the month, three days were spent at Bishops Castle and Ludlow altering the days of the ride to and from those places and arranging the carriage on Tuesdays of the London bag from Bishops Castle, and then, three days at Broseley and Shifnal enquiring about a missing letter.

From 3rd to 5th July, Mr Godby was in Dunchurch and Rugby making arrangements for the carriage of the bags to and from Rugby. The next time that we find Mr Godby on business in the Midlands is on 5th September when he was in Stone and Cheadle to make a contract for the daily ride between those two towns. A week later, he was in Coventry to organise a contract for a ride to Warwick as the proprietors of the Coventry and Warwick coach had found that the time fixed for carrying the bags did not suit them. Then a few days were spent in installing a new receiver at Kenilworth. A meeting in Birmingham with Messrs Hart and Woodcock to discuss the circulation of letters to Scotland took up the last three days of the month and the first two of October.

Mr Godby arrived again in Welshpool towards the end of October in order to obtain a measurement of the road from there to llanfair. On the last day of the month, he arrived in Wolverhampton to ascertain the limits within which there should be a free delivery. The November journal is amongst a number of missing reports.

Mr Godby's only business in the Midlands during December was to look into a complaint against the receiver at Hanley.

Mr Woodcock began 1812 at Cheltenham and Tewkesbury on "Official enquirys", but then for over two weeks he was confined to his home by illness. By the end of the month he had recovered sufficiently to spend four weeks at Wotton under Edge, settling the accounts of the late postmaster and installing a new deputy. On his way home, Mr Woodcock called at Kingscote, Uley and Dursley where he found that the penny post was in an "improving state". There is a discrepancy between the journal of Mr Woodcock and that of Mr Godby. According to the latter their meeting at Ludlow took place on 1st March whereas the former says 4th March.

Mr Woodcock then called at Tenbury, Leominster and Kington on his way to Radnorshire to make arrangements for a daily post to and from Aberystwyth. This was not without its difficulties for he wrote:

"...never met with so much prejudice, obstinacy and selfishness in any country as in this in my endeavours to make arrangements for the proper conduct of this business. It was with great difficulty I could bring them to reasonable terms."

Two days in mid-April were spent at Dean and Coleford, preparing for a penny post from Gloucester to the "Forest district." Establishing a daily post between Leominster and Aberystwyth occupied Mr Woodcock for nearly a month starting on 25th April. Mr Woodcock went from Wales to Birmingham to arrange the carriage of the London bag on a new coach via Coventry. The rest of the month and the whole of June were spent in charge of the office at Ross.

Most of July was taken up by travels in the area of Stroud, Cirencester, Tetbury, Kingscote and Dursley arranging rides to replace the Stroud mailcoach which was withdrawn on the 20th of the month. After that had been seen to Mr Woodcock went to London to consult Freeling on a range of matters. On his way back to Gloucester, he called at Oxford to find a contractor for the Wantage ride. The last week of August was spent in instructing the new deputy at Moreton in Marsh. While there Mr Woodcock dismissed the Stow messenger for drunkenness and negligence, and employed a young man of "excellent character for sobriety & steadyness."

The installation of a new deputy at Fairford took three days in early September before Mr Woodcock went to Worcester for three weeks to establish a penny post to Malvern. From Worcester, he went on to Birmingham to meet Messrs Hart and Godby as seen above, but, where Mr Godby returned home on the 2nd October, Mr Woodcock remained in Birmingham until the 5th of the month. At the end of the month, we find Mr Woodcock, not for the first time, was on the road between Worcester, Bewdley, Kidderminster, Stourbridge and Birmingham trying to speed up the rides.

Mr Woodcock was occupied for the first two weeks on "the road from Worcester to Bromyard, Leominster, Presteigne, Radnor etc for the purpose of new regulating the rides, and expediting the conveyance of the Mail in the line of road between Worcester and Aberystwyth." He found that the road between Leominster and Presteigne was so bad that it was impossible for the riders to keep to time and he recommended that the trustees be indicted by the Post Office. On the last day of November, Mr Woodcock went "into the Clothing district" to re-arrange the rides in that area. Mr Kirkby of Hunters Hall was given notice to quit his ride to and from Tetbury which was to be done alternately by the contractors at Wotton and Dursley. These matters took two weeks to arrange; for the rest of December Mr Woodcock was at home.

The only official business that Mr Hart had in the Midlands during January 1812 was two days at Nottingham looking into the performance of the rides. According to the journal for Feburary, at the start of the month, he was in Leicester to arrange the rides to Loughborough and Newark, and to enquire into the claims of the postman for an additional allowance. Surely, he was in Nottingham not Leicester. He then went straight on to Gainsborough to rearrange the rides to Bawtry and Retford to meet the wishes of the inhabitants.

On 18th March, Mr Hart arrived in Sheffield to prepare for the mailcoach from Worksop but it appears that this never came into being. Two days later, he was in Melton Mowbray enquiring about serious charges made against the post-mistress who attested her innocence upon oath before a magistrate.

Mr Hart did not make another official visit in the Midlands until September when he arrived in Worksop where he inspected the office. He decided not to finish the new tax table (most rates had been increased on 9th July) on account of the alterations that would follow the opening of a post to Sheffield. On 19th September he went to Birmingham expecting to meet Mr Woodcock but the next day he received a letter from Mr Woodcock explaining that he had been detained at Worcester so he went home for a week before returning to Birmingham to confer with Messrs Godby and Woodcock.

The only other business in the Midlands during the rest of the year was a visit to Matlock to inquire about the penny post establishment.

ADDENDA

THE LONDON BAG FROM BIRMINGHAM

In May 1812, Thomas Hasker wrote to Freeling saying that he had met at Coventry the proprietors of the Volunteer Company who had agreed to convert their coach to carry the bag from Birmingham for London on and after 25th May in accordance with the wish expressed by the townspeople of Birmingham. There was no change in the mail duty between Coventry and Birmingham except that it would arrive in Coventry about thirty minutes later in the evening.

He had also met the contractors of the Leicester-Coventry mailcoach who had agreed to wait at Coventry until after the arrival of the coach from Birmingham to carry the Birmingham letters that night to Hinckley and Coventry. As this coach had to leave Coventry immediately on the arrival of that from Birmingham it would not be possible for the postmaster, who in any case had a delivery to which to attend, to sort the letters so it would be necessary for Hinckley and Leicester to keep a voucher with Birmingham.

Hasker then went on to say that other towns might expect to gain from this new coach. The bye letters from Birmingham for all the towns between Coventry and London remained in the Coventry office from 6 p.m. until 3 p.m. on the following day. However, it appears that the authorities did not allow this new coach to carry the bye letters.

[Ref. Post 40/112/1812]

DUNCHURCH TO RUGBY

Mr Godby proposed in July 1812 that the messenger between Dunchurch and Rugby be paid 10/6 a week to make the journey twice a day so that the bye bags carried by the up mail did not remain in the Dunchurch office overnight. It was that circumstance which had allowed the previous postmaster to commit the crimes for which he was awaiting trial. As the present messenger was too old and infirm to make the journey twice a day he proposed to employ the son of the messenger.

He then added that the bye bags would now also be conveyed on Monday and Saturday, the days on which there was not a post from and to London. Before the opening of an office at Dunchurch a voucher was kept between Northampton and Rugby by which the letters passing through Northampton were received at Rugby direct in a sealed bag, but that voucher had been discontinued and the letters resorted at Dunchurch. Mr Godby said that it would be to the satisfaction of the inhabitants of Rugby if the former arrangement were reinstated. [Ref. Post 40/163/1812]

STONE AND CHEADLE

On 5th September 1812, Mr Godby wrote from Cheadle:

"I proceeded to this place in order to ascertain the lowest terms upon which a daily post could be established to and from Stone instead of the present one of four days a week only. The sub Deputy of Cheadle who has the present ride has positively refused to undertake a daily one for less than £110 per annum ... but Mr Styles the Postmaster of Stone has offered to undertake it for £95.11.0 per annum provided his rider may in future be dispatched from Cheadle on the return at 10 o'Clock pm instead of 4 o'Clock in the morning to which I undrrstand the present Inhabitants would not object in consideration of their having a daily post which has been the chief object in the wish that has been expressed for a Mail Coach through this District. The increase of expence in the establishment of a daily Post will be £58.9.8 per annum the present expence for the four day ride of 10 miles being £37.1.4 but which cannot be continued for less than £54.12.0 the contractor having declined unless that sum is allowed for its performance which would bean increase of £15.10.8 upon the present allowance and without giving any additional accommodation to the Inhabitants. The amount of Revenue of Cheadle for the months of May, June & July was £124.12.5 making at the same rate the annual sum of £498.9.8. The Establishment of a daily post will unquestionably be of great advantage to this Town and Neighbourhood which has considerable Manufacturies of Rope [Tape?] besides extensive Copper Works and it is fair to presume that such an extension of the post will eventually bring a considerable increase to the Revenue as I understand that the extension of the communication some few years since from three to four days brought an increase of Revenue of about £15 per annum.

I am ..." [Ref. Post 40/224/1812]

WITHDRAWAL OF THE STROUD MAILCOACH

On the withdrawal of the Stroud mailcoach on 20th July 1812, the following allowances outlined below were paid to the various deputies.

At Cirencester, for conveying the mail to and from Stroud, through Minchinhampton daily,	£112 p.a.
At Wotton under Edge, for conveying the mail to and from Hunters Hall (Kingscote) and Tetbury daily,	£40 p.a.
At Dursley, for carrying the mail to and from Hunters Hall through Uley daily,	£40 p.a.
At Gloucester, for the conveyance of the mail to and from Stroud through Painswick daily,	£77 p.a.
for waiting at Stroud 6d. per day -	£9.2.6 p.a.

The old allowances for the rides between Kingscote and Dursley, and between Kingscote and Wotton under Edge were withdrawn as were those for the ride between Gloucester and Minchinhampton, and the footpost between Stroud and Painswick. [See MM92/17.] [Ref. Post 40/183/1812]



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THE CIRCULATION OF BYE LETTERS THROUGH OXFORD

This was the subject of reports in 1807 and 1812. As a number of mailcoaches passed through Oxford in the night at about the same time, there was little time to sort letters from one branch to another. In 1807, Mr Woodcock found that most subject to delay were those passing between the Birmingham and Maidenhead branches. This was due to the fact that the down Shrewsbury mailcoach arrived at Oxford before that to Worcester, and in the up direction arrived last. Indeed the Shrewsbury only stopped at Oxford to change horses and had frequently left before the Worcester coach arrived. The only solution that Mr Woodcock had to offer was to order that the bye bags be kept open as late as possible and to allow £20 p.a. to be divided between the two clerks to "stimulate their exertions". He added that the guard on the coach to Worcester did not take the bye bags directly from the inn to the post office but dropped them off as the coach passed by the office on itsway out of Oxford. The guard was to be ordered to take the bags to the post office immediately on arrival. Mr Woodcock also commented that the letters for the Cirencester road were not delayed as they were carried by the Oxford and Bath mailcoach which left later at 5 a.m.

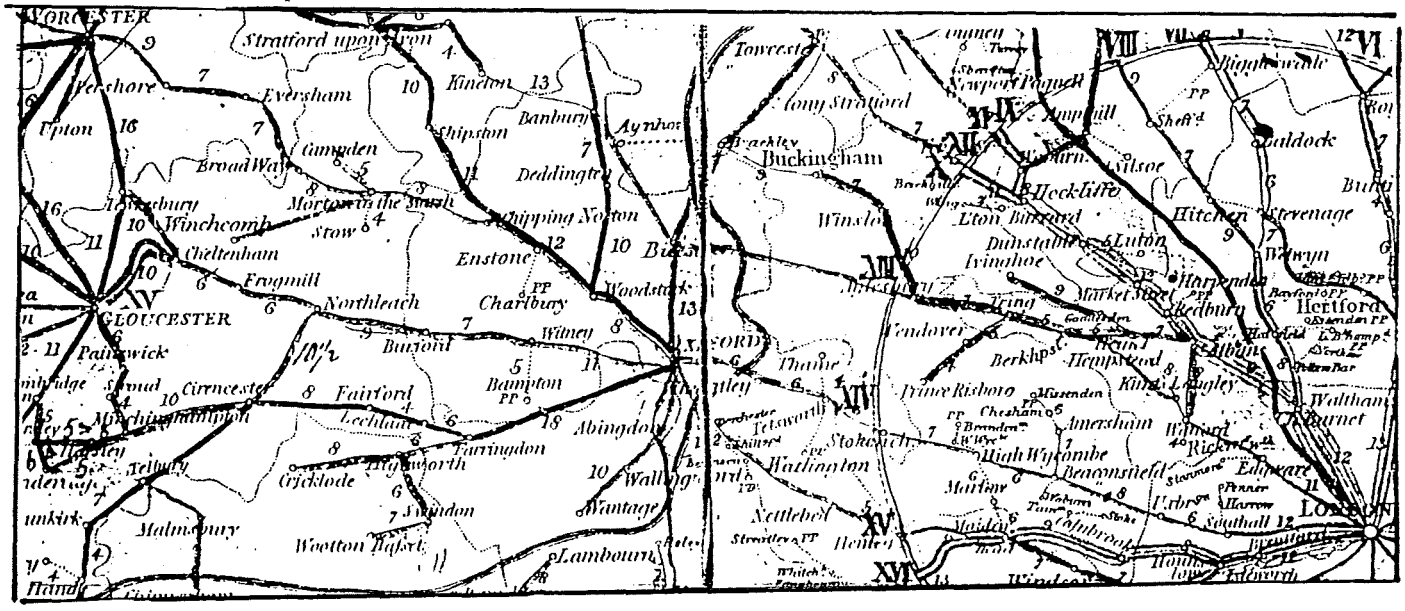
In July 1812, Messrs Scott and Woodcock wrote a joint report from Oxford. They said that Oxford kept bye accounts with thirty-six towns. The bags from Southall, Uxbridge, Gerrards Cross, Beaconsfield, High Wycombe, Stokenchurch, Tetsworth and Wheatley were carried by the Shrewsbury mailcoach which took the bags for Shipston, Stratford and Birmingham. The bags from Hounslow, Colnbrook, Maidenhead, Henley and Nettlebed were brought by the Gloucester coach which took on those for Witney, Burford, Northleach, Cheltenham and Gloucester. The Worcester mailcoach did not bring down any bags but took those from Oxford for Woodstock, Chipping Norton, Moreton, Broadway, Evesham, Pershore and Worcester. The Nettlebed, Henley and Maidenhead were sent up by the coach from Worcester.

They then gave the times of arrival and departure of the down mails over several days. The entry for 3rd July is typical:

Shrewsbury	arr	4.00	a.m.	off	4.10
Worcester		4.10	a.m.		4.15
Gloucester		4.20	a.m.		4.25

Messrs Scott and Woodcock pointed out that this showed that it was impossible to sort out, and forward the letters from the Hounslow line of road for Shipston, Stratford and Birmingham. The average number of letters left behind was thirty. They went on to say that letters from the Uxbridge line for Gloucester were forwarded whenever possible, bit it seldom happened that the letters for the Worcester line could be as there were so many bags to open and make up. The only way in which the whole correspondence could be forwarded without delay was for the mailcoaches to stop at Oxford "as they formerly did." In the up direction, twenty-five minutes were allowed for supper at Oxford so all the letters could be sorted and dispatched immediately.

They were of the opinion that every exertion was used to forward the mail with as little delay as possible. The duties of the office were extremely severe, commencing at 8 p.m. with the arrival of the Bicester rider and continuing with little relief throughout the night. Two persons were fully employed as someone had to be in attendance all day to deliver and take in letters. The postmaster had complained that the allowances paid to him were insufficient to employ a proper assistant. So, taking into account the nature of the duty, the high price of house rent at Oxford, and the great consumption of coals, candles etc in a night office, they recommended that the postmaster should be allowed £40 p.a. for a regular assistant in place of the £20 divided between two persons for occasional services.



REPORTS OF RIDING WORK

From the Spring of 1812, the surveyors used a printed form on which to give their observations on the performance of the riding work in their districts. A page of one of these is shown on the next page. Details of footposts are not given. Below are the details relevant to the Midlands extracted from the first form submitted by each surveyor. It is hoped to update these details in the appropriate part of this series of articles.

The entry in the "Time fixed to Depart." column appears to refer to the time of departure from the first-named place in the column headed "TIME BILLS", and the "Time fixed to Come in." gives the time of arrival back at that place. However, there are some cases where I suspect that this is not the case. No doubt, the experts in the various counties will let me know of any anomalies.

TIME BILLS	Miles	Armed or not	Time fixed to depart	Time fixed to come in
Mr HART - April 1812				
Bakewell and Stoney Middleton	6	not	4.30 a.m.	2.00 p.m.
Bawtry and Gainsboro'	12	not	7.00 a.m.	3.45 p.m.
Buxton and Chapel on Frith	6	not	11.30 a.m.	7.30 a.m.
Derby and Bakewell	6	not	3.45 p.m.	9.00 a.m.
Gainsboro' and Retford	11	armed	5.00 a.m.	7.00 p.m.
Lincoln and Newark	16	not	6.30 a.m.	4.30 p.m.
Macclesfield and Monksheath	6	not	7.17 p.m.	7.00 a.m.
Northampton and Higham Ferrers	16	not	3.15 p.m.	8.30 p.m.
Nottingham and Loughboro'	15	not	9.15 a.m.	3.00 p.m.
Nottingham and Newark	21	not	5.00 a.m.	6.30 p.m.
Stamford and Oakham	12	not	8.50 a.m.	3.00 p.m.
Mr Godby - April 1812				
Atherstone and Burton on Trent	25	not	1.30 p.m.	10.10 a.m.
Daventry and Northampton	12	armed	6.30 p.m.	11.00 p.m.
Daventry and Southam	10	not	7.00 a.m.	4.30 p.m.
Newport and Shiffnal	9	not	7.00 a.m.	7.30 p.m.
Oswestry and Ellesmere	8	not	6.00 a.m.	8.15 p.m.
Shrewsbury and Whitchurch	21	not	10.00 p.m.	6.00 p.m.
Shrewsbury and Aberystwyth	75			
Wolverhampton and Bridgenorth	15	not	8.15 a.m.	6.30 p.m.
Uttoxeter and Rugeley	12	not	6.00 a.m.	5.00 p.m.
Additions - June 1812				
Shrewsbury and Aberystwyth	75	not	8.30 p.m.	5.30 a.m.
Welchpool and Bishops Castle	18	not	3.00 a.m.	8.00 a.m.
- October 1812				
Shiffnal and Much Wenlock	12	not	6.00 p.m.	8.00 a.m.
Mr Woodcock - May 1812				
Alcester, Redditch and Droitwich	20	not	11.30 a.m.	3.00 p.m.
Birmingham and Bewdley	25	not	12 noon (1)	12.30 p.m.
Broadway and Campden	5	not	10.00 a.m.	5.00 p.m.
Cheltenham and Tewkesbury	10	not	11.00 a.m.	4.00 p.m.
Dudley and Wolverhampton	6	not	11.00 a.m.	2.00 p.m.
Faringdon and Cricklade	14	not	8.00 a.m.	5.30 p.m.
Glocester and Chepstow	28	not	1.00 p.m. (2)	12 noon
Glocester and Minchinhampton	14	not	8.30 a.m.	5.00 p.m.
Leominster and Aberystwith	72	not	7.00 p.m.	8.00 a.m.
Ludlow and Bishop's Castle	18	not	4.00 a.m.	8.00 p.m.
Oxford and Bicester	12	not	6.00 a.m.	8.30 p.m.
Oxford and Wantage	16	armed	6.00 a.m.	9.00 p.m.
Ross, Hereford and Brecon	50	not	4.00 p.m.	9.00 a.m.

Mr. Woodcock's Report of Riding Work, in the Month of May —— 1812

TIME BILLS.	Miles.	Armed or not	Time fixed to Depart. H. M.	Time fixed to Come in. H. M.	OBSERVATIONS.
Alcester, Redditch and Droitwich.	20	not	11 30 AM	3 — PM	[illegible]
Birmingham and Bewdley.	25	not	12 — noon should the London Mail arrive in time	12 30 PM	[illegible]
Broadway and Campden.	5	not	10 — AM	5 — PM	[illegible]
Carmarthen and Cardigan.	29	not	12 — noon provided the Mails are in.	10 — AM	[illegible]
Cardiff and Merthyr Tidvill.	25	not	4 — AM	7 — PM	[illegible]
Cheltenham and Tewksbury.	10	not	11 — AM	4 — PM	[illegible]
Dudley and Wolverhampton.	6	not	11 — AM	2 — PM	[illegible]
Faringdon and Cricklade.	14	not	8 — AM	5 30 PM	[illegible]
Glocester and Chepstow.	28	not	1 — PM or as soon as possible after the London Mail arrives.	12 — noon	[illegible]

Stratford on Avon and Alcester	8	not	9.30 a.m.	5.00 p.m.
Stratford on Avon and Warwick	9	not	9.30 a.m.	5.00 p.m.
Stratford on Avon and Keinton	10	not	9.30 a.m.	5.00 p.m.
Woodstock and Banbury	17	not	6 to 7 a.m.	8.00 p.m.
Worcester and Leominster	26	not	1 to 2 p.m.	12 to 1 p.m.
Worcester and Bewdley	15	armed	5.00 a.m.	8.00 p.m.

Notes: (1) should the London mail arrive in time; (2) or as soon as possible after the London mail arrives.

Mr Western - March 1812				
Stilton and Kettering	29	not	6.40 a.m.	5.00 p.m.
Mr Scott - May 1812				
Stony Stratford and Brackley	17	armed	5.00 a.m.	8.00 p.m.

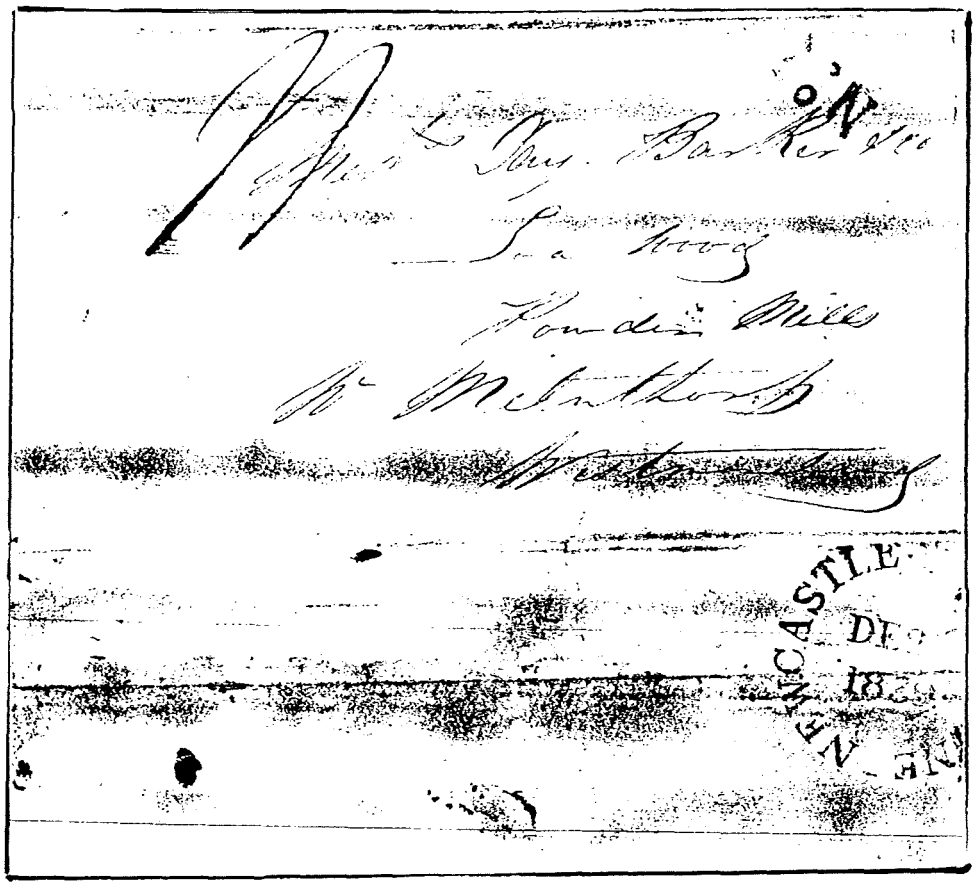
LATE USE OF THE BURSLEM No 7 HANDSTAMP

by Dr Malcolm Nixon

On 2nd December 1839, John Pidduck of Burslem wrote to Messrs Barker & Co.'s powder mills near Milnthorp (sic), Westmorland, ordering two tons of powder - presumably gunpowder. The letter entered the postal system at Burslem where it received the un-boxed No 7 in black and was then forwarded to Newcastle under Lyme where again in black the CDS for 2nd December, 1839 was applied and the charge of 11d. was written in black. (MLP881 and ST452)

The overall charge of 11d. would have included the General Post fee of 10d. for up to 170 miles (being presumably only just into this charge band) and the additional 1d. for the 5th Clause post. Sadly, if only Pidduck had waited another three days he could have saved himself 7d., for on the 5th the standardised 4d. rate was introduced!

The cover significantly extends the date range for the unboxed No 7 and introduces a further coloured ink - black.



TRACING MISSING LETTERS

The form shown below was totally new to me. It appears that it was circulated to all the offices through which a missing letter should have passed.

354

GENERAL POST-OFFICE,
4 May 1812.

SIR,

A Letter has not been received that is stated to have been addressed to

Mr Littleton
Corn & Manufacturer
Kinderton
Manchester

If you have a Letter in your Office, answering that Description, you will return it under Cover to me by the next Post, and at all Events answer this on the other Side.

I am,

Your assured Friend,

FRANCIS FREELING.

SECRETARY.

The Postmaster
of
Rugby.

356

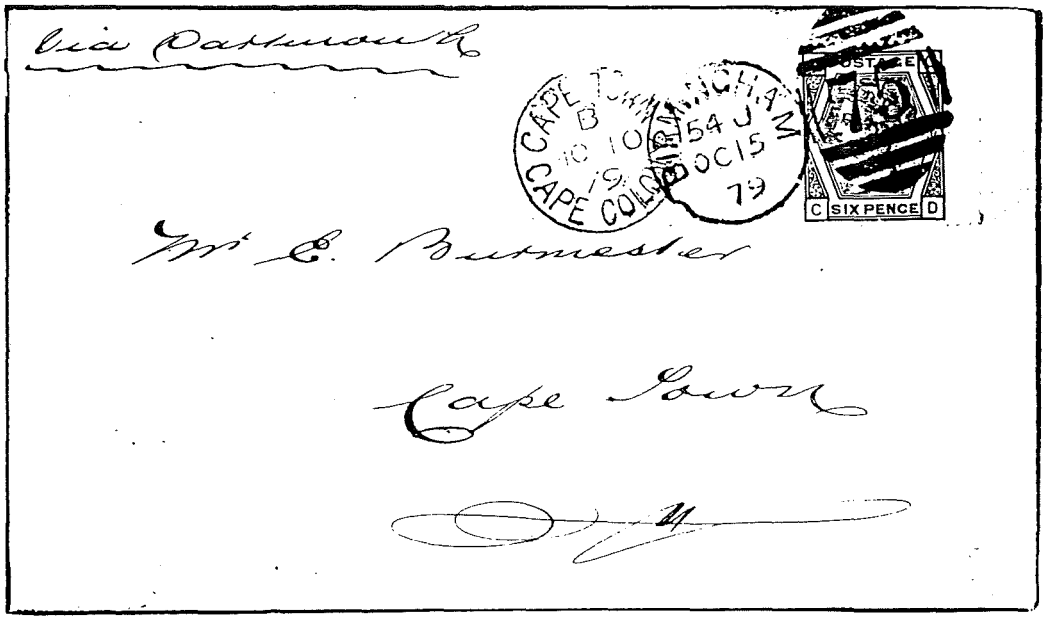
Teape, Printer, Tower-hill, London, for His Majesty's Stationary-Office.

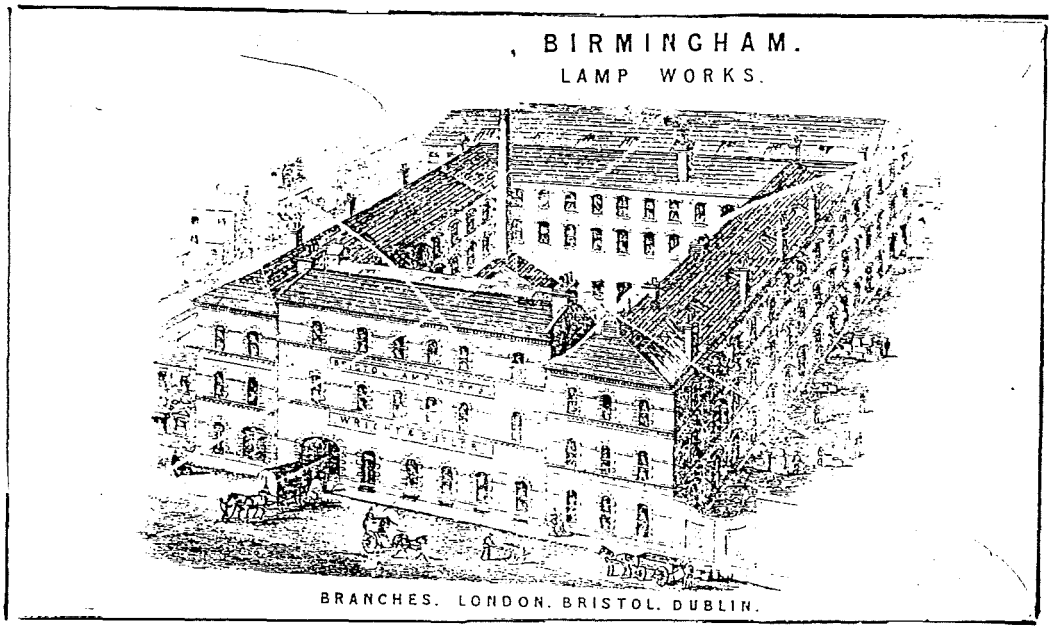
Fran.

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BIRMINGHAM LAMP WORKS

Item number 10 in the advertisement on the next page is an illustrated envelope showing the Birmingham Lamp Works which is shown below. Bill Barrell says that he has a second very similar item sent from Blackheath, Birmingham to Leather Dressers in the U.S.A. He asks if any readers know where this building was/is and the nature of the business.





H and B Philatelists Ltd

SPECIALISTS IN THE POSTAGE STAMPS OF GREAT BRITAIN

PO Box 73, Spalding, Lincolnshire, England PE11 4LU
Telephone: 01775 840849 Fax: 01775 840216

We are buyers and sellers of British postal history and stamps from the earliest times to date (no machins/booklets) and would welcome your enquiries with a note of your particular collecting interests. We offer, subject unsold, a small selection of stock that may be of interest to readers of 'Midland Mail':

1. 1825 wrapper Warwick to Bewdley with fine straight line 'Too Late' handstamp of Warwick. On reverse Warwick datestamp JU/12/1825. (*) £12.50

2. Warks. 1829 large part entire Kenilworth to Lichfield with good strike of boxed 'Coventry Py Post' handstamp in dark blue. Dated 13th June 1829. (*) £17.50

3. THE BLUE '448' NUMERAL OF LEEK. 1850 envelope to Sheffield bearing four margined SG 8 plate 96 lettered RK tied fair strike in dark blue with matching Leek backstamp MR/3/1850. Envelope with repaired tear. (*) £45.00

4. THE BLUE '457' NUMERAL OF LICHFIELD. 1851 entire Lichfield to Salop bearing SG 8a (very blued paper) pl. 108 lettered DB canc light strike of '457' numeral of Lichfield in a BLUE SHADE. Backstamped Lichfield MR/19/1851 in same colour. (*) £30.00

5. 'MISSENT TO WARWICK' handstamp. 1851 envelope to Wenlock bearing SG 8 with four margins, lettered DJ (light crease), with very fine strike of the octagonal 'MISSENT TO WARWICK' handstamp in blue. Backstamped Warwick AU/25/1851. (*) £85.00

6. 'TOO LATE' SCROLL HANDSTAMP OF COVENTRY IN GREEN. 1855 envelope, some faults particularly on reverse, bearing SG 21 tied '223' numeral of Coventry with very fine 'TOO LATE' strike at upper left. Backstamped Coventry JA/15/1855 in same shade of green. Country catalogue WA137 which only records its usage in black in 1864. (*) £45.00

7. WOLVERHAMPTON SPOON. 1855 envelope Wolverhampton to Nottingham bearing SG 17 tied fair strike of the Wolverhampton Spoon Type A MR/3/1855. Backstamped Nottingham MR/4/1855 in blue. (*) £20.00

8. THE DUDLEY SPOON SECOND RE-CUT. 1857 envelope Dudley to London bearing good used SG 40 pl.46 lettered PD tied good to fine strike of this VERY SCARCE SPOON DE/11/1857 CODE B. Part of reverse flap missing and small stain at upper right of stamp but priced accordingly. (*) £75.00

9. BURTON-ON-TRENT SPOON. 1858 clean envelope Burton-on-Trent to London bearing SG 40 plate 46 lettered EB cancelled tied by a good strike of this SCARCER SPOON DE/9/1858. Envelope without creasing. (*) £45.00

10. 1879 envelope Birmingham to Cape Town 'via Dartmouth' bearing 1878 6d grey pl. 16 (SG 147) tied Birmingham duplex OC/15/79. Envelope part flap missing but on reverse VERY FINE ENGRAVING OF 'BIRMINGHAM LAMP WORKS'. (*) £55.00

11. 1858 1d star pl.61 (SG 40). A fine used example lettered IA, centred to right, and cancelled '223' numeral of Coventry and in addition a fine strike of INSPECTOR'S HANDSTAMP. Very unusual. (*) £55.00

12. POSTAL STATIONERY cut out used as adhesive. Envelope to Worcester bearing two ½d cut outs tied circular barred cancellations. £20.00

AN EXTREME DELIGHT

by Rev. Christopher Beaver

Anyone who attempts to report on his own investigations into postal services engages in a task similar to one of the constant duties of a Post Office surveyor. He seeks accurately to record a sufficient summary of his findings. Whether those who receive the reports are appreciative is irrelevant to the writer, if as for Anthony Trollope the making of the report is itself more of a delight than a chore. So much depends on the writer's facility in the use of words, as he himself well knew.

"I wonder whether I did anything to improve the style of writing in official reports! I strove to do so gallantly, never being contented with the language of my own reports unless it seemed to have been so written as to be pleasant to read. I took extreme delight in writing them, not allowing myself to re-copy them, never having them recopied by others, but sending them up with their original blots and erasures, - if blots and erasures there were. It is hardly manly, I think, that a man should search after a fine neatness at the expense of so much waste labour; or that he should not be able to extract from himself the necessity of writing words in the form in which they should be read. If a copy be required, let it be taken afterwards, - by hand or machine, as may be. But the writer of a letter, if he wish his words to prevail with the reader, should send them out as written by himself, by his own hand, with his own marks, his own punctuation, correct or incorrect, with the evidence upon them that they have come out from his own mind." (Anthony Trollope: An Autobiography, Oxford World Classics edition, page 283.)

This quotation, penned in 1876, comes as Trollope looks back on his Post Office career. Itbegan unhappily in the Secretary's Office under the eyes of Sir Francis Freeling and Col. Maberly, 1834-41, developed happily as Surveyor's Clerk in two Districts of Ireland, blossomed from 1850 on special assignments in three more Districts of England and Wales, flourished as Surveyor of the third Irish District, and despite conflicts with Sir Rowland Hill culminated in the Surveyorship of Eastern England 1859-67. Before, during and after this, periods were spent abroad on inspections and negotiating postal treaties in Egypt and the Mediterranean, in the West Indies and Central America, and in the United States. Having failed in his bid to become Assistant Secretary on his brother-in-law John Tilley's promotion he took early retirement without pension but with genuine regrets, in order to pursue his literary career.

A MYSTERIOUS AFFAIR

Roger Broomfield has kindly sent the following report from 'The Tewkesbury Weekly Record' of Saturday, 16th February 1861.

"MYSTERIOUS AFFAIR - The mails from Pershore and the surrounding district to Defford, which should have left on Wednesday night, were delayed till Thursday morning. The mail bags are conveyed by a cart, which, starting from Stow-on-the-Wold, passes through Broadway, Evesham, and Pershore. The driver states that he was proceeding from Pershore to Defford station, and about 40 minutes past eight p.m. was going at a somewhat fast rate up Tiddesley-hill. The road at this part is bounded on [one] side by an extensive wood, and on the other by the river, and is altogether a dreary locality. Here, he says, two men were in the middle of the road directly in front of him; he called, but they made no reply; the horse shied, went up the bank, and horse, cart, and himself were upset into the road. He lay stunned for a short time, and when he recovered himself he heard the men some distance off. He blew his horn, but no one came to render any assistance, and he had to leave the horse and vehicle down in the road until he could get help from Baker's-hill turnpike about a mile further on. He discovered that he had been robbed of a canvas bag containing three sovereigns and some silver. The bags were conveyed to Defford, but were too late for the train. An inquiry has since been instituted by the police and post-office authorities, but no evidence corroborative of the mail-driver's statement has, as yet, been received. Many persons are of opinion that no robbery at all was committed; and the fact of the driver himself having given at least three very different versions of the occurrence, to various persons, including amongst others, the Post-mistress of Pershore and the Superintendent of Police, should cause his statements to be received with caution. It is also a singular fact that he slept the samenight at his usual lodgings at Defford, within 100 yards of a police station, and yet gave no information of the loss and injury he had sustained."

BIRMINGHAM'S POSTS IN 1780

ACCOUNT of the POST

Coming Into, and Going Out of,

The Town of BIRMINGHAM.

DOWNWARDS.

Goes out every Sunday, Monday, Wedneſday, Thurſday, Friday and Saturday Mornings, to

W. Bromwich	Shiffnall	Madely Wood
Wedneſbury	Wellington	Broſeley
Walſall	Wenlock	Aberiſtwith
Bilſton	Newport	Welſhpool
Willenhall	Salop	
Wolverhampton	Wem	Montgomery
Brewood	Oſweſtry	AND
Bridgnorth	Biſhop's Caſtle	Merionethſhires.

Returns every Evening, except Fridays, on which Day there is a Return from Salop and Bridgnorth, through Kidderminſter.

Hales-Owen	Pedmore	Stourport
Dudley	Stourbridge	Bewdley
Hagley	Envil	Cleobury Mortimer
Clent	Kidderminſter	
Bellbroughton	Hartlebury	Areley

Returns every Night, except Tueſdays.

WEST.

ACCOUNT OF

WEST.

Goes out every Sunday, Wedneſday, and Friday Mornings, to

Bromſgrove	All Glouceſterſh. except Stow,	Corſham, Wilts
Droitwich.		Melkſham, dit.
Worceſter	Moreton and	Warminſter, dit..
Upton	Campden.	Bradford, dit..
Eveſham	All Herefordſhire	Weſtbury, dit..
Broadway	Cornwall	Marlborough, dit..
Tenbury	Devonſhire	Trowbridge, dit..
Wigmore	Sherborne, Dorſet	Deviſes, dit.
Ludlow	Bridport, ditto	Ware, dit.
Monmouthſhire & all South Wales	Beminſter, and Lime, ditto	Downton, dit.. Calne, dit.
Somerſetſhire, except Wincaunton	Chippenham, Wilts	

Returns every Monday, Wedn. and Friday Evenings.

Returns are alſo received from Worceſter and its Delivery; Herefordſhire and Ludlow, on Wedneſday and Friday Mornings, through Stratford.

DOWNWARDS.

Goes out every Sunday, Wedneſday and Friday, both Morning and Evening, to

Hedgeford	Stoke	Durham
Cannock	Burſlem	Northumberland
Penkridge	Talk o'th' Hill	Berwick on Tweed
Stone	Sandon	All Scotland
Stafford	All Cheſhire	Ireland
Leek.	Yorkſhire	Angleſey
Cheadle	Lancaſhire	Carnarvon
Eccleſhall	Cumberland	Denbigh and Flintſhire
Market Drayton	Weſtmoreland	

Returns Sunday, Tueſday, and Thurſday, Morning and Evening.

*** All

THE POST, &c.

*** All Letters to be ſent to the undermentioned Parts, or Places, are to go by Way of London.

Bedfordſhire, except Wooburn, Brickhill, Dunſtable, and Market-ſtreet
Buckinghamſhire, except Stoney Stratford, Fenny Stratford, Oulney, and Newport Pagnel
Reading, Hungerford, Newbury, Oakingham, and Windſor, in Berkſhire
Cambridgeſhire
All Dorſetſhire, except Sherborne, Bridport, Bedminminſter, and Lyme
Eſſex — Huntingdonſhire
Hertfordſhire, except St. Albans and Redborn
Hampſhire — Kent
Lincolnſhire, except Gainſborough, Brigg, Barton, and Kirton-in-Lindſey
Thrapſtone, Peterborough, Oundle, and Brackley, in Northamptonſhire
Norfolk — Suffolk
Surry — Suſſex
Saliſbury, Wilton, Downton, Aimeſbury, Hindon, Swindon, Mere, Pewſey, Old Sarum, Uphaven, and Netherhaven, in Wilts
Wincaunton, in Somerſetſhire

NORTH.

Goes out Sunday, Tueſday, Wedneſday, Thurſday, and Friday Mornings, to

Sutton	All Nottingham-	Rutlandſhire
Lichfield	ſhire	Sheffield, and all
Bromley	All Leiceſterſhire,	Yorkſhire
Tamworth	except Hinckley	Durham
Rugely	and Lutterworth	Weſtmoreland
Uttoxeter	Gainſborough,	Northumberland
Wichnor	Lincolnſhire	Berwick-upon-
Burton	Brigg, Barton and	Tweed
Tudbury	Kirton-in-	And all Scotland
All Derbyſhire	Lindſey, ditto	

Returns

ACCOUNT, &c.

Returns Sunday, Tueſday, Thurſday and Friday Evenings, and Thurſday Morning.
Goes out to Leiceſterſhire, on Sunday and Thurſday Evenings, thro' Northampton; returns Wedneſday and Friday Mornings.
Goes to Lichfield, Bromley, Tamworth, Uttoxeter, and Rugely, on Sunday, Wedneſday and Friday Evenings.

UPWARDS.

Goes out on Monday, Morning and Evening, and Wedneſday, Friday and Saturday Evenings, to Caſtle-Bromwich and Coleſhill:
Returns Monday, Tueſday, Thurſday and Saturday Mornings.

Goes out every Sunday, Monday, Tueſday, Wedneſday, Thurſday and Saturday Evenings, to

Meriden	Rugby	Brickhill
Coventry	Lutterworth	Hockliff
Kenilworth	Southam	Dunſtable
Nuneaton	Daventry	Market-ſtreet
Atherſtone	Towceſter	Redburn
Hinckley	Stoney Stratford	St. Alban's and
Dunchurch	Fenny Stratford	LONDON.

Returns every Morning, except Tueſdays.

UPWARDS.

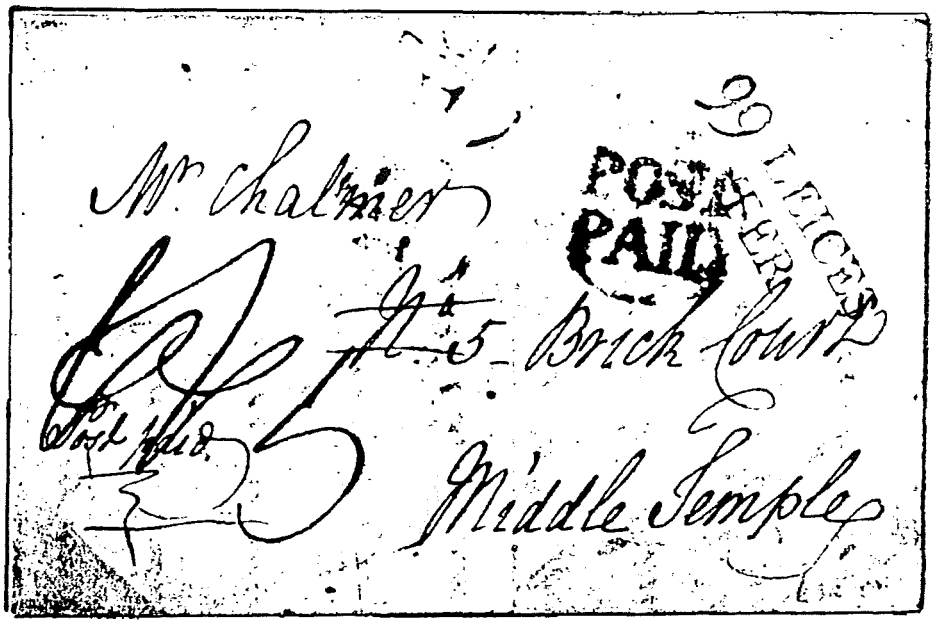
Goes out Sunday, Tueſday, and Thurſday Evenings, to Northampton, Wellingborough, Higham Ferrers, Kettering, Rockingham, Newport Pagnel, Owlney, Wooburn, Henley, Stratford-upon-Avon, Warwick, Alceſter, Keinton, Shipſton, all Oxfordſhire, Stowe, Cambden, and Moreton in Marſh---Abingdon, Farringdon, Wallingford, Wantage and Lomborn, in Berks---Cricklade, Highworth, Lichlade, Wotton Baſſet, and Malmſbury, in Wilts.

Returns Sunday, Wedneſday, and Friday Mornings.

THE END.

MILEAGE MARKS

The following copy of the first type of mileage mark used at Leicester is an accompaniment to a suggestion that members might like to start to photocopy their covers showing mileage marks in preparation for the Society's next venture which is described elsewhere in this issue.



THE NEXT MIDLAND MAIL

It is hoped that this will be published in the first half of August. There will be more from the Surveyors' Journal. The rest depends upon what articles are received by the editor:
John Soer, 51d Barkham Road, Wokingham RG41 2RG.

FOR POSTAL HISTORY

ESPECIALLY G.B.,TRANSATLANTIC.MARITIME.WESTERN EUROPE.PRE 1900

CONTACT MICHAEL JACKSON (PHILATELISTS) LTD
AT P.O.BOX 77, HUNTINGDON.CAMBS..PE18 6TZ
PHONE 0480 456254 (24 HRS.)
FAX 0480 456255

VISITORS VERY WELCOME BY APPOINTMENT AT BRIDGEFOOT HOUSE
BY THE OLD RIVER BRIDGE AT HUNTINGDON