

MIDLAND MAIL



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



President: Rev. C.M. Beaver

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Mike Young

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Trevor Clewley

Secretary:
Eric Lewis

Number 84, April 1994

PETER SHARP

It is with great sadness that we report the death of Peter Sharp on Wednesday, 16th February, following a short illness in Warwick Hospital.

Peter was one of the founder members of our Society and was active to the end, having thoroughly enjoyed the Christmas meeting at Burton-on-Trent, where his interest and enthusiasm were as keen as ever.

Peter was a member of several societies, including his local Leamington & Warwick Society of which he was an active committee member for many years. He was also a regular visitor to societies around the Midlands, either displaying his South Warwickshire Postal History, judging, or going along to give moral support to his colleagues. His advice was regularly sought by budding authors and a few years ago he published his own book on the Postal History of Leamington. A book on Stratford upon Avon was in preparation and it is hoped to complete this in the near future as a fitting memorial.

But Peter will be remembered not just for his knowledge and interest in postal history, but for the willingness with which he shared these with us. We will miss him deeply and offer our condolences to his family.

D.H.

FORTHCOMING MEETINGS

Our A.G.M. and Auction will take place on 23rd April, at St. Michael's Parish Rooms, Moat Road, Langley, Warley. A committee meeting will be held at 11 a.m. Other times are as published in the auction catalogue. A map showing the location of St Michael's is included with this issue. Trains leave Birmingham New Street at 11 and 41 minutes past the hour, and take 12 minutes to reach Langley Green. Departures from Stourbridge Junction are at 27 and 57 minutes past the hour; the journey time is 17 minutes. Members are welcome to eat at the Parish Rooms - there is a fish and chip shop in Vicarage road.

THE FEBRUARY MEETING

We were privileged to have Michael Champness as the judge for our annual competitions on 12th February. Not only did Michael judge the competitions, but before doing so, he entertained us, most appropriately, with a display of early Valentines, beginning in 1815. I wonder if the recipient who had to pay an extra twopence thought it worthwhile. Then while Michael tackled the first section, Richard Farman showed us some early postcards. These began with a forerunner from 1817 and included examples of the first day of use of postcards on 1st October 1870 and of Court Size cards on 21st January 1895.

Entries in the pre-1840 section included "Much Wenlock" from Guy Bridges; "Shropshire - pre 1800" by Denis Salt; "London Local Posts" by Harold Wilson; "Bewdley, 1700-1840" by Mike Young and Eric Lewis's "Town Receiving Offices of the Birmingham Penny Post."

Then in the pre-1938 section we saw "Missent Marks of the TPOs" from Harold Wilson; "South Warwickshire UDCs" by Alan Godfrey; "Paid and Unpaid Marks of Staffordshire" by Richard Farman; Elizabeth's "Birmingham Surcharge Marks"; "Mail sent to Kew Gardens" from Mike Young; "Introduction of U.P.P." by Chris Beaver.

There were only two entries in the final part, that for post-1938 material, "Crash Covers" by Harold Wilson and "Humour in Slogans" by Eric Lewis.

The winners were:

pre-1840 - Eric Lewis;
post-1840 - Harold Wilson;
post-1938 - Harold Wilson.

THE MARCH MEETING

Despite the auction on that day our speaker on 12th March was one of the Cavenish team - Dave Tarry. I hope that all the successful bidders have by now received their lots. Dave gave displays on two very different themes, the first of which was on Newport in Shropshire.

Entries in the Peover Papers indicate that there was an office at Newport by 1676. However the Account Books at P.O. Archives suggest that it was in fact a sub-posttown. Before showing any covers, Dave produced a number of maps including a 1743 map of Shropshire by Badslade. The first handstamp was a straight line "NEWPORT" struck on a letter sent in 1745 to Newbury via London. This was followed by a two line "NEW/PORT" from 1781 and a large straight line mark of 1789. In 1796, the handstamp used in 1745 reappeared. Did it lay undisturbed in a draw in the intervening years?

The next section was devoted to the various mileage marks which showed a reduction in mileage from 155 to 143 miles. From this period was a letter endorsed "Refused" which referred to unpaid tithes and threatened proceedings. Obviously the intended recipient knew what it contained.

After an example of the first UDC used at Newport, and an item from the penny post, we were shown three examples of the "MISSENT/TO/NEWPORT S". Then it was a variety of Mulreadys, both wrappers and envelopes. All of these from one small town.

Dave went on to show the numeral handstamp, duplexes and various types of c.d.s. in a range of colours.

The sub-offices of Newport were represented by UDCs, rubbers and parcel post labels as well as some fascinating postcards. The final item was the handstamp "NEWPORT/RLE/SHROPSHIRE" struck on postage dues.

After the tea-break, we journeyed from the West Midlands to the Indian Ocean, to the island of Mauritius. After he had described some of his experiences on the island, Dave went on to talk about the early history. A post office was first established in 1772, during the period of French settlement. So naturally the first covers we were shown, dating from 1770 and 1788, had been sent to France.

A letter from 1811 gave a very vivid account of the military action between the British and the French. Next came examples of the "MAURITIUS/POST OFFICE" hand-stamps. Various accountancy marks, ship letter handstamps and examples of the Mauritius Crown Circle followed in turn.

In order to speed up the mails a packet service to Mauritius was introduced in August 1848. We were shown various markings associated with that service. A study followed of the rates charged in the period 1863-77.

The local posts in the island from 1846 were illustrated by a variety of hand-stamps and rates.

Dave ended with two rather unusual types of postal marking. The first of these was the pillar box cancels; a letter posted in a letter box was cancelled with a special handstamp. Finally Dave showed examples of the cancellations used on letters posted on the railway trains.

This formed a fascinating end to a very interesting afternoon's entertainment.

MEMBERS' WANTS

Martin Scroggs wants postal history items relating to Enstone in Oxfordshire. If anyone has surplus material to sell would they please contact Martin at:
Thatchways, High Street, Lower Brailes, Banbury, Oxfordshire OX15 5HW.

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THE 'X' MARKS OF THE GREAT CROSS POSTA POSTSCRIPT

by John Calladine

It is comforting to have written something, which, if patently obvious, now sounds slightly prophetic. In an article, "The 'X' Marks of the Great Cross Post" that appeared in MM80, a comment was made:

"In view of the existence of early marks at Shropshire towns, the parallel use of 'X' marks must be a probability."

The comment followed specific mention of use of an abbreviated 'W.CHURCH' stamp at Whitchurch, Shropshire, in the period 1707-1709.

What has now turned up is not one but two strikes of a previously unknown 'X' mark of Whitchurch. The letters are both from a Robert Morison of Market Drayton and were addressed to a tobacco merchant, John Brown, at his lodgings in Deale Street, Liverpool. The letters are clearly dated 13th October 1713 and 24th November 1714. They would have been carried from Whitchurch to Chester by the Great Cross Post and would then have been taken from Chester to Warrington by a second cross post before reaching Liverpool via an established by-post. The letter of 1714 is endorsed 'by the way of Chester'.

That there was an alternative route from Market Drayton to Liverpool is confirmed by a third letter from the same correspondence. This is dated 14th November 1713 and was therefore sent about a month after the first letter with an 'X' mark of Whitchurch. It bears no Whitchurch stamp but an unrecorded straight line 'DRAYTON' and is endorsed 'Turn at Ston(e)'. Since we know that the Great Cross Post only ran twice a week at this time, it is tempting to believe that the writer used an alternative route because he sent the letter on a day when the Great Cross Post was not running. However, calculation of the relevant days of the week suggests that this is not the likely explanation. When he wrote in November 1713, he had received no reply to his first letter and the content of the November letter makes it clear that he thinks his letter has probably "miscaryd". Sending its successor by an alternative route would seem eminently sensible. It was probably taken from Drayton via Stafford to the Chester Road at Stone or, possibly, Lichfield and then turned at Stone onto the Stone-Warrington-Liverpool by-post. By 1714, the writer was satisfied that letters via Chester did not miscarry and he sent his letter of 24th November 1714 on the Great Cross Post again.

We are greatly indebted, once again, to Mr Dennis Morrison of the Border Stamp Centre, Galashiels, for the opportunity to reproduce the three letters. They serve to increase the probability that 'X' marks were used by all the intermediate towns of the Great Cross Post and members are urged to search any correspondence from the first two decades of the 18th century that may be languishing in their county record office.

13th Oct. 1713

Mr John Brown

Merchant

all his
Lodging in
Deale Street Liverpool

Mr John Brown
October 13th 1713

14th Nov. 1713

For
Mr John Brown

Merchant att his
Lodging in Deale Street
in Liverpool

Turn at Stone
post paid 3^d in Lancashire

Mr Robert Brown
November 14th 1713

CLAUDE

24th Nov. 1714

Merchant att his Lodging
in Deale Street in

by way of Liverpool
Cheshire in Lancashire

11-60
11-9
11-10
11-11
11-12
11-13
11-14
11-15
11-16
11-17
11-18
11-19
11-20
11-21
11-22
11-23
11-24
11-25
11-26
11-27
11-28
11-29
11-30

YOU CANNOT BE SERIOUS

The above was the title for the January meeting which I was prevented from attending by a very heavy cold and high temperature. So I would like to take this opportunity of presenting a part of the material which could have occupied nine sheets - a letter bill from each of nine offices in the Newcastle-under-Lyne Fifth Clause Post. Now I can hear certain members in Langley and other places muttering: "He can't be serious." I can also imagine their casting aspersions upon my sanity when I say that these documents are to be found in a Post 40 report on local posts in Devon (Post 40/282/1823).

Now, it might be that our Staffordshire editor has not heard of Honiton pottery, so would not realise that relevant material relating to the local posts in the Potteries is to be found in reports from Devon. However that is not the connection. A small piece of paper amongst all the reports from Devon gives the answer. On it is written: "Is there any Instance of a 5 Clause Post with open boxes - perhaps at Newcastle under Line", followed by "... of the Staffordshire Newcastle Pottery Posts have open Letter Boxes and the Penny when not paid is charged on Delivery of the Letter as addressed."

290 **FIFTH CLAUSE POST.**

Post-Office, *Newcastle-under-Lyne* 182 *2*

Charge on *Letter* Letter Carrier or Receiver.

SENT.

Number.		General Postage.	5th Clause Postage.	TOTAL.
<i>3</i>	London & Cross Post Letters	<i>4</i>	<i>3</i>	<i>5 2</i>
<i>0</i>	5th Clause Letters		<i>0</i>	<i>0</i>
Deduct	{ Returned Letters and Covers		£	<i>5 2</i>
Total N° <i>3</i>	Total £		<i>3</i>	

RECEIVED.

	General Postage.	5th Clause Postage.	TOTAL.
<i>0</i> London & Cross Unpaid			
<i>1</i> Do....do. Paid			
5th Clause Letters		<i>1</i>	
Soldiers' Paid			
Total N° <i>9</i>	Total... .. £	<i>1</i>	

We certify the above to be a true Account.

Chas. Ball Postmaster.
B. Ball Letter-Carrier.

Letter Carrier dispatched at *1 1/2*
 Ditto... arrived at *Stoke 4 0*

J. H. Haslam Receiver.

(The Postmaster must invariably sign the Bill, and also the Letter Carrier or Receiver, and the time of dispatch and arrival must be stated.)

291

FIFTH CLAUSE POST.

Post-Office, *Newcastle Sep 1822*Charge on *Letter* Letter Carrier or Receiver.

SENT.

	Number.		General Postage.	5th Clause Postage.	TOTAL.
	9	London & Cross Post	71	9	10
		Letters			
	4	5th Clause Letters....		4	4
Deduct....	2	Returned Letters and Covers	12	£2	824
Total N°	11	Total....£		11	070

RECEIVED.

		General Postage.	5th Clause Postage.	TOTAL.
8	London & Cross Unpaid	.....	.....	.....
2	Do....do. Paid.....	13	2	25
1	5th Clause Letters .....	.....	.....	.....
1	Soldiers' Paid.....	.....	.....	.....
Total N°	11	Total....£	13	25

We certify the above to be a true Account.

(The Postmaster must invariably sign the Bill, and also the Letter Carrier or Receiver, and the time of dispatch and arrival must be stated.)

Brother Postmaster.
B. Ball Letter Carrier.

Letter Carrier dispatched at

Ditto... arrived at *Shelton* Postmaster.
John Smith Receiver.

291

FIFTH CLAUSE POST.

Post-Office, *Newcastle Sep 1822*Charge on *Barham* Letter Carrier or Receiver.

SENT.

	Number.		General Postage.	5th Clause Postage.	TOTAL.
	19	London & Cross Post	1411	17	166
		Letters			
		5th Clause Letters....			
Deduct....		Returned Letters and Covers		£	106
Total N°	19	Total....£		17	

RECEIVED.

		General Postage.	5th Clause Postage.	TOTAL.
6	London & Cross Unpaid	.....	.....	.....
4	Do....do. Paid.....	3	4	34
1	5th Clause Letters .....	.....	.....	.....
1	Soldiers' Paid .....	.....	.....	.....
Total N°	11	Total....£	3	34

We certify the above to be a true Account.

(The Postmaster must invariably sign the Bill, and also the Letter Carrier or Receiver, and the time of dispatch and arrival must be stated.)

Brother Postmaster.
B. Ball Letter Carrier.

Letter Carrier dispatched at

Ditto... arrived at *Shelton* Postmaster.
J. Cotton Receiver.

It is possible to believe that documents concerned with the Potteries are to be found with material from Devon, but, surely it is totally inconceivable that anyone should petition Parliament about the postage charged between Rugby and Dunchurch. A Mr Wratislaw of Rugby did in 1832. He complained about the charge of 4d. for the distance of $2\frac{3}{4}$ miles as well as that of 7d. for the seven miles to Lutterworth. He was assured by Freeling and the PMG in turn that the first charge was legal as the two places were posttowns, and the second was correct for the distance the letter was carried. He seemed to feel that he was justified as in some areas a letter was carried several miles for a penny which he proved by enclosing a handbill. (Ref. Post 40/627/1832.)

POST OFFICE

Brinklow, June 18, 1832.

The Post-Master General has been pleased to authorise the establishment of a **PENNY POST OFFICE**, at **BRINKLOW**, to be served daily from Coventry, and to commence on Wednesday, the 20th instant.

The Post will arrive at Brinklow at Nine o'Clock every Morning, and be despatched in the Afternoon at Four. Letters for the Town of Brinklow will be delivered immediately after their arrival, and those for the adjacent villages may be received on application at the Brinklow Office; or they will be sent out upon the payment of a small remuneration (according to the distance), to the Messenger.

The Letter Box will close 15 minutes before the departure of the Mail to Coventry. Any Letter offered in the interim will be forwarded, on the payment of one Penny, to the receiver.

B. CHURCHILL,

Surveyor, General Post Office.

THREE MAIL COACHES ARRIVE AT NIGHT

A Postscript

Our President has shown that, in May 1825, three mailcoaches arrived in London in the evening - those from Liverpool, Leeds and Edinburgh MM77/10. The document below shows that on the evening of 31st March 1825, a few weeks earlier than the advertisement reproduced in that article, three mailcoaches arrived in London. But in this case in addition to those from Liverpool (9.30 p.m.), and Leeds (10.05 p.m.), it was the coach from Glasgow (10.35 p.m.). Elsewhere in this issue there is mention of the Glasgow coach arriving in London in the evening, as early as 1820. It is hoped to find more information on this in the near future,, time and extortionate pre-privatisation rail fares permitting. Ref. Post 40/217/1825.

Coaches	Dispatched		Arrived		Time Lost		FOREIGN MAILS		
	H	M	H	M	H	M	Arrived	Due	
Dover.....	8	—	8	50			Amsterdam	Amsterdam	
Pool.....	8	—	8	50			Edinburgh	Edinburgh	
Portsmouth.....	8	—	8	—			Glasgow	Glasgow	
Exeter.....	8	—	8	30			Hamburg	Hamburg	
London.....	8	—	8	10					
Bristol.....	8	—	8	—					
Gloucester.....	8	—	7	5			Public	—	
Hereford.....	8	—	6	47			Waterford	—	
Holyhead.....	8	—	6	30			D. Dec.	—	
Liverpool.....	8	—	9	30					
Chester.....	8	—	6	12					
Leeds.....	8	—	10	5					
Manchester.....	8	—	7	10					
Glasgow.....	7	58	10	35					
York.....	7	58	5	20					
Exe.....	8	—	5	35					
Brighton.....	8	—	5	53					
Norwich.....	8	—	—	—					
Spawick.....	8	—	—	—					
Birmingham.....	8	—	6	53					
Irish.....	8	—	—	—					
Scottish.....	8	—	—	—					
Cambridge.....	8	—	6	53					
Lincoln.....	8	—	6	53					
							Arrived	IRISH MAILS	Due
								Public	—
								Waterford	—
								D. Dec.	—
							Extra. Arrived		
							1	Edinburgh	42 7/61
							1	Ship	73
							Amount of unpaid		
							1		
							paid		
							1897. 15. 4		
							Last Charge sent out at		
							The latter Carriers dispatched at		
							Shipping - Bay		
							Cardigan, Langille, Llanfyllter, Llanfyllter, Llanfyllter		
							Merrimouth, Brecknock, Wale, Carr		
							(Remarks)		

Watt

Robert P. Leach
President

At any time, please
to notice

THE SURVEYORS' JOURNALS (Part 10)

Although, as we shall see from Mr Western's journal, Mr Saverland began 1801 in Leicester, his journal starts by stating that on the 21st January he set out for Cheshire in order to replace the post from Knutsford to Altrincham by one from Manchester to Altrincham. Various other matters kept him in Cheshire until 13th February, when he arrived in Ellesmere to: "open a communication, six days a week, from Oswestry & Ellesmere, with Shrewsbury & London, by the Post setting off from Shrewsbury, on alternate days, to Oswestry & Ellesmere; and by a Foot Post, on alternate days, to and from Oswestry & Ellesmere." He goes on to say that the foot messenger started on 14th for the first time from Ellesmere to Oswestry. [An entry in Post 14 states that on and from 13th February bags were to be made up at the Inland Office for Oswestry and Ellesmere.] After he had been satisfied that all was in order, Mr Saverland set off for Walsall, on the way calling at the offices in Shrewsbury and Birmingham.

The purpose of his visit to Walsall was to inquire into the suitability of a James Penn as successor to Miss Penn, the deputy there, and the possibility of replacing the footpost from Wednesbury by a direct post from Birmingham.

On 3rd March, Mr Saverland left Claybrook for Atherstone to see what could be done about the postboy to Ashby who had been confined there after he had been caught secreting letters. [See The Postal History of Ashby-de-la-Zouch p 11.] From Atherstone he went on to Birmingham to meet Mr Hasker and various coach proprietors to discuss the possibility of starting a mailcoach between Birmingham and Sheffield. After two days in Birmingham, he went to Walsall to "establish a direct Post between those Towns & to do away the communication with Wednesbury." On his arrival he found that the person who had agreed to carry the mail on a light cart from Walsall to Birmingham, for £40 a year, had changed his mind. However, since this had become known in the town before his arrival, he immediately received an offer from Mr Perks to alter the time of his coach to suit the Post Office for £40 a year. The post came into operation on Monday 8th March.

Mr Saverland arrived in Burton-on-Trent on 24th April to make preparations for the post from there to Atherstone on 1st May. On the 26th he went to Derby to confer with Mr Western on the introduction of the mailcoach from Birmingham to Sheffield. They wrote to all the deputies whose circulation was affected by the establishment of this coach, and when he had contracted for the carriage of the mail to and from Burton and Ashby-de-la-Zouch, Mr Saverland left for Birmingham where he spent the last two days of the month preparing for the introduction of the coach on 1st May.

After he been satisfied that all was in order at Birmingham, he went on to Atherstone on 2nd May to check upon the post, introduced the previous day, to Burton. He found that the deputy at Burton had made some small mistakes, and that the Inland Office had sent the bag for Burton to Lichfield instead of enclosing it in the Atherstone bag. Two days later he returned home.

Most of June and the first three weeks of July were spent in North Wales. While in Holyhead, he inspected the lighthouse where he found everything in perfect order, in particular the lantern, glasses and reflectors were very clean. The establishment of a penny post at Liverpool occupied the last ten days of the month.

After further business in Lancashire had taken up the first two weeks of August, Mr Saverland went to Newcastle-under-Lyme to discuss with various gentlemen sending the Birmingham to Manchester mailcoach through the Potteries. On the 15th he visited Mr Parkes at Stoke, and Mr Byerley at Etruria to whom he explained "the certain detention that part of their correspondence must experience" if the mailcoach was diverted as they wished. Two days later he was in Uttoxeter as the postmaster of Reading had complained that a Money Order had been taken out of one letter and placed in another, supposedly by someone in the Uttoxeter office, and that both letters had been detained. All of this proved to be untrue.

Much of the first half of September was spent dealing with matters at the Coventry office where the postmaster was indisposed, and the clerk had died suddenly. Five days after he had made up the monthly accounts, he returned to Coventry to move the office from the inn, where he had stayed, to the postmaster's house and to instruct the clerk of Lichfield's postmaster who was to run the business until another clerk could be found.

Two visits to the Potteries then followed. The first lasted from 20th September to 5th October, during which time he saw Mr Byerley and attended various meetings on the improvement of the posts in the Potteries. In the course of the second visit, from 23rd October to 7th November, he attended a meeting of the Post Office Committee at Hanley whose members were against the introduction of a footpost from Etruria to Hanley, and said that if horseposts could not be provided, they would fetch their letters, at their own expense, from Newcastle. Mr Saverland proposed that the horse posts they wanted could be started if they agreed to pay one penny on the delivery only, the newspapers to be delivered free, and their correspondents to be charged with a penny, above the General Post rate, from Newcastle. This they rejected. After an exchange of letters with Freeling, an agreed service was introduced on 3rd November. [See Local Posts of Midland Counties p. 276.]

Since Mr Otway of Stanford Hall had complained about the high charges made upon his letters and had implied fraud on the part of the postmaster at Lutterworth, Mr Saverland rode over to that office on 12th December to investigate. He found that the fraud was not attached to the postmaster but probably to Mr Otway's servant. This proved to be the case when the man confessed.

This was followed by a journey to Leicester to meet Mr Western to discuss the making up of bags for Falmouth, to contain the Packet letters from the Cross Roads, so as to avoid sorting those letters at Bristol. They decided that it was not necessary to make up bags at Manchester, Sheffield or Leeds, but that one should be made up at Birmingham. [What price a Birmingham Ship Letter?] Finally, for 1801, he proposed that, so as to avoid detention at Burton of the Wichenor letters, a bag should be made up at Derby, "by which means the Letters would be forwarded both ways without delay."

Although the meeting was not mentioned by Mr Saverland, Mr Western starts his journal for January 1801 by mentioning that the two of them had met at Leicester to discuss "the better and more secure conveyance of the Irish, North Wales and Cheshire letters to and from Lancashire."

G.B. COVERS

Do you see my lists of GB cover material? If you don't and are a member of The Midland (GB) Postal History Society, you should! They contain a wide selection of interesting and unusual items - county material, difficult values and rates- from 1840 to date. Send for a copy of my latest list today. All 'Wants Lists' for specific items or county material will receive my personal attention.

ROGER HUDSON



P.O. Box 172,
COVENTRY CV6 6NF

Phone: 0203 686613

He reported that on 19th January, the rider from Derby to Nottingham had been "too much in liquor" to be entrusted with the mail which had then been sent by an express. As this ride had been subject to delays for some time, he went over to Nottingham with the intention of finding another contractor. The latter part of the month and most of February took Mr Western to Yorkshire and Lancashire.

At the end of February, Mr Western attended a meeting at Peterborough with Hasker to discuss the introduction of a mailcoach to Lincoln and Barton (on Humber). He does not say if he made the journey to Birmingham in the company of Hasker, but both gentlemen met Mr Saverland there on the matter of a mailcoach to Sheffield. After he had installed a new deputy at Macclesfield, and attended the trial of the Southwell letter carrier, Mr Western went to London to discuss "various matters respecting my district". His stay there was broken by a journey to attend a trial in Lancaster.

He set off from London on 21st April to take charge of the Bawtry office where he remained until the end of the month apart from meeting Mr Saverland in Derby. He was in Sheffield on 1st May to supervise the introduction of the coach to Birmingham. Immediately that had been done he returned to Bawtry for a further two weeks, broken by a quick visit to Brigg to make arrangements for serving that place from Lincoln.

From Bawtry he went to Newark where he met Mr Hodgson "on several subjects" and to arrange the changes caused by the new mailcoach to Lincoln. Then he set off to attend to "arrangements necessary on the establishment of two mailcoaches from Sheffield to Birmingham & from Nottingham to Derby. On this business he went to Chesterfield, Alfreton, Lichfield and Birmingham, and then to the Bakewell and Buxton branch to take off the rides from Sheffield to Buxton, Macclesfield and Knutsford and establish a ride from Bakewell to Buxton. [An entry in Post 14 states that on and after 30th May 1801 letters for Tideswell and Stoney Middleton and nearby (Bradwell, Castleton, Edale, Eyam, Grindleford Bridge, Hathersage, Hucklow, Hope and Litton) were to be sent in the Bakewell bag instead of that for Buxton.]

After he left Buxton on 3rd June, his travels took him into Yorkshire and Lincolnshire, in the course of which he arranged a communication across the Humber from Hull to Barton to connect with the new mailcoach. From Hull he went on to Huntingdon to look into the best way of accelerating letters from Norfolk and Cambridgeshire so as to meet the down Glasgow coach. Then on 26th he went to Stamford to arrange a voucher between that office and Oakham. He went to Oakham "to instruct that deputy in the management & Bye Letter Accounts he having been hitherto a Suboffice & keeping no Voucher".

From Oakham, Mr Western went to Huntingdon, Cambridge and Newmarket, and back to Huntingdon to arrange the acceleration mentioned in the previous paragraph. This was accomplished by establishing an express from Huntingdon to Alconbury Hill. All of this appears to have been an incursion into the district of Mr Bartlett. Whilst in that part of the country he went to Thrapstone with that gentleman. They decided to postpone the serving of that place through Huntingdon. In fact, it seems the idea was abandoned.

Mr Western's next call was at Loughborough - "to check the practice of Letters from Derby being sent to London in the Loughborough bag, to the injury of the Revenue by a diminution in the rate of postage." Unfortunately I can find no further details of this. Then, on 17th July, he went to Nottingham and Newark as the contractor for the rides between those towns had refused to continue unless he had more pay.

There is no journal for August. However, on 1st September Mr Western left Manchester for Ollerton as the deputy there had died. He had been there a little over a week when he received instructions to go to Buxton to put on a temporary ride to serve that place with its "northern letters". When he had arranged the ride from Manchester and checked the circulation of the letters, he returned to Ollerton and installed a new deputy. Then he introduced vouchers between the offices at Newark

and Worksop. He was on his way home, on 7th October, when he was told that the deputy at Bawtry had resigned so he proceeded to take over that office where he remained, apart from a brief visit to Brigg, until late October.

In his report on the riding work for September he lists in detail the poor performance of the ride from Bakewell and Wirksworth to Derby, something which had been appearing in his reports with some regularity. On the 19th the ride did not arrive until after the departure of the London and Sheffield mailcoaches, but "being Saturday there was no London bag but the bye & cross road letters were all detained."

No sooner had Mr Western arrived home from Bawtry than it was necessary for him to go to Manchester to make arrangements for the mailcoach from there to Carlisle to go through Bolton instead of Hulton. He reached home in Derby again on 8th November. The next day he set off for Bakewell and Buxton to take off the express ride for the latter place, "the Company having nearly quitted it." The last few days of the month and the first half of December were spent in Lancashire.

As we have seen in mid-December, Mr Western was at Leicester with Mr Saverland. Then he spent three days visiting Burton, Whichenor and Lichfield to investigate the delay at Burton of the letters for Whichenor. He, too, ordered a bag to be made up at Derby for Whichenor Bridge. In whose district was that place?

For the whole of January 1801, Mr Woodcock was confined to the house by illness. It seems that he was little better in February for his only excursion was a brief visit to the offices in Painswick and Stroud. At the start of the next journal, that for June, we find Mr Woodcock in Pembrokeshire. After he had spent two weeks at home, he spent the last few days of the month rearranging the posts in the area of Swindon and Faringdon.

His next journal covers the time from the start of September to the middle of October. We know there are none missing as Mr Woodcock numbered his journals; that just mentioned is number 126. He began September with what was to be the first of a number of visits, he made before the end of the year, to the office at Bromsgrove where it was alleged a 7/- coin had been removed from a letter. Between leaving Bromsgrove and returning there towards the end of the month, he visited the offices at Worcester, Bromyard, Ledbury, Upton, Tewkesbury, Stroud and Painswick, "looking into those offices & the deliveries", as well as enquiring about the detention of some bags at Ross.

During December, Mr Woodcock was again in Worcestershire, visiting a number of offices, expediting the rides on the Birmingham and Bewdley branch, and making further investigations at Bromsgrove.

ADDENDA - MORE ON 1801

BIRMINGHAM - WALSALL MAILCOACH

The letter, dated 25th February 1801, which Mr Saverland wrote to Freeling on the above matter is reproduced below:

" Agreeably to your directions I beg to acquaint you, that on my return from Ellesmere, I took the first opportunity of waiting upon Mr Jepson at Walsall, & having had a conference with that Gentleman, & several other of the principal Inhabitants of the place, respecting their post communication with Wednesbury, I found that it is not the old Woman that they object to, so much, or that the employment of a stout man, in her room, would satisfy them, but that it is the delay & insecurity which their correspondence experiences, by being conveyed to & from Wednesbury. They state that their London Letters is their principal and most important correspondence, which being brought to Birmingham by the Coventry Mail Coach, lies generally three hours at Birmingham, for the Shrewsbury Coach, through Oxford, & that another hour,

or more, is lost by the conveyance through Wednesbury to Walsall, which causes their correspondence to be conveyed, during the Winter, in the dark; whereas, if it was conveyed from Birmingham directly to Walsall on the arrival of the Coventry Coach, it might be brought into Walsall by 2 or $\frac{1}{2}$ past 2 o'clock in the winter, & they should be enabled to set the Manufacturers in the Neighbourhood to work, early the following morning, upon the orders brought & communicated to them, by the Post in the afternoon which they cannot now do. I stated to them the certain delay that their Oxfordshire etc Letters would experience, & that their Shropshire, Montgomeryshire & Merionethshire Letters would occasionally lose a day, by withdrawing the communication to Wednesbury; which they all, unanimously declared was of no kind of importance, & that they would gladly give it up, for a direct communication with Birmingham. This statement being pretty accurate, I called upon Mr Perks, who works the only Coach which now runs between Walsall & Birmingham, thinking that he might be glad to carry the Bags from Birmingham to Walsall, as a Parcel, at 1/- pr day, but found that he left Birmingham for Walsall at $\frac{1}{2}$ past 5 o'clock in the Evening & that he would not alter the time of his Coach leaving Birmingham, to suit our convenience. I then enquired what would be the expence of employing a stout man to fetch the Bags from Wednesbury, & found that it could not be done for less than £20 a year. This being the case, I directed my inquiry to the expence of some more direct & expeditious conveyance to and from Birmingham, & had an offer from an Innkeeper at Walsall to run a very light Cart, early in the morning, to Birmingham with a Bag for that place, and the Manufacturer's light Parcels; to return from Birmingham immediately on the arrival of the Coventry Mail, with the Walsall London Bag, for £40 a year.

The present expence of the Foot Messenger to Wednesbury is £10.8.0 pr annum. This alteration, if approved of, will be an additional expence of £29.12.0 pr annum, but as it will enable the Walsall & Birmingham Merchants & Manufacturers to answer their Letters by return of the Post, which they cannot do from Birmingham, & hardly from Walsall, I think it is an accommodation that ought to be granted, & that the increased expence will be defrayed by the additional correspondence, to be expected, by this immediate conveyance, between the two towns.. "Reference: Post 40/81D/1801.

In Post 35 there is an entry: "Mr Corfield, Contractor for the Birmingham & Walsall Ride. His claim of one Quarter's allowance on the abolition of the Service. We are (I think) justified in allowing the fifteen guineas, as recommended by the Superintendent & Surveyor. Perhaps it should have been included in the arrangement of September last."

The entry is dated 6th May 1802, but the year is obviously 1801. This suggests that the arrangement described in MM80/17 lasted, in some form, until September 1800.

THE BIRMINGHAM - SHEFFIELD MAILCOACH

As readers of the series "The Surveyors' Journals" will be aware, a mailcoach link between Birmingham and Sheffield was proposed a few years before its actual introduction in May 1801.

The origins of this mailcoach might be said to date from late 1796 when complaints were made about the poor postal communication between Derby and Chesterfield. It was claimed that if a letter was sent from Derby, the reply could not be received in less than four and a half days. Because of the hilly nature and poor state of repair of the road, Mr Western decided that it was not practicable for a post to leave Derby on the arrival of the mailcoach from London at about 2 to 3 p.m., and reach Chesterfield, twenty-four miles away, in time for the mailcoach from London (via Leicester and Nottingham) at about 6 p.m. However he found that a coach ran from Birmingham to Sheffield every day except Sunday. This coach left Derby at noon, arriving in Chesterfield shortly before the mailcoach went through to Sheffield. It left Chesterfield at 6 a.m., after the arrival of the mailcoach from Sheffield, and arrived in Derby at noon. It was arranged for this coach to carry mailbags between the two towns from 14th June 1797, at first on four days a week (See MM80/15). Free-

ling made it clear that the coach was not to be regarded as a mailcoach; the payment of £50 p.a. was not a mileage allowance but compensation for carrying the bags. Also there was to be no exemption from turnpike tolls.

In March 1798, the proprietors of this coach made overtures to have it made into a mailcoach. When they were offered terms, they turned them down as they did not want to work a patent mailcoach in view of the restriction on the number of passengers that could be carried (See MM81/13).

However it was felt that there was a very definite need for a mailcoach to link two such major manufacturing towns. In August 1800, Mr Western was writing that he was pleased to see from a letter sent by Hasker to Freeling that the mailcoach was in a "state of forwardness" as there had been many complaints about the delays caused by the circuitous circulation.

There is only a small amount of documentation concerning the changes caused by the introduction of this mailcoach. Only two towns appear to have been materially affected - Buxton and Burton-on-Trent.

The branch from Sheffield to Knutsford, by which the letters from Sheffield for Birmingham and beyond connected with the coach from Manchester to Birmingham, became redundant. Although Buxton "received great Service" from that line of post, its correspondence was of little consequence for nine months of the year, half of its annual revenue being collected in the October quarter. Mr Western proposed to serve the town by a ride from Bakewell, although letters from the North would take a day longer. He added that if complaints were made by the "Noblemen and Gentlemen" from the North staying there in the summer months, a temporary ride could be provided. In his report on the riding work for July, Mr Western commented that the new ride from Buxton to Bakewell had been properly worked and "gives satisfaction by the advantage it affords in accelerating the South letters - and so little inconvenience has been experienced from the North letters not arriving so early as before at Buxton, that no application has been made in consequence though that place is now full of company. But as we have seen, in the September, it was necessary for him to put on a temporary ride from Manchester.

If the mail from London etc. for Burton-on-Trent had been sent, as before, to Lichfield, or to Derby, it would have had to wait for the coach at either place until the next day. The solution adopted was to extend the ride from Atherstone to Ashby through to Burton.

Finally, a comment on Alfreton. Prior to the introduction of the coach between Derby and Chesterfield, it had a post at 10 p.m. three days a week, on Tuesdays, Thursdays and Saturdays, through Mansfield. The surveyor proposed that Alfreton should have a daily post through Chesterfield, the coach carrying the bags between that town and Kendall Inn. (I presume this was the Peacock Inn of which a Mr Kendall was the tenant at the time.) In 1807, Alfreton was included in the route of the coach.

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DERBY-NOTTINGHAM-NEWARK (AND BEYOND)

It was the mention, in Mr Western's journal of May 1801, of a mailcoach between Derby and Nottingham that caused me to dig a little more deeply, as I have often felt that the line of post Birmingham, Derby, Nottingham, Newark and Lincoln, crossing as it does several major routes, is deserving of more attention.

In 1736, the Duke of Devonshire asked for a faster post between Manchester and Chesterfield. Such letters went via Ferrybridge, Doncaster, Rotherham and Sheffield. Letters from Manchester to Nottingham were sent by the same route as far as Doncaster from where they were carried to Newark.

When Ralph Allen wrote to Jeremiah Robinson, one of the surveyors, instructing him to assess the feasibility of such a post, he also told him to look into the setting up of a stage between Nottingham and Derby as: "The Bye Letters which passes between Derby and the Northern parts of England are now conveyed through Nottingham in an irregular, tedious & expensive way." (Was the legitimate route by way of Newport Pagnell and Kettering?)

Allen went on to say that once the posts had been introduced, the bag was to be sent from Nottingham to Derby with half-an-hour of its arrival from Chesterfield, and the return answers should be at Nottingham in time to be conveyed both to Chesterfield and Newark by "the next return of their respective mails." The post which started on 7th July 1737 left Derby at 6 a.m. on Sundays, Tuesdays and Thursdays.

In July 1739, Allen complained that the number of bye letters between Derby and Nottingham had decreased. He attributed this to the misconduct of the deputies.

In his instructions to Robinson, Allen said that there was a regular stage between Nottingham and Newark but there was no direct post from Newark to Lincoln, the route being through Grantham. Robinson was told to arrange a post from Newark through Lincoln and Horncastle to Boston. He submitted details of the cost of the various stages. However, Allen does not mention this post in Appendix 2 of his narrative.

It was announced in 1761 that a new stage was to be erected between Newark and Nottingham to give a six-day post from towns on the road between Chesterfield and Northampton to the Great North Road and parts of East Anglia. In June 1770, a five-day post was introduced between Birmingham and Derby to accelerate the post between the Chester and Great North Roads (MM47/15). Yet the broadsheet of 1751 (MM51/7) has, along with those from many other places in the North, letters arriving in Birmingham from Newark, Boston and Gainsborough on Mondays, Thursdays and Saturdays at 7 a.m., and being sent thence on Mondays, Wednesdays and Saturdays at 10 p.m. Was a three-day post to Derby from Birmingham introduced before 1751? It is probable that a daily post between Birmingham and Newark was introduced in 1785 (MM71/11).

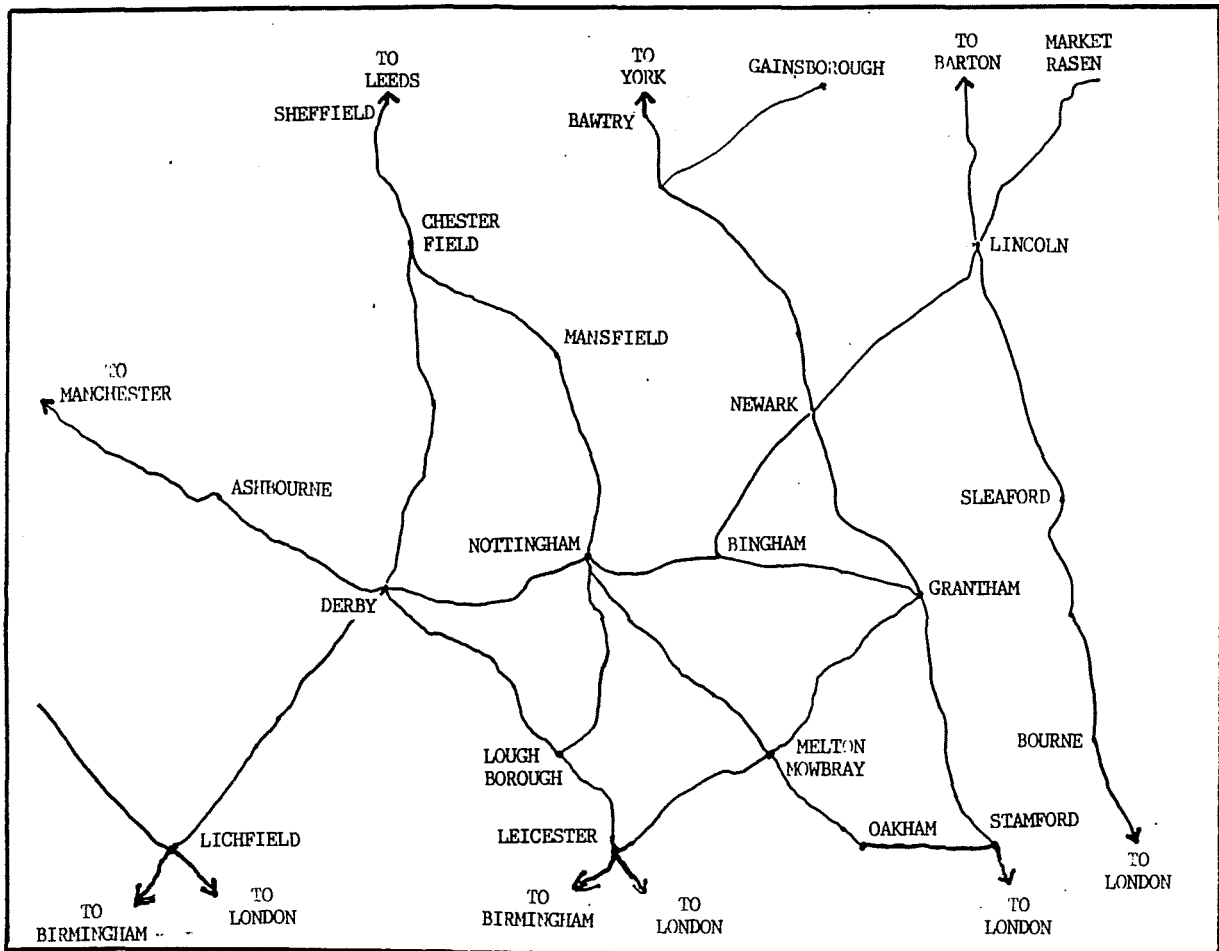
In 1794, the inhabitants of Lincoln complained about their letters for Warwickshire and Staffordshire and all the Western counties being sent through London, while Newark was allowed to use the crosspost. Mr Western explained that although Lincoln had been served since 1785 from Newark instead of Grantham, its circulation was the same as that of the latter town. He went on to say that as, in general, all letters should be sent by the quickest route, Lincoln should be allowed to send through the crosspost letters as far as Worcester, and for Warwickshire, Staffordshire, Shropshire (except Ludlow and Bishop's Castle), Merioneth and Montgomeryshire. All such letters would gain one day.

By the use the times allowed for the various stages shown in the time-bills (MM70), it is possible to construct a table of the scheduled times of the post between Birmingham and Newark. The actual times shown on those bills illustrated the delays to which the mail was subjected.

Birmingham	10.00 a.m.		5.00 a.m.
Lichfield	{ 12.40 p.m.		2.20 a.m.
	4.15 p.m.		00.20 a.m.
Burton	6.15 p.m.		10.20 p.m.
Derby	8.05 p.m.		8.30 p.m.
Nottingham	{ 10.45 p.m.		
	5.30 a.m.		5.50 p.m.
Newark	8.50 a.m.		2.30 p.m.

The Derby-Nottingham coach ran for the first time on 5th April 1801, the same day as that from Birmingham to Sheffield. Freeling, writing in 1824, described the mailcoach as "one of the oldest in the Kingdom, and I think set up by myself 35yrs since.. one of our 'irregular' Mail Coaches, and too frequently carries an excess of outside passengers." His memory must have been in error for in the surveyors' journals from 1792 there is no hint that this post was operated by a mailcoach. Indeed, quite the reverse for there are a number of references to it being a ride. Nor is there any mention of it in the lists of mailcoaches operating before 1800 (MM53/6).

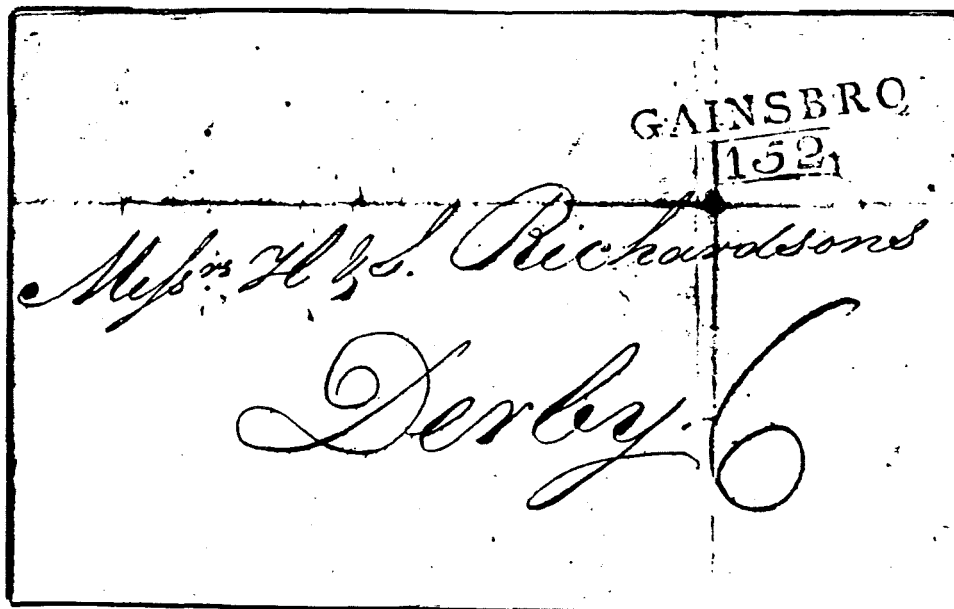
Holden's Directory of 1805-7 gives the time of departure from Derby as 3 p.m., the same time as the mail left for Sheffield. The departure from Nottingham was at 6 a.m. which would have given an arrival in Derby before the departure of the Birmingham mail at 9.30 a.m. Letters left Nottingham at 5 a.m. for Newark where a connection was made with the down mailcoaches. The return post reached Nottingham at about 6 p.m. So letters in both directions passing between Newark and Derby were detained overnight at Nottingham.



The circulation maps of 1807 for Birmingham and Derby (MM48/18-19) show how much mail was sent by this route: letters from both towns to the North of England on, and to the east of, the road running through Newark, Wetherby and Greta Bridge as well as branches to places such as Worksop; Derby's letters for virtually the whole of East Anglia, and mail originating from west of the two towns.

The measures proposed by Mr Karstadt in November 1821 "to obviate the delay occasioned by the alteration of the Mail from York to the Bye Letters for Lincolnshire centering at Newark" did not affect the ride from there to Nottingham. More than two-thirds of the letters from the North were to arrive at Newark by the Glasgow mail at 6.30 a.m. (which would then have arrived in London in the evening), instead of the York at 3 p.m. The letters from Nottingham arrived at 9.30 a.m. and those from London at 11 a.m. Whilst the Nottingham rider waited for the mail from York, the Lincoln mail was dispatched on the arrival of the mail from London, so reaching Lincoln four hours earlier at 1.30 p.m. The ride from Lincoln to Newark left during the night so as to be in Newark for the up Glasgow mail at 6.30 a.m.

The two independent rides between Nottingham and Lincoln were amalgamated in 1822 when a new mailcoach was introduced through Lincoln to Barton. (A mailcoach to Barton had been introduced in 1801, but was withdrawn in 1816.) Both the up and down coaches arrived in Lincoln at about 1.30 p.m., so allowing an interchange of letters from the whole of Lincolnshire with the ride from Nottingham. This left Nottingham in the morning on the arrival of the coach from Leeds; at Newark it took up letters brought by the Glasgow mailcoach from the North, Lancashire and Yorkshire, and reached Lincoln shortly before the mailcoaches. On the return it took up the letters from the up York coach, but it arrived in Nottingham more than an hour later, at about 8 p.m., than it had done previously. However it was felt that there were advantages in the alteration. It brought to Nottingham many letters which would not have arrived until the following evening. Letters for Derby from Lincolnshire which had taken three days, laying one night at Newark and another at Nottingham, now arrived on the morning of the second day. This saving of a day applied to all of the extensive circulation through Nottingham.



A letter written on 18th August 1803 in which the writer says that he has that day received one sent from Derby on the 16th.

The charge of 6d. was that for from 50 to 80 miles.

However, a year later complaints were being made about the time of arrival in Nottingham of this mail. Previously the letters had been delivered with those arriving at 6 p.m. by the mailcoach from Derby. Now, if they were not collected from the office, they were not received until the following morning as it was not possible to delay the delivery of the Derby mail. The proposed solution was to alter some of the sorting duties en route and to increase the speed of the ride so bringing the letters in to be ready for delivery at 7 p.m.

Five months later, in August 1823, a general revision of the posts in Lincolnshire provided the opportunity for a much better arrangement. As we have seen above, the ride brought to Nottingham the letters from the coach from Glasgow which arrived in Newark at 6.20 a.m.; those from the York coach arriving in Newark at 3 p.m.; and those from Lincolnshire with which it reached Newark at 4 p.m. The revision in Lincolnshire enabled the last of these to be brought to Newark in the morning. Thus by the ride not waiting for the coach from York it was possible for the departure from Newark for Nottingham to be at 8 a.m. The mercantile class of Nottingham did not object to this; they said their most important concerns in the North were with Glasgow itself and other places served by that mail. In fact, many of the letters carried by the York coach were brought into the route of that from Glasgow: those from Edinburgh joined it at Carlisle; those from York, Hull and the East Riding joined at Wetherby. The ride would have been performed as a double ride i.e. one in which riders set off from either end at about the same time, rather than one man working "there and back".

The mail arrived in Nottingham in time for delivery with the London mail which took place shortly after noon. Also it carried letters for transfer to that mail, as well as those for the ride to Loughborough which connected with the up Manchester mail, so giving a communication with Leicester and Birmingham amongst others.

If we imagine that the surveyor, Mr Karstadt, had solved all the problems in this post, then we are wrong. In 1820 the mailcoach from Leeds to London via Melton Mowbray and Nottingham was accelerated and retimed to reach London in the evening "to expedite all the Foreign correspondence of the Mercantile Districts of Yorkshire." As a consequence of this alteration, the mail from Norfolk, Cambridgeshire and Huntingdonshire for Nottingham and Derbyshire, which "turned" at Stamford, arrived at Oakham after the down mailcoach had left for Nottingham, and so was detained there for twenty-four hours. The amount of letters so detained was reported in 1824 to amount to £250 a year for Nottingham alone.

Mr Karstadt decided, in January 1824, that this could only be remedied if some of the advantages, recently given to Nottingham, were taken away. He proposed that the letters should not be taken from the coach at Stamford, but should go on to Newark where the coach arrived at 10.52 a.m. The ride for Nottingham was to wait until the arrival of this mail, putting back the time of arrival in Nottingham some three hours. What happened to the letters for the down Leeds mail and the ride to Loughborough we are not told.

At about the same time, a number of people in Derby were complaining about the time taken for correspondence to go from there to places in Lincolnshire such as Boston and Gainsborough. The times of the mailcoach were much as they had been in 1805, i.e. it left Nottingham at 7 a.m. and arrived in Derby at 10 a.m. The return left Derby at 3.30 p.m., arriving in Nottingham about three hours later. As we have seen, mail from Newark arrived in Nottingham at about 11 a.m. so any letters for Derby had to remain there for twenty hours before being sent on. The letters so delayed were said to amount to £600 p.a. In the other direction letters lay over-night at Nottingham.

Mr Karstadt said that it was not possible to alter the times of the mailcoach as it was "charged with a most important correspondence with the Counties of Warwick, Stafford, Worcester, all the West of England & So. Wales." The arrival in Derby at 10 a.m. was thirty minutes before the departure of the coach for Birmingham. One

suggested solution was to provide an extra ride and to replace the mailcoach by a ride, so introducing a double horsepost. A ride was introduced to connect at Derby with the Birmingham-Sheffield mail but the coach did not disappear immediately for it was retimed to run in conjunction with the mailcoach from Nottingham to Lincoln which came into being on 5th August 1824. But in the following January, Mr Karstadt said that the proprietors of "the old Nottingham Mail, a heavy Coach carrying 12 outsides" had declined to reduce it to the official regulation. Consequently it had become necessary to arrange a ride in its place.

The withdrawal of the coach and the consequent change in the time of the departure for Nottingham led to a complaint being made. The complainant asked that the horsepost leave Derby at the same time that the mailcoach "usually did" - 5.30 a.m. The surveyor said that it was necessary that the ride be at Nottingham in time for the up mailcoach from Leeds at 6.17 a.m., and that to Newark and Lincoln at 7 a.m. This would involve a departure from Derby at 3.30 a.m. In view of the "uncertainty" which sometimes attended rides travelling at that early hour, he felt that it was better that the letters should lay overnight at Nottingham. The ride from Nottingham arrived in Derby at about 3.45 p.m., so a departure for Nottingham at 7 p.m. gave the inhabitants about three hours to reply to letters.

The acceleration, in 1825, of the mailcoaches on the Great North Road appears to have had little effect on the crosspost from Lincoln to Derby. However there were significant changes in a number of posts in Nottinghamshire. I intend to return to that topic in a later issue.

On 6th April 1826, the mailcoach between Nottingham and Lincoln was withdrawn and replaced by a series of rides. Mr Karstadt gave details of what was required of the contractors. The departure from Nottingham, like that of the mailcoach, was to be as soon as possible after the arrival of the up Leeds mailcoach, bringing letters from the Leeds and Carlisle line for Lincolnshire, but in the event of that coach being delayed, no later than 7 a.m. This stipulation was made as the ride had to be in Newark by 9.45 a.m. to give thirty minutes for sorting the letters to go on the down Edinburgh coach at 10.16. Shortly after the departure of the Edinburgh coach, the ride was to leave Newark for Lincoln so as to arrive there at 12.40 p.m., before the arrival of the coaches from London and Barton.

In the opposite direction, the departure from Lincoln was to be at 7.30 a.m. after the arrival of mails from Boston, Louth and Market Rasen. After waiting at Newark for the coach to Edinburgh, the ride left for Nottingham where it arrived in time for the letters to be delivered with those from the Derby mail, and in time to allow the letters for Derby to be sent on for the evening delivery there.

Later that year, the London-Barton mailcoach was accelerated. The down coach was retimed to arrive in Lincoln at 11 a.m. which was earlier than the ride from Nottingham. It was necessary for the ride to be in Lincoln by 10.30 a.m. if the mail it brought for North Lincolnshire was not to be delayed by a day. Yet it could not leave Nottingham before 6.30 a.m. as it had to wait for the letters from the Leeds coach which left only four hours for the thirty-seven miles and a stop at Newark. Mr Karstadt commented that it was not possible to leave behind these letters, many from the principal Yorkshire corn and wool markets, for serious complaints had been made when the connection had failed. The solution he put forward was for the letters from Yorkshire to be taken off the coach at Mansfield and taken to Newark where they could meet the ride from Nottingham which was then able to set out at 4.30 a.m. (In the same report, it mentions that the retimed ride from Nottingham could take up at Newark letters by the up York mail at 7 a.m. This appears to confirm that an Edinburgh/York coach arrived in London in the evening. See MM77/10.)

Although the five years up to 1826 saw a number of changes in this crosspost, little appears then to have altered until 1835. In January of that year, a request was made to extend the newly introduced Manchester-Derby mailcoach on to Nottingham,

and dispense with at least one of the two rides. The surveyor gave full details of these rides which seem to have been much as they were in the 1820s.

The first left Nottingham as soon as possible after the arrival of the mail from Leeds at 6 a.m., carrying the bags from that line for Derby as well as those for the two routes to Manchester, for which it had to be in Derby by 8.30 a.m., and the Nottingham letters for the Birmingham mailcoach. It waited at Derby until the arrival of the coach from Birmingham at about 10 a.m. before returning to Nottingham. The letters it carried, along with those from Newark, formed the midday delivery in Nottingham. The second ride left Nottingham at about 1.30 p.m. on the arrival of the ride from Newark with the letters from Norfolk, Suffolk, Lincolnshire and the North Road. These were delivered at Derby along with those from the two Manchester mails which arrived at about 4 p.m. The departure from Derby, with the return to the above correspondence, was at 7 p.m., the letters leaving Nottingham at 4 a.m. the next day. It also carried the mail from Manchester for Nottingham, arriving there at about 9.15 p.m., too late for any effective delivery.

He went on to point out that the two rides not only provided a communication between the two towns, but also carried a very extensive correspondence. Neither ride could serve the purposes of the other. Although the second ride could be dispatched from Derby at about 4.30 p.m., so giving Nottingham an opportunity to reply to its Manchester letters by return, Derby would then be deprived of the ability to reply to its letters for the Eastern Counties. He added that all the letters for Nottingham put in at Manchester up to 8 p.m. were sent via Lichfield and arrived at about 12.30 p.m. the next day. It was only those posted afterwards and up to the departure of the London mail at 9.45 a.m. the next day that were subject to the delay of which complaint had been made.

The only possible way of resolving matters was to provide a third ride between the two towns. However as a mailcoach between Birmingham and Yarmouth was under consideration, he preferred to leave the matter in abeyance until it could be seen what effect such a coach would have on the circulation.

The Birmingham-Yarmouth mailcoach was introduced on 6th July 1835, replacing the Birmingham-Stamford coach which had run as such since 1825. Beyond Melton Mowbray, the Yarmouth coach ran to Grantham rather than Stamford. Unfortunately, I have not been able to locate the report "on the arrangement of the Rides between Lincoln, Newark, Nottingham & Derby", although Mr Karstadt gives the date on which it was written. No doubt it is interred somewhere in the depths of Post 40. Items elsewhere in this issue show how things are to be found in the most unlikely places.

However, we are told that a new ride was to be established from Grantham to Nottingham. This was to pick up at Grantham the letters formerly taken to Newark by one of the down mailcoaches. (See MM58/8 for details of the arrivals and departures from Grantham.) Thus the ride from Newark was able to leave there, with the letters from Lincolnshire, at 7.30 a.m. two hours before the arrival of the mail from London. Although this meant that letters from the South for the road between Newark and Bingham had to be left behind, the surveyor said that this earlier start was essential if the ride was to connect at Bingham with that from Grantham and so extend the benefit of the accelerated arrival from Grantham beyond Nottingham to Derby, and eventually reduce from two days to one the time taken by letters between Lincolnshire and Birmingham. To that end Mr Louis, the superintendent of mailcoaches, was trying to alter the connections at Derby. I do not know if he was successful. Whatever, the completion of the railways between Birmingham, Derby and Nottingham was only a few years away.

References: Post 68/1/109ff.	Post 40/20B/1794	40/397/1821
40/105/1822	40/134/1823	40/344/1823
42/25/1824	40/59/1825	40/257/1825
40/369/1825	40/140/1826	40/510/1826
40/176/1835	40/460/1835	40/576/1835

ROYAL MAIL MIDLANDS

Further to the report in MM82/20, Sunday mail from the Derby, Leicester, Stoke and Nottingham areas was concentrated on Derby from 24th October 1993. This was extended on 7th November to the Northampton and Wolverhampton areas. Two machine dies and a rubber handstamp are in use. Mail posted to me in Leicester on Sunday 12th December was marked by the Leicestershire cancellation with that date which suggests the scheme was abandoned over the Christmas period.

D52 - FIGURE FOUR

I have been asked by one of our members the whereabouts of the office "Figure Four" which according to my 1892 list (corrected to 1903) was issued with the numeral cancel D52. So far, I have been unable to locate this office; can anyone help?

ACKNOWLEDGEMENT

I would like to thank P.O. Archives for permission to reproduce the documents shown on pages 6,7,8 and 9.

THE NEXT MIDLAND MAIL

First of all, I must apologise for the late appearance of this issue. This was caused by a fault on my printer which I was unable to get repaired before the Easter holidays. The next edition should appear in early June. It will contain more from the Surveyors' Journals, and while this issue has focused more on the North Midlands, the next will look to the south of the region. In the meantime, all articles however short or long will be welcomed by:

John Soer, 51d Barkham Road, Wokingham, Berkshire RG11 2RG.

G.B. POSTAL HISTORY

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