

MIDLAND MAIL

THE JOURNAL OF THE MIDLAND (GB) POSTAL HISTORY SOCIETY

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8 NOV 1855 Registered cover from Worcester to Macclesfield with 6d registration paid by the 6d embossed and 1d postage by the 1d red 'star'. See page 8 for an account of the September meeting at Derby

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ANNOUNCEMENTS,

An apology from the Editor – The date given for the September meeting at Derby in the previous Midland Mail was clearly wrong, I should have checked it but didn't, I apologise. As we now know the date should have been Saturday 18th September 2021 – see report of that meeting halfway down page 8 and a final report on page 23.

December Meeting at National Brewery Centre, Bass Museum, Burton-on-Trent is to be held on 4th December 2021, 10.30am Member's Standing Displays on, 1.00pm Lunch, Members and Guests, 2.00pm Speaker

Face-to-Face Meetings: At this time I have no knowledge of such meetings in 2022.

From the Editor - January 2022 issue of Midland Mail, I now have two articles on local penny posts, one concerning mail around Leamington, Warwick and Coventry and one concerning the receiving houses of Shifnal and Ironbridge and the post town of Newport (Shropshire). These take up 9 pages. If anyone has a similar article that could be included in the January issue, please let me know; the only restriction is that it should be no longer than 3 pages.

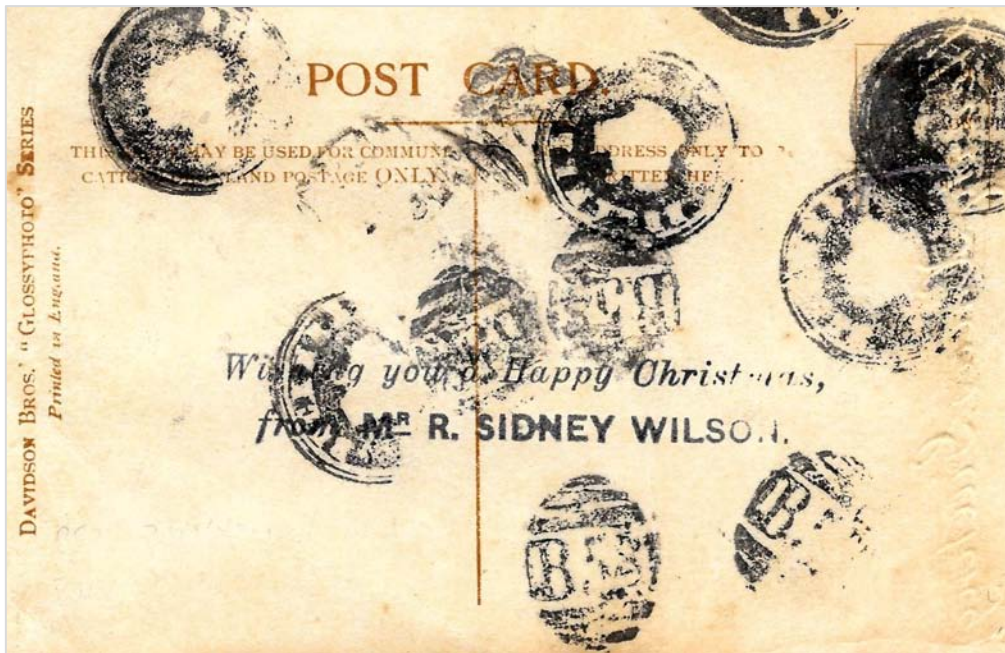
NEW MEMBER: We welcome Mrs Christine Harris of Loughborough, whose collecting interests are Loughborough and nearby villages.

The 21 July Zoom Meeting was a Member's Evening of *Postcards or Photographs of Post Offices with the Relevant Cancel(s)* for which 14 members signed in.

Marc Oxley began proceedings by showing a 1755 letter headed Post Office, Deal, Kent to Caleb Dickinson, St. Georges Coffee House, London, charged 1/-. Apparently Dickinson was a slave owner with 7,000 acres.

John Soer moved us to Leicestershire by showing cards or photos of, amongst others, Snarestone, postmarks of 1984 and 1995; Buckminster, date stamps of May 1985 and August 1989; Braunston, in the old Methodist Chapel, 1989 photo; South Croxton, the PO in the Golden Fleece pub, 1992 photo; South Kilworth with a Ludlow letter box, date stamps 1992 and 1995; Quorn in a 60s-like building, date stamps 1993 etc.; Shenton, closed 31 May 1974.

Richard Capon told us that Irthlingborough under Higham Ferrers office was now a micro-brewery. The date stamp exhibited was IRTHLINGBOROUGH / HIGHAM FERRERS R.S.O. 29 DEC 1902.



Not a lot happening in Bucknell that day - reverse of a card with B58 and mail bag seal

Brian Atkins illustrated offices at Wem, along with a Registered Parcel Post item of 24 JUN 1908; a postcard of Clun, postmarks from 1884 to 1920; the delightful black and white post office of Marshbrook and a 1929 postcard; the office in the picturesque village of Bucknell, along with an undated card which had numerous cancels using the mail bag seal and the scarce B58 3VOS only 4 known including left card.

Chris Jackson showed cards of Bayton (under Bewdley); Bredon (sub-office of Tewksbury and 1920 parcel post label); Peopleton, 1902 pp label; Stourbridge and Stourport, both with 1901 labels; Bobbington (under Stourbridge), Sep 1911 rubber; Dunhampton (also under Stourbridge), Hanbury (under Bromsgrove), 24 Dec 1911 rubber; Ridgway cross (under Malvern), 25 Nov 1928 rubber and Stourton (under Stourbridge) and 20 Dec 1923 rubber.

Richard Farman brought proceedings to a close by illustrating, among others, the following offices: Hamstall Ridware, 4 miles east of Rugeley and different rubber cancels dated 12 JAN 1922 and 24 DEC 1823; Uxbridge Street, a sub-office of Burton; South bank Street, Leek with a LEEK duplex dated 5 AUG 1905; Short Heath (under Wolverhampton), 12 AUG 1913 rubber; Tamworth (Main post office in George Street and a double ring cancel dated 22 OCT 1920 on a 6d stamp; Shenstone Wood End (under Lichfield) and a single ring dated 24 JAN 1900.

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**The 28 July 2021 Zoom Meeting** was a presentation by **Gordon Hardy** and **Richard Farman** of *The Postal History of Ashbourne & District* for which 24 members eventually signed in.

Gordon began by orientating us with a 1720 map of Derbyshire by Bowen, stating Ashbourne is a market town on the Derbyshire / Staffordshire border on an old mail coach route from London to Derby, then to Ashbourne and on to the north. He first illustrated two covers, 3 DEC 1770 and 26 DEC 1781 with an ASH / BORNE mark, both paid 4d to London, though on the 1781 cover Ash / BORNE looked very worn; are they the same. He then showed us a late use of the large, straight-line ASHBORNE on a cover dated 2 SEP 1784 to Derby charged 2d, posted two days after the new 2d postal rate for 1 post stage (1784 Act), which came into force on 31 August. A 17 OCT 1795 cover with ASHBURN to Derby had the latest use of a large ASHBURN hand stamp. 'Kendals' was referred to in the letter that



15 Feb 1785 entire showing a clear 145 / ASH / BORN first-type mileage

vertical 1(1827) in 139, though the lines above and below the later 139 mileage do not always appear as on the OCT 1812 entire to Lichfield. The Fitzherberts at Tissingham Hall were involved in the sugar trade in the West Indies; a 28 July 1821 entire to them was forwarded to London, charged 1/8 in total (10d each way?). An undated ASHBOURN was illustrated on an 8 JAN 1830 entire charged at the double rate of 1/- to Macclesfield. Of great interest was a redirected item of 29 JUN 1831 Missent to Ashbourne in Ireland but eventually forwarded to Tissingham Hall. A list of postmasters (1712 to 1930) and the location of the post office from 1831 to 1927 were also provided. He finished with two postcards of Ashbourne looking down St John's Street, one of them, c.1920, showing the Market Place post office.



1908 PC showing a rubber with serifed ILAM and sans-serif ASHBOURNE

being the Peacock Inn receiving house at Oakerthorpe on the Derby to Sheffield road. A fine 145 ASH / BORN first-type mileage dated 15 February 1785 was noticeable on a cover sent to London (see left). Continuing with the mileages Gordon produced a 28 Dec 1801 cover to Ingleby, near Derby, with a boxed 139 / ASHBORN, together with a similar 1804 item to Leek, charged 4d but boxed 139 / ASHBOURN. Further mileage marks had a slanting (1812) or

At this point Richard took over with 'a tour of lovely Derbyshire & Staffordshire tourist spots and villages'. A selection of the 22 items Richard showed begins with Somersal Herbert (4 miles east of Uttoxeter) with a rubber of 2 June 1913. Around Ashbourne were Mayfield, 2 miles SW of Ashbourne with a 1922 single-ring, Stanton post office, just to the north, with a rubber cancel dated 11 Dec 1912, Mappleton, 1½ miles NW with

a single ring cancel dated 30 Nov 1908, Thorpe, Derbyshire (under Ashbourne) with a picture of the post office and VR mail cart from Ashbourne on a pc dated 2 Oct 1913. Ilam 13 Oct 1902 card with the purple rubber having sans-serif letters but a 22 Oct 1908 card had serifed ILAM rubber (see above). There were further showings of offices at Parwich, Brassington and Bradbourne. Tissingham office, 4 miles north of Ashbourne, is famous for its Well Dressings with a stunning 1909 card. Cards of Fenny Bentley, Kniveton, Hognaston, Kirk Ireton, and finally Hulland Ward post office, 5 miles east of Ashbourne had a card of the office dated 8 Dec 1905.

**The 18 August Zoom Meeting** was a Member's Evening of *Post Roads or Carried over Local or Rural Routes* for which 17 members signed in.

**Richard Capon** stated that in 1830 the Old Oundle coach went from The Swan on Mondays, Wednesdays and Saturdays. This coach was not a mail coach but carried 'goodies to clients or families'. He went on to say that a mail coach left mail at the Caxton Gibbet between St Neots and Cambridge and went passed many major houses. A cover with an OUNDLE mileage dated 4 Dec 1828 included the sentence 'Direct a reply to be left at Thorpe Bar'.

**John Soer** began with a 6 April 1702 entire from Appleby Parva to London, charged 3d for over 80 miles (Act of 1660), which contained the admonition '*Writing by Lester bag made it miscarry. If (you?) write by Loufbourow bag it had come to hand last Saturday*'! Somebody listened as an October 1703 entire from London to Appleby Parva was endorsed '*by Loughborough bag*'! A January 1709 entire from London to Hinckley illustrated the arrangements at Hinckley, which until 1788 received its London mail by a private post operated by the postmaster at Coventry. Noticeable was an undated wrapper (1788?) from Market Harborough to Thomas Hasker at the post office at Hinckley, probably when one of the mail coaches on the Chester Road was diverted through Northampton.

**Garrie Naden** illustrated coach routes with the aid of maps, the first item being an 8 Nov 1733 entire from Knutsford to Liverpool, endorsed '*by Warrington Post*'. This was followed by a 20 Oct 1788 entire from Knutsford to London, charged 4d but with an albino postmark. A brief discussion ensued about using blue light from the side to examine such marks. From the coach era, he showed how a 6 Nov 1799 entire could have gone from Lichfield to London on either the coach from Liverpool or one from Chester. A 7 Dec 1831 cover from Congleton to Newcastle-under-Lyme went on a coach from Manchester as the Liverpool coach no longer went through Congleton.

**Marc Oxley** discussed a 24 July 1835 entire from Greenwich to Rochester put into the post at Shooters Hill cross post, established on 6/7 March 1835.

**Jim Hammond** brought some Shropshire items, the first being a 3 April 1696 free entire from London to Longnor, near Shrewsbury, signed Lord Bradford and endorsed '*p Salop bag*'. A 7 June 1716 entire from London to Oswestry was endorsed '*Oswestry Bagg Salop Post*', Oswestry served on a bye-post from Shrewsbury. An 18 July 1738 entire from London to Dothill, Wellington, was endorsed '*by Wellington bag*', a very surprising endorsement as Wellington didn't have its first mark until 1794 and Jim claimed was not made a post town until 1813. A London to Stapleton, Salop entire was charged 10d in the General Post but with a *Paid 11<sup>d</sup>* top left indicating a local post charge.

**Brian Atkins** began with a March 1675 entire sent on the bye-post from Shrewsbury to Coleshill and then to London along the Chester Road. A c.1681 cover from London to Bridgnorth went via the bye-post from Coleshill to Wolverhampton, with the inhabitants of Bridgnorth paying to receive their mail. A 1713 entire from Market Drayton to Liverpool and endorsed '*Turn at Ston*' was carried on the bye-post to Lichfield, up to Stone on the Chester Road and turned north to Warrington and Liverpool. Finally a 1744 entire from Northop, north Wales to Ludlow, carried on the cross post to Shrewsbury was endorsed '*Turn at Salop*' to Ludlow via Montgomery and Bishops Castle.

**Ian May** showed covers sent in an unofficial post covering an area to the North of Coventry. A 1779 General Post triple rate cover from London to Nuneaton had an extra 2d charge for delivery from Coventry to Nuneaton. The Coventry Penny Post, established in 1810 with Nuneaton was a Receiving House, had mail to the villages along the penny post route to Nuneaton charged 2d in addition to the General Post charge, but only a penny to Nuneaton! An 1812 cover from Shifnal to Foleshill was charged the additional 2d; a Receiving House was established at Foleshill in 1830 from when the additional charge would have been a 1d! Covers in the Warwick Penny Post from the Receiving Houses at Leamington and Kenilworth for delivery at Warwick, carried only within Warwick Penny Post, were charged 2d. Mail passing through the General Post was charged, as expected, a 1d. It appears that charging 2d for local delivery within a penny post was unusual.

**Richard Farman** had a 'Mystery' entire, a 4 August 1732 letter to Lichfield but endorsed '*Post Paid to Burton*'. A 27 Oct 1735 entire from Usk to London and forwarded to Market Drayton was charged 'In all 8d' (**SCAN???**) and a 19 March 1742 from London to Lord Gower at Gt Heywood was endorsed '*by Lichfield Bagg*'. A 26 Oct 1744 entire from Newcastle-under-Lyme via the Chester Road to London was charged 1/- and a 13 June 1783 entire from Lichfield to Leek via Stone was charged 2d for two post stages (Act of 1765).

Finally, after an evening of displays of some wonderful early items, **Gordon Hardy** finished with three items, 22 Nov 1727 Leicester to Derby endorsed '*Derby bag*', charged 3d; 29 April 1789 from Wirksworth to Leek via Derby was 3 post stages, so charged 4d and a 12 June 1742 entire from Bakewell to Burton went on the cross post to Chesterfield, then to Derby but endorsed '*By Nottingham }  
and Derby' }* Bags.

The 25 August 2021 Zoom Meeting was a presentation by **Julian Tweed** of *Registration Late Fees 1862 to 1962*, for which 16 members signed in. It was difficult to do justice to this amazing display of glorious multi-franked covers, with over 50 power point slides. Those members who weren't able to be on-line missed a treat. The covers deserve to be viewed, so I have decided to be selective and show as many scans as I can within the allotted space.



Julian began by stating that the reason he started at 1862 was that there were no Late Fees available for Registered Mail before 1 Aug 1862. His first cover from Bristol to Nottingham, dated 13 Aug 1863 (left), had a total franking of 10d, 4d registration, 4d late fee, both paid by 4d reds and 2d postage paid by a 1d stationery envelope and a 1d cut-out from a stationery envelope (allowed until

September 1870). An 18 Aug 1863 cover from Bristol to Liverpool was franked 9d with a 3d rose and a 6d lilac with the fees as above plus 1d postage and that's just the first slide!



A 4 Dec 1863 cover (left) from Lombard St., London showed the use of blue-black ink for the offices registered mark instead of the usual red. The 4d registration, 4d late fee for posting between 5.30 and 6pm and 4d postage for 1 to 2ozs was paid with a 4d red, 2d blue and 6d lilac.

A remarkable 1 Nov 1872 cover from Lombard St

to Genoa (Italy) was franked with two 10d red-browns paying 1/- double rate postage, 4d registration and 4d late fee and an equally astonishing cover from Lombard St to Russia (24 Apr 1877) was franked with an 8d orange (paying 4d registration and 4d late fee) and a 2½d mauve (paying postage).

Lombard St featured in many of the covers and one to Poona, India dated 10 Jun 1870 paid 1/1 postage via Marseilles and 4d each for registration and late fee, the franking being 1d red, 2d blue, 6d lilac and 1/- green! Another cover from Lombard St, this time to Aberdeen on 17 Aug 1876 paid 4d each for registration and late fee plus 1d postage AND a 1d postage for forwarding to Strathspey. It was at this point that one began to realise the sheer variety of the charges and frankings!

A 1/- late fee was introduced at the London Chief Office during 1874 for 6.00 to 6.45pm with a further extension in 1876 to a 2/6 fee for 6.30 to 7.45pm (7.30pm overseas), the 2/6 fee was withdrawn on 31 Dec 1879.



A 17 Jan 1879 registered stationery cover (left) from London to Australia showed the 'seldom seen' 2/6 late fee, plus 1/2 for postage via Brindisi and 2d registration, a total of 3/10 with a 'mixed issue' franking of 2/- blue, 1/- green, 6d grey and 4d sage!!

On 1 Jan 1880 there was a resetting of late fees across London, when, other than the Chief office, the fee was reduced to 2d for 5.30 to 6pm, though

higher fees were available at the Chief Office. Identification of registered late fees becomes easier after the issue of boxed marks to the Chief, head District and Central Branch offices, illustrated by a 4 Jun 1896 cover to Naples showing a boxed LATE FEE 4d, there was also a boxed LATE FEE 1/-.

From c1900 a special arrangement on Sundays allowed registered letters for the night mail to be handled at about 30 of the larger London offices open for telegraph business for a 1d fee as seen in the cover to Persia dated 20 Oct 1912 with 2½d postage, 1d late fee and 2d registration. Few of these special late fees are recorded (see below)



On 29 May 1917 a duplicate letter service was introduced because of WW1 shipping losses (see front page); letters could be sent on different vessels provided both were registered and the duplicate paid a late fee. A 14 July 1917 example of the duplicate late fee from Liverpool to New York was franked with a KEdVII 9d black – only 20 such covers are known.

What better way to spend an evening than admiring some special covers along with detailed comments on each one.

**The 15 September 2021 Zoom Meeting** was a member's evening displaying *Military Letters or Postcards*, for which 17 members signed in.

**Marc Oxley** began by showing a 12 Feb 1800 entire from Edinburgh to London requesting help with the Napoleonic Wars and 3 Nov 1855 letter with the sender present at the siege and subsequent fall of Sebastopol in the Crimea.

**Jim Hammond** produced items relating to Acting Petty Officer Varndell during WW2. There were two telegrams to his wife (one from Trinidad, which was not concealed by the censor), a use of the airgraph system in May 1943 while on SS *City of Sydney* and another telegram to his wife sadly '*Regretting he was missing*'.

**Brian Atkins** displayed WW1 camps postally subordinate to north Shropshire towns, Park Hall (Oswestry), Prees Heath (Whitchurch) and Bettisfield (Whitchurch), this last slide including the only recorded skeleton of that camp.

**Richard Farman** showed *Staffordshire Military Camps*, mostly RAF WW2. Included was a 25 Nov 1941 registered envelope from RAF Hednesford as well as a 9 March 1949 registered item from the same camp to Czechoslovakia. There were also items from RAF camps at Hixton, near Stafford, Cosford, and Cheadle, a radio listening station.

**Malcolm Allinson** illustrated some Cumberland items; a 2 Aug 1836 cover sent free from Carlisle by the 6<sup>th</sup> Earl of Carlisle to Greenwich hospital; a PO Express Delivery from Maryport to Manchester, which was redirected to Moncton, New Brunswick and Ohio and a 28 Dec 1943 letter from Workington to a POW at Fukuoka, Japan.

**Chris Jackson** produced some wonderful cards with the title of *The Worcester Yeomanry – the Redditch Connection*. His cards included volunteers setting off to camp on a coal dray, a camp at Hewell Park as well as arrival at the park; embarking at Redditch station, yeomanry camp at Salisbury Plain and finally a card showing the return from camp, the Redditch Band turning out to lead through town.

**The 18<sup>th</sup> Sept 2021 Meeting** – the long awaited post-pandemic face-to-face meeting was held at the Cavendish Philatelic Auction Rooms. Your scribe arrived at Derby at 10.50am for an 11am start (train 30 mins late!!), to find 7 members present with two, then three arriving at different times to make a final total of 12 somewhat down on our usual number. The first displays began at 11.30am with **Richard Farman** starting us on what we hope will become our regular adventures once again. Richard began with a 1634 entire, written off Surat on the ship London, the third



to be so-called, on her way to China. The letter was passed to a ship returning 'home'. An 8 Dec 1652 entire 'ffrom aboard ye Tryumph att Norehead' (see left) was also endorsed 'ffor the speciall service of the State' thus a forerunner of the franking system established in 1652 (*Ed - Council of State of Nov 1652 - GBPS website*). A letter of 22 Sept 1668 was signed by Samuel Pepys, a member of the Navy Board. Other items included a letter from HM *Melville* at Malta which had circular stitches, a 1d being attached as there was no other way of paying.

**Gordon Hardy** displayed items of Matlock postal history, explaining that Matlock was

a small village until spa water was discovered, when Matlock Bath became. A 1767 entire from Bristol with a large B with RIS / TOL inside was addressed Matlock Wells and a 1789 entire had one of two known MATLOCK. An 1834 entire showed a boxed MATLOCK BATH, the only known example. There were also 1d post covers, a first day of Uniform 4d Post to the father of Florence Nightingale and a 30 Nov 1868 cover cancelled the B86 of Matlock.

**Marc Oxley's** display included an excellent example of the Abuse of the Franking Privilege with an 8 Sep 1803 cover from London to Alnwick franked by an MP but written by a coal merchant seeking clients!!

**Brian Atkins** showed one board of early Oswestry beginning with a 1681 entire from London, endorsed *Salop Post*, Oswestry being an extension of the bye-post from Coleshill to Shrewsbury. This was followed by a 1710 OS•ESTRE (one of 3 known), the unusual c.1725 OSWALD / TRY (only example) and four different OSWES / TRY marks.

**Alan Spencer** displayed items relating to the 1911 Philatelic Congress held at the Grand Hotel in Birmingham. It included original correspondence from Gibbons, the RPSL and the Secretaries working notes. There were photographs of the delegates, with souvenir labels and post cards issued to raise money to fund the event as well as postcards of social trips to Cadbury Brothers and to Warwick Castle, hosted by the Countess of Warwick. The display concluded with press cuttings from as far afield as Yorkshire and London.

Registered Mail in Worcestershire was **Chris Jackson's** first contribution. Starting with a 1/2d paid in cash for an over ½oz letter from Worcester to Birmingham, 18<sup>th</sup> August 1846 and a Postal Stationery entire prepaid 1/- in cash on a letter from Bewdley to Birmingham 6<sup>th</sup> May 1847. 6d paid in cash is by far the hardest type of Registered mail to find, mainly because it only existed for 27 months. Two examples were shown 6<sup>th</sup> April 1848 from Worcester to Somerset and 3<sup>rd</sup> October 1849 Bromyard to Macclesfield. 6d paid in stamps was the rate from 1850 until 1862 and examples included 3 x 2d blue and 6d embossed. The 4d rate included two foreign covers, Worcester to Paris in 1874 and Malvern Link to Germany in 1883. A variety of scrim lined envelopes were displayed including Madresfield to London in 1910 with an anonymous Registration label.



**Brian Atkins** exhibited items between Shropshire and France (1831 to 1873) under the various Acts and Conventions. For example Shifnal to Paris (21 July 1847, left) was charged under the 1 June 1843 Convention with the 10d rate placed on the left of the cover as stipulated, 5d British ½oz rate plus 5d French ¼oz rate.

**Alan Godfrey** displayed 'Random Military Mail', especially RAF covers of RAF Wellesbourne and RAF Gaydon were noted as was a 1943 Airgraph to London. Two covers from Free Czech Forces in Leamington Spa and Warwick (28 May 1941) and an earlier 9 Jan 1895 cover from Preston to Rugby, forwarded to London which discussed the 'approval for alteration of regimental badges' were also featured.

**Malcolm Allinson** showed both postal history and individual stamps. A selection of 17th century letters included two triple rate letters of 1682 to London from Carlisle and Edinburgh respectively, one charged 9d (3d x 3) and the other 1s.3d (5d x 3); and a Plague Year letter sent into London in July 1665, during the height of the epidemic.

**Richard Farman** produced examples of Free mail, including 22 April 1826 to Sir Isaac Coffin, a 7 Nov 1832 entire from Francis Beaufort of Wind Scale fame, as well as one addressed to him. Noted was a 27 Feb 1832 example which was adjudged to be ABOVE WEIGHT and so had to pay full postage of 10d. Perhaps the prize, though, was a 1 May 1764 Free from Lord Verney to Hungerford, the day before the first recorded use of a FREE hand stamp.

**Tom George** regaled us with a Cadbury's postal stationery card, a Toogood's Pure Seeds parcel tag, a blue triangle Forces Air letter from India to Leamington, an Indian Active Service envelope in Urdu and a 3 May 1951 1d light blue paying the Printed Matter rate, only in use for 29 days

Beginning the third session **Chris Jackson** displayed *The Worcester Yeomanry – the Redditch Connection*, cards showed the training of Yeomanry in 1906 & 1907 and followed with the call to Arms, communication home and raising money for the war through 'Tank Week', dealing with casualties, Armistice parties and war memorials.

**Richard Farman** then illustrated more frees, including 24 Feb 1813 signed by an MP, with a reply address pre-printed on the reverse of the letter sheet, so it also went free. Also noted was a 2 Jan 1830 cover from Bangor to London addressed to the Marquis of Anglesey, Uxbridge House, London.

Finally, **Malcolm Allinson** also displayed a selection of stamp material from the 1935 Silver Jubilee Omnibus set including a card signed by the designer of the GB set, Barnett Freedman. This was followed by a collection of 1d black and 1d red stamps all with Malcolm's initials in their lower corners.

See page 23 for a report of **Brian Purcell's** presentation showed postcards and postal history of Cannock.

## WORLD WAR II MAIL from the UNITED KINGDOM to SWEDEN and the 'BALL BEARING RUN'

by Ian M May

Sometime ago I obtained a number of envelopes used to carry mail from Coventry to Sweden sent during World War 2 to C. E Johanssons Export Company from their branch in Coventry. Some were sent by air mail and others by surface, there were a variety of rates. At the time I had no appreciation of what Johanssons were and how the mail had been carried to Sweden. The research then began, initially with substantial help from the late Richard Beith, and more recently with assistance from members of the British Air Mail Society. Subsequently I have added a few additional covers in order to fill in the gaps in what I think is a particularly interesting story. I suspect there is still much to learn!

Before discussing the postal history, who was Johansson? Carl Edvard Johansson (1864–1943) was a Swedish inventor and scientist<sup>[1]</sup>. He invented the gauge block set. This was a set of very accurate metal blocks some differing by only 0.001 inches that were used to calibrate measuring equipment used, for example, in manufacturing. He formed the Swedish company CE Johansson AB, in Eskilstuna in 1911 and had subsidiaries in other countries, the American one being ultimately taken over by the Ford Motor Company.

Most of the information that follows has been taken from references 2, 3, 4 and 5, which not only give more details of the flights but also give information about the aircraft used.

From 11<sup>th</sup> March 1936 Denmark, Finland, Norway and Sweden had an 'all up' service at the rates for letters and postcards shown in Table 1<sup>[6]</sup>. Under the 'all up' service mail was sent by either surface or air mail, whichever was the quicker. Baldwin<sup>[7]</sup> states that on 17<sup>th</sup> May 1936 'British Airways obtained a contract from the Post Office for the carriage of all mail to Denmark, Sweden, Norway and Finland by air ....'.

At the start of the war all air mail services from the United Kingdom were withdrawn. Figure 1 shows a cover sent on the 5th September 1939, just after the declaration of war, on the 3<sup>rd</sup> September. It has been sent at the 'all up' rate but it is uncertain how it got to Sweden.

On the 31<sup>st</sup> October 1939 flights from Shoreham by the Dutch airline KLM commenced. Mail for Sweden was flown to Amsterdam, from where it was flown the following day to Malmö, Sweden. However, because of the high conveyance charges the 'all up' system for rates could not be applied and so increased rates for air mail were instituted on 30<sup>th</sup> October, Table 1. Figure 2 shows a cover posted the day after the rate increase and flown from Shoreham on the first flight to Amsterdam. Some of the subsequent flights from Shoreham were cancelled due to flooding.

From early November, there was in addition a weekly flight by British Airways from Scotland to Norway, Sweden and Finland, mail was forwarded by whichever service was available. The services continued until the invasion of Norway in April 1940, when the flights could no longer land there. Figure 3 shows a cover sent surface mail to Norway, which was posted just prior to the invasion, showing that no service was available.

With the cessation of the above services a route via Moscow was used from early May 1940. Mail was flown to Paris and then carried by rail to Moscow to be flown from there to Stockholm. This route was closed in mid June following the entry of Italy into the war and the loss of the rail connection.

Thus from mid June 1940 until the end of March 1942 there was no air mail service to Sweden (see Fig 4); in fact the only European air mail service was to Lisbon, from where connections to various parts of the world outside Europe could be made. However, Figure 5 shows a cover intended for air mail which came from the same source as others with the same address so can be assumed to have arrived in Sweden. It is dated 8<sup>th</sup> July 1940, that is after the end of air mail services to Sweden so it was possibly sent by surface mail.

There is little reported about surface mail, Beith<sup>[2]</sup> has a note when the air mail rate was increased on 14<sup>th</sup> March 1942, 'No service by surface or air for months prior to this date. Still no surface mail'. There is a further note when the rates were reduced on the 1<sup>st</sup> April 1943, 'Surface mail still suspended'. Fig 6 is a registered cover sent at the surface mail rate with no indication of the route. Fig 7 is an item sent at the surface mail rate, after the increase of rates on 1<sup>st</sup> May 1940 (Table 2), which was sent via either Germany or a German occupied country as it has a German censor mark. Figure 8 shows a further underpaid surface mail cover sent on 6<sup>th</sup> March 1941.

The Swedish airline ABA began a regular Aberdeen - Stockholm service on 27<sup>th</sup> March 1942 which continued throughout the war with some substantial breaks due to German fighter action against the flights. On the 8<sup>th</sup> October

1944 the Scottish terminus was changed to Prestwick, Ayrshire. The first outward despatch of mail, following the break in service was made from London on 28<sup>th</sup> March 1942 for a flight provisionally booked from Aberdeen for the 29<sup>th</sup> March. In preparation for the resumption of the service the rates had been substantially increased (Table 1), so that only important mail was sent.

In late 1940 the British Overseas Airways Corporation (BOAC), now incorporating British Airways, operated flights from Perth to Stockholm at the request of the Air Ministry. Probably the most important reason for these flights was the requirement of ball bearings, hence the name ‘ball bearing run’, and special steels, which needed to be imported from Sweden, for the war effort. The Germans required the same materials and it may one of the reasons that Sweden retained its neutrality during the war, despite being surrounded ultimately by occupied countries. These flights were moved in February 1941 to Leuchars, Fife, an RAF base near St Andrews. The service was operated using a variety of aircraft, some of which were flown by Norwegian crews. On the 6<sup>th</sup> August 1942 an RAF de Havilland Mosquito, a fighter bomber, was first used and this was followed on the 4<sup>th</sup> February 1943 by the first flight by a civilian Mosquito. Six Mosquitos were added to the fleet during April and May 1943 and later a further three were added. The advantage of the Mosquito was that it was fast enough to avoid enemy fighters and was therefore able to fly during the day. The civilian Mosquitos had the guns removed and the space taken up by the bomb bay was suitable for carrying mail, the ball bearings and other steel products. In June 1945 the British terminus was moved from Leuchars to Croydon.

On the 13<sup>th</sup> June 1942 the Air Ministry gave permission for the BOAC flights to carry mail from the United Kingdom to Sweden, although it was not until the night of the 13<sup>th</sup>/14<sup>th</sup> August that mails were first flown. Figure 9 shows a cover at the 1/3d rate sent on 13<sup>th</sup> November 1942 after the resumption of the airmail service.

In April 1943 the rates were reduced (Table 1 and Fig 10), and these remained until after the war.

The ‘all up’ service was re-introduced on the 1<sup>st</sup> July 1948 when the rates were again reduced (Table 1).

Air mail services from Sweden to the United Kingdom were particularly important because for a substantial part of the war it was one of the routes to the rest of the world for mail *from* Sweden. Most mail from Sweden since March 1942 would have been carried by the ABA flights. Details of the services used are outside the scope of this article, but full details can be found in reference 6.

#### Acknowledgements

I am grateful for the assistance provided by the following members of the British Air Mail Barbara Priddy, Ken Sanford, Julian van Beveren and Josh Spoor. However, it was the late Richard Beith who set me on the right track. Any errors or misinterpretation of the data is entirely my fault.

| Date                          | Letters,         |                  | Post cards |
|-------------------------------|------------------|------------------|------------|
|                               | First ounce      | Each extra ounce |            |
| 11 <sup>th</sup> March 1936*  | 2½d              | 1½d              | 1½d        |
| 30 <sup>th</sup> October 1939 | 5d               | 3d               | 2½d        |
| 14 <sup>th</sup> March 1942   | 1/3d per ½ ounce |                  | 7d         |
| 1 <sup>st</sup> April 1943    | 8d               | 5d               | 4d         |
| 12 <sup>th</sup> October 1945 | 5d               | 3d               | 2½d        |
| 1 <sup>st</sup> July 1948**   | 3d               | 2d               | 2d         |

Table 1 Air mail rates

\* ‘All up’ Rate

\*\* ‘All up’ Rate reintroduced

| Date                       | Letters,    |                  | Post cards |
|----------------------------|-------------|------------------|------------|
|                            | First ounce | Each extra ounce |            |
| 15 <sup>th</sup> June 1935 | 2½d         | 1½d              | 1½d        |
| 1 <sup>st</sup> May 1940   | 3d          | 1½d              | 2d         |
| 1 <sup>st</sup> July 1948* | 3d          | 2d               | 2d         |

Table 2 Surface mail rates

\* ‘All up’ Rate

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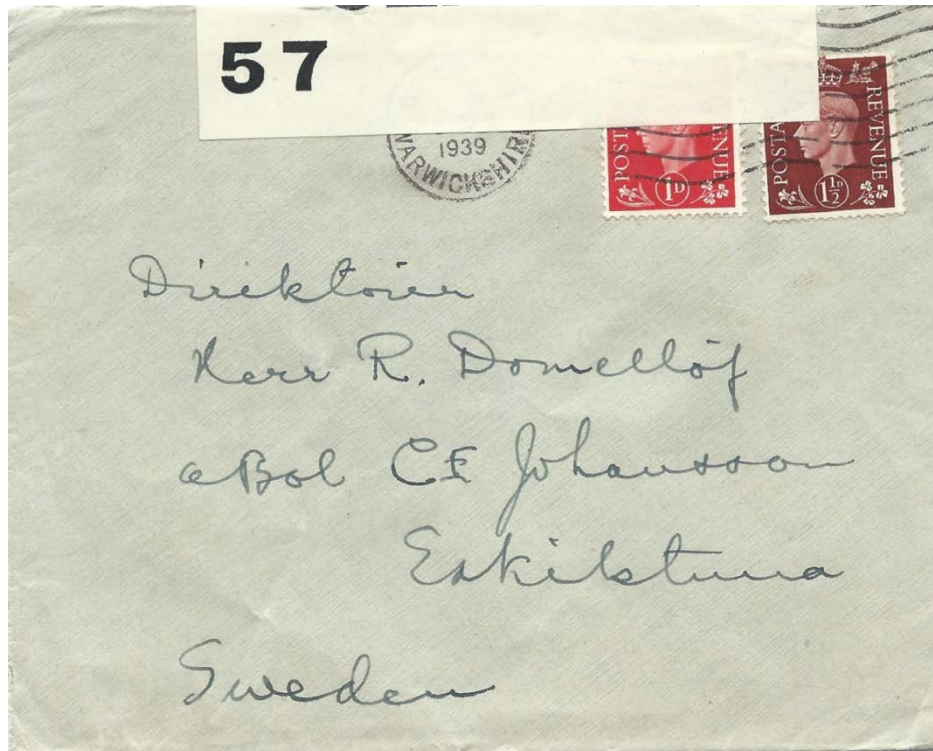


Fig 1, 5<sup>th</sup> September 1939. Coventry to Eskilstuna, Sweden



Fig 2, 31<sup>st</sup> October 1939, second date of 5d air mail rate Coventry to Eskilstuna, Sweden

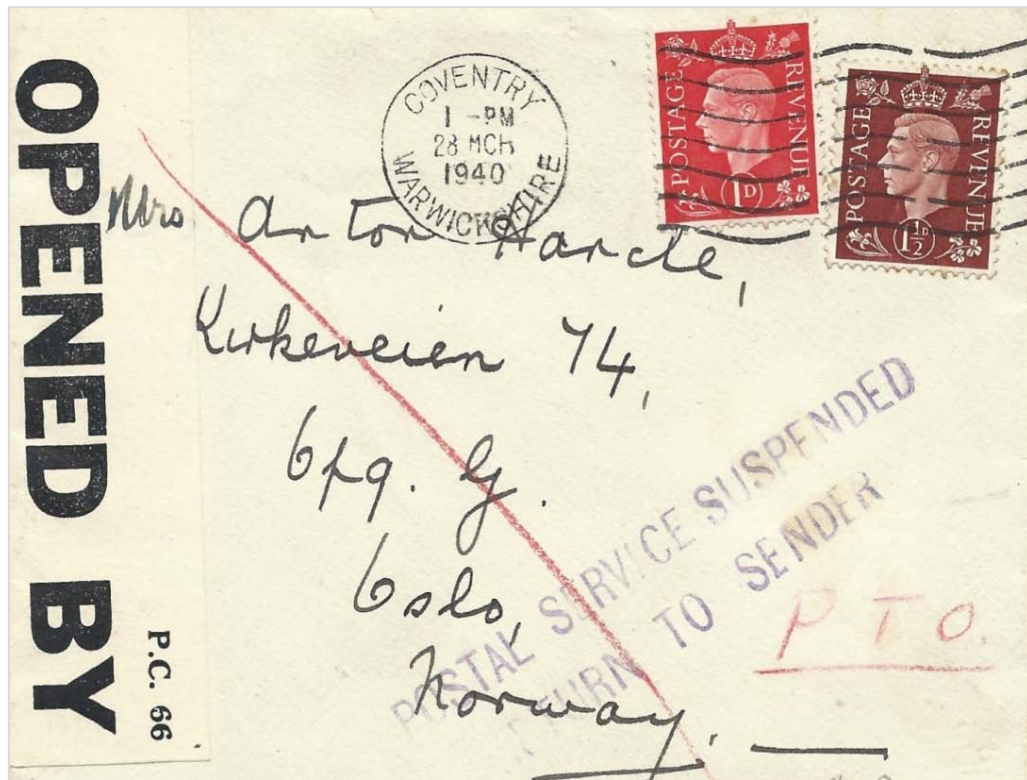


Fig 3, 28<sup>th</sup> March 1940. Service suspended due to German invasion of Norway, Surface mail



Fig 4, 14<sup>th</sup> May 1941, sent in the period when there was no air mail service. London to Gothenburg, Sweden



Fig 5, 8<sup>th</sup> July 1940 5d air mail rate, Coventry to Eskilstuna, Sweden

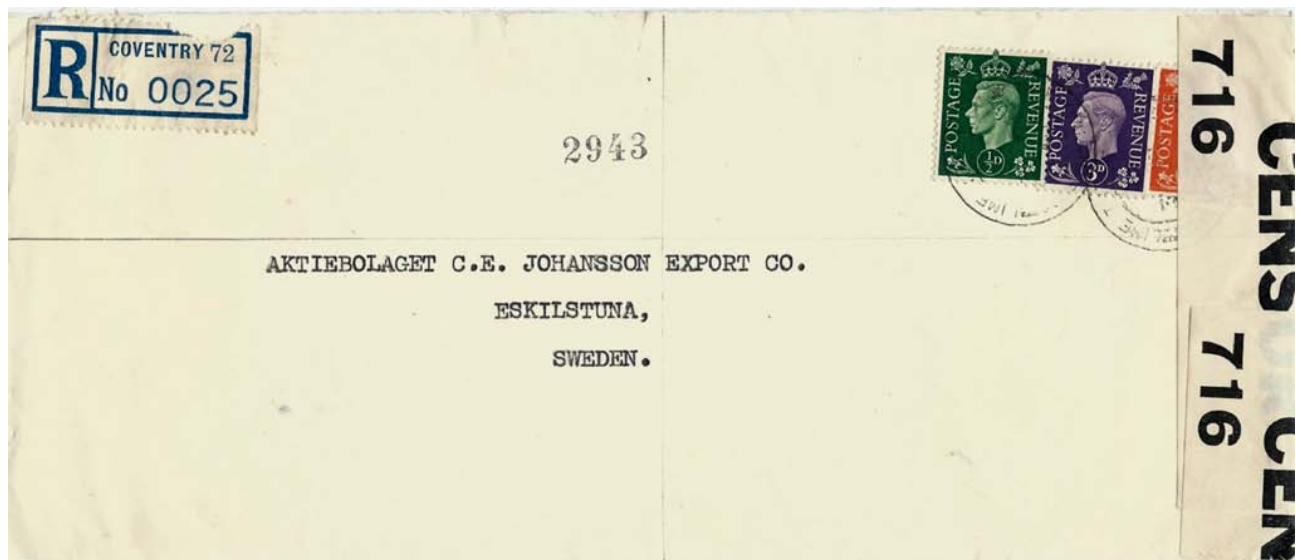


Fig 6, 3<sup>rd</sup> February 1940, 2½d surface mail rate, 3d registration, Coventry to Eskilstuna, Sweden

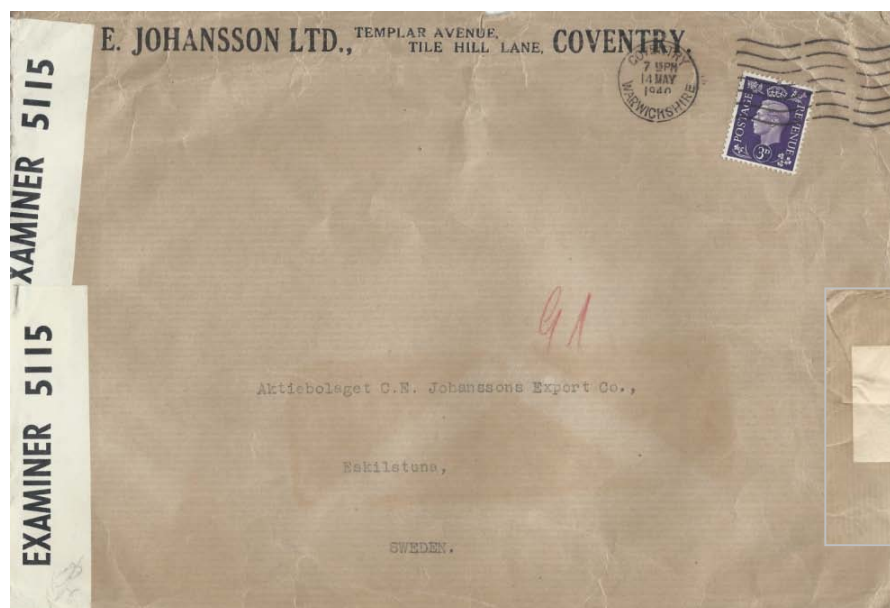


Fig 7, 14<sup>th</sup> May 1940 3d surface mail rate Coventry to Eskilstuna, Sweden. Reverse showing German censor label. (Ed - Cover and censor label reduced in size)



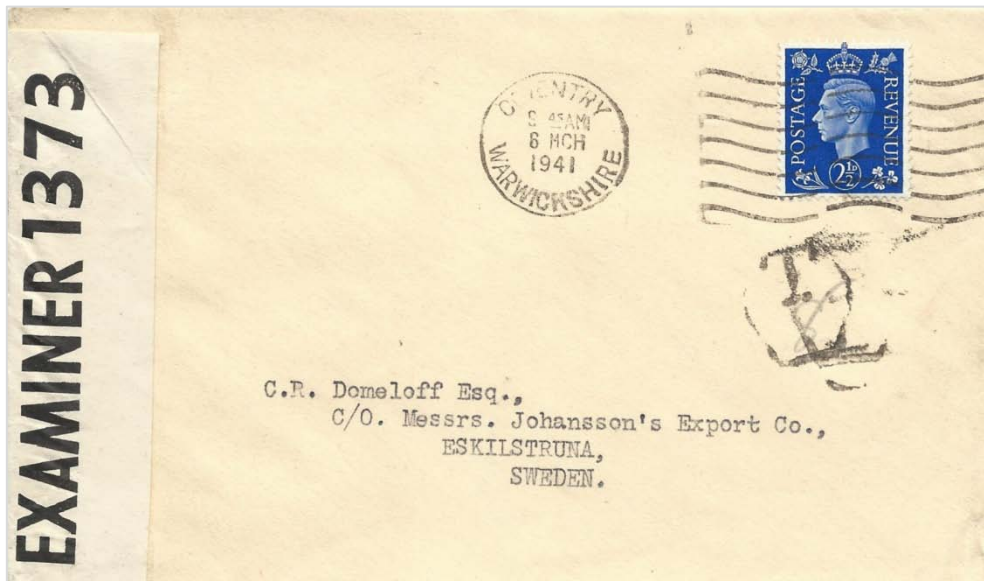


Fig 8, 6<sup>th</sup> March 1941 Coventry to Eskilstuna, Sweden 3d surface mail underpaid ½d, pencil mark 8 Kroner due



Fig 9, 13<sup>th</sup> November 1942. 1/3d air mail rate, Coventry to Eskilstuna, Sweden, Flown Leuchars to Stockholm



Fig 10, 2<sup>nd</sup> October 1943 8d air mail rate, Stratford on Avon to Eskilstuna, Sweden, Flown Leuchars to Stockholm

## THE LEAMINGTON MALTESE CROSS & COLOURED CANCELS of the DDA

by Toby Mottram

The Maltese Cross was introduced from early May 1840 in order to cancel pre-payment by Mulready envelopes or the penny black (for ½oz) or twopenny blue stamp (for ½oz to 1oz). The Leamington Maltese Cross impression is catalogued by Stanley Gibbons (2020) as Distinctive (see Fig 1). In Volume 1 of *the Encyclopaedia of The Maltese Cross Cancellations of Great Britain and Ireland* by Rockoff and Jackson, 93 examples are recorded in the chapter for LEAMINGTON, and the Maltese Cross is shown *not* to be distinguishable from several other crosses. Building on this initial survey of examples, by June 2020, 253 examples have been identified, of which 188 images are in my collection. To an unknown day in November 1840 the accompanying Dated Double Arc (or DDA, WA209), was struck on the back (Fig 1), while afterwards the DDA is found on the front (Fig 2). Examples after this November date give us a provenance on piece, providing the DDA is adjacent to the method of payment cancelled by the Maltese Cross. This provides an insight into postal changes at Leamington, such as where the DDA was applied. The change may have been made because the volume of items passing through the Bath Street Post Office was getting too high for staff to have the time to turn covers over to follow the standard practice of striking the DDA on the back.

Of the 253 Maltese Cross cancellations, 69 are on 1d blacks (with 42 having a red coloured cross), one each with a Hume's comic or Southgate No 1 envelope, 5 cancel 1840 2d blues (three in red) and one with 1841 2d blue (in the Phillips Collection in the British Library), 137 are on 1d reds (no red crosses and 21 on black plate stamps), 9 are on Mulready envelopes or letter sheets, and 32 are on 1d pink stationery envelopes. The earliest is dated 10 May 1840 and the latest is 30 April 1844; the change to the town cancel number 444 was a day later, May 1<sup>st</sup>.

The 1840 2d blue example (Fig 1) is the earliest known from Leamington for an entire weighing up to 1oz; the DDA is on the back. With this figure is the image of the Distinctive Maltese Cross on page 101 of Stanley Gibbons specialist catalogue (2020). The cover shown in Fig 2 posted on 13 Feb. 1841 has the penny rate paid with a 1d black stamp and the DDA is now on the front. This item offers further survey findings; two of which are linked to the cancellation change from red to black ink. Hughes' research (2020) on this subject concluded that this change for the provincial towns happened on Sunday 14<sup>th</sup>. In the survey there is no example for this Sunday, but one for Monday 15<sup>th</sup> has a black Maltese Cross. For a second finding, the DDA is red, and remains this colour for a maximum period of 9 days (from 5 Feb). This unconventional colour for the DDA may have been for the post office to use up the stock of red ink before black became compulsory. The penny black cover was posted at the Upper Parade Receiving House (Fig 2), with the UPPER PARADE / LEAMINGTON in red (W212, 36x12 mm, known 10 Jan. 41 to 27 Oct. 51).



Fig. 1 Leamington Maltese Cross in red on 2d Blue Plate 2 (LI) cancelling an 11 Aug 1840 entire to Preston, plus LEAMINGTON date stamp on the reverse and Gibbons facsimile top left.



Fig. 2 Leamington Maltese Cross in red on 1d Black Plate 10 (state 2, CH) to Ludlow, 13 Feb. 1841

One uncertainty uncovered from the literature that the survey can address is whether there was more than one Maltese Cross hand-stamp. The reason for this question is the recorded observations of strikes showing the lines of impressions getting thicker. Alcock and Holland (1970) state that usage of a second hand-stamp may be from early 1841 until at least as late as April 1844. Peter Sharp's (c.1990) different understanding is that, in February 1843, there was a replacement to the original hand-stamp that can be recognised because the centre diamond and inner lines are thicker than the 'normal' and impressions are usually rather blurred. Stanley Gibbons does not acknowledge a date window for the usage of their illustrated Distinctive cross (Fig. 1)

The population of Leamington in 1841 was 12,864 (Rockoff and Jackson, 2006). It was a 'holiday' provincial town for the educated and wealthy to take the town's waters. It's unlikely that postal usage warranted a second Maltese Cross. Checking images of the Maltese Cross for their dimensions they are on average the same throughout the four-year period of usage (such measurements find the cancellation itself is not exactly symmetrical, this can also be seen in the Stanley Gibbons' line drawing in Fig 1). Using two examples, having a 'quality' strike in red and black, there is a comparison of seven dimensions in Fig. 3. Although there are differences between the same measurements the overall observation from this comparison is that the hand-stamp's overall shape and geometry had not changed.

A clearer 'thicker line' cancellation first appears on 15 February 1841 (with the introduction of the black ink); this survey finding suggests cleaning and resurfacing of the original hand-stamp had occurred thereby making the lines thicker (see also Rockoff and Jackson, 2006). Red cancellations just prior to the ink colour change, see Fig. 3, are smudgy and indistinct. Fig 3 also shows a penny black stamp with a strike of the black Maltese Cross that is 13 days after the ink colour change. The thickness of the lines and overall geometry in this strong strike coincides with the image for the distinctive Maltese Cross by Stanley Gibbons (Fig 1).

Maintenance again in 1843 (Sharp, c.1990) might have allowed the lines to become even thicker, yet the images of impressions are not supportive of Sharp's interpretation of the impressions he had viewed. What the survey's 188 images do show is that the impressions became increasingly smudgy again with poor strikes in 1844. Analysis of the survey's results does not indicate that there was more than one Leamington Maltese Cross hand-stamp.



Fig 3, Red 'non-distinctive' Maltese Cross of 11 Aug 1840 and Black 'distinctive' Maltese Cross of 11 Nov 1842 and enlarged 1d black plate 10 (HJ) from a 27 Feb 1841 cover to Norwich cancelled by a black Maltese Cross.

One of the reasons for changing to the town cancellation from 1 May 1844 was because the Maltese Cross hand-stamps did not perform well in the eyes of the postal authorities. Three 1844-type cancels with 444 (the number issued to Leamington) were introduced before the first dated 'spoon' cancellation appeared in March 1856. It was followed in March 1858 with the short-lived Leamington sidesway duplex.

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# Bill Pipe

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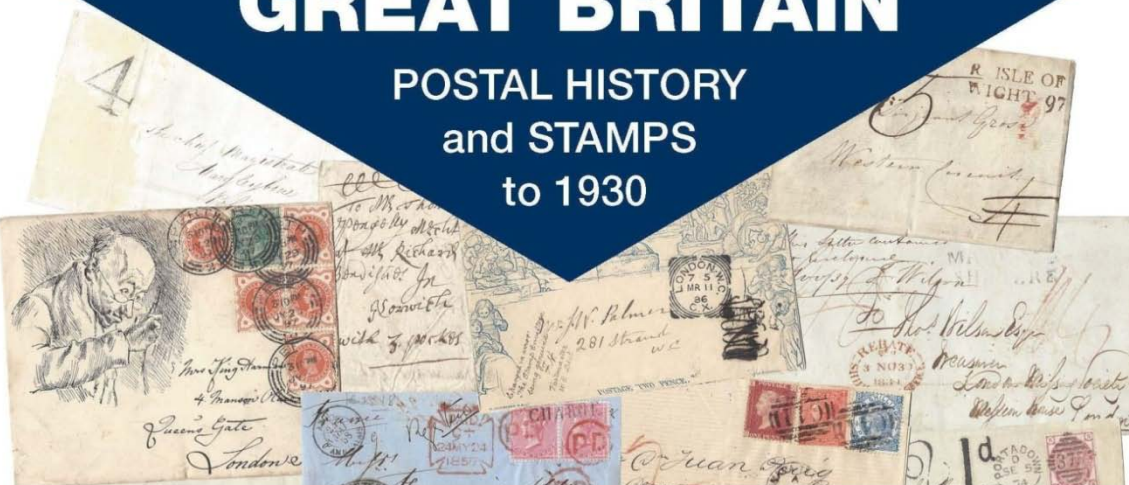


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## TWO LETTERS FROM AMERICA (1852 and 1861) with VERY DIFFERENT SENTIMENTS

by Brian Atkins

Prior to 1849 it was only possible, in either the UK or USA, to pay for packet letters to be sent to the port of the destination country. Once there, the recipient had to pay for the letter to be delivered from the port to their address. The Anglo-American Postal Treaty of 1848, which came into effect in February 1849, specified how letters could be sent fully paid to a specific destination and how each country accounted for its part in that process. It also specified how unpaid mail should be accounted for, and decreed that partially paid letters should be treated as totally unpaid. The partially paid letter shown in Fig 1 was mailed by William Swetland, the postmaster of the Wyoming, Pennsylvania post office (open 1830, closed 1913) on 1 January 1852. It was addressed to Richard Wace, Shursbury (sic), Shropshire, England but has no Shrewsbury arrival mark.



Fig 1, 1852 part paid cover from Wyoming, Pennsylvania to Shrewsbury

Under the treaty US letters were to be charged an internal rate of 5¢. In 1851 the US Congress reduced the inland rate to 3¢ for ½oz but kept the transatlantic treaty rate at 5¢, which Swetland, being a postmaster, would have known. However he appears to have attempted to pay the 3¢ rate to the port (in this case Boston), that is if the stamp belongs. I believe it does as there are 3 pen ink marks running across the bottom of it one of which runs onto the envelope and a mark on the top left of the envelope also encroaches onto the stamp, light though it maybe; such pen marks are not uncommon at this time on US mail. Anyway, why attach a stamp with reduced value? Swetland was writing on behalf of a young woman and, maybe, he 'conned' her by using the 3¢ stamp, when she paid the full 24¢ rate, though as we shall see she is not rolling in dollars or even cents! The letter was forwarded to Boston for the Cunard *Canada*, which sailed on 7 January and arrived in Liverpool on 18 January 1852 for forwarding to Shrewsbury. At Boston a circular 5 cent accountancy mark was applied as a debit to the UK for US inland postage, thus the 3 cents underpayment was totally ignored, correctly under the treaty, and a classic 1/- mark applied in Liverpool to indicate the amount to be collected from Wace's office. The Wace brothers were solicitors in north Shropshire; the company still exists as Wace Morgan Ltd., St Mary Street, Shrewsbury and also an office in Newtown, Montgomeryshire.

America may have been the land of opportunity but the enclosed letter shows that it appears to have by-passed Nancy Bates. The letter is long so I have selected certain phrases which reflect the overall meaning. Swetland writes to Richard Wace on Nancy's behalf: *'I am required by her who was Nancy Bates a daughter of Thomas Bates who did not long live in this county. Nancy married a man.....they have several children....they are poor.....Nancy's health is poor. They request me to make some enquiry of you about land he (Thomas) had.....we find on him a letter from you (Wace) being a statement of some account.....he was a singular man he did not let his daughter know about his matters in England. Now you will be so good as to write and give them a history concerning his matters how it is whether there is anything coming to them.... a little will help them very much for she is a poor feeble and weak woman....you will be so good as to answer this soon....direct your letter to me Wyoming Post Office, Luzerne County Pa.....William Swetland.'*

There isn't a comma or full stop in sight and I have corrected a lot of spelling. Does this ring true to you? The language suggests Thomas Bates has died and Swetland and Nancy Bates and her husband are conspiring using a little tear-jerking subterfuge to get some 'easy money'. Or have I become cynical as my years increase?

The letter enclosed in the cover below is addressed to Richard's brother George Wace; it has also been charged at Liverpool with a similar squiggle to denote 1/- to be collected as it was sent unpaid. We shall never know if a piece was torn off the envelope to write a note, for example, or whether a stamp was removed by a keen-eyed collector before mailing but, whatever it was, the letter was treated as unpaid. It was stamped with the scarce 24 in a circle of Buffalo to show total postage in cents and a circular accounting mark N. YORK A<sup>M</sup> PK<sup>T</sup> / 21 showing 21¢ debit to the US for the packet ship (16¢) and inland postage (5¢). The letter was carried on the US contracted Inman Line *Edinburgh* from New York on 20 April, arriving Liverpool on 4 May 1861 and in Shrewsbury early the next day – this time there is a Shrewsbury date stamp.



Fig 2, 1861 unpaid cover from Buffalo, New York to Shrewsbury

The letter was written by W.T.L.Prytherch, an old Welsh name, at Buffalo, New York state, on 16 April 1861. He writes a more joyous, uplifting but equally breathless letter, again with no punctuation so that I had to add a few full stops just to slow down the reading of it!

*'Dear Sir, It is with gratitude I answer your letter and thank you in your kindness in offering me assistance if necessary. At the present time I am well provided for with my wages but still a time may come when I shall need your kindness still as long as I am in health I can get along. I have gained the friendship of a great many since I have come to America I have achieved all my ambition. I shall commence to go to school next winter if all is well thank God when I am in want I know where to write. The last time I heard from Battlefield (North of Shrewsbury, where the Battle of Shrewsbury was fought in 1403) Mrs W had been ill for some time I am anxious to know how she is. This country at the present time is in an uproar but I guess it won't amount to much (vast understatement as The American Civil War was to last four years!). The place where I live is on the banks of the Niagara river 18 miles from the Niagara Falls that is undoubtedly the finest sight I ever saw. I hope your health is good trusting all is well I must conclude I remain Sincerely T L Prytherch'.*

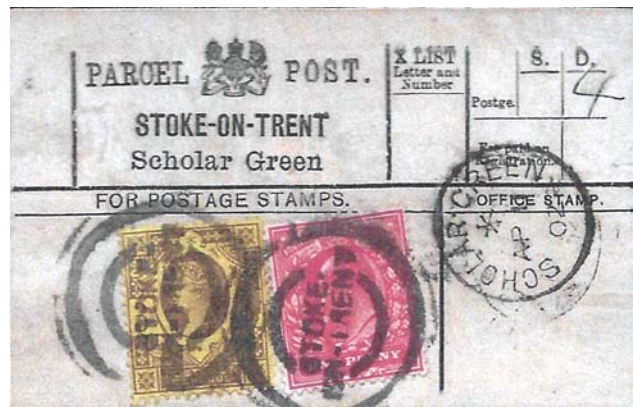
What a difference from the begging letter of 1852, someone happy and contented with his lot and living in a beautiful part of the country. Even the bitterly cold winters can be stunning when the spraying water freezes and ragged ice covers the falls. Prytherch mentions going to school; nowadays Americans use the word 'school' when referring to university or college but I don't know whether they did in 1852. With Mr Prytherch being well provided for with his wages and having 'achieved all my ambition', it suggests that he is well established, older than a schoolboy and may be using school in the sense of further education. America was then seen as the land of opportunity, if you could grasp it with both hands, one letter clearly revealing that did happen to Prytherch whilst the other revealed that Nancy Bates saw the more unseemly side, that of apparent penury.

Two covers both resulting in the recipient having to pay the postage but containing vastly different letters.

Parcel Post Label updates related to Staffordshire from **Brian Purcell**, together with notes Brian supplied. This group has not been listed in the Midland PPL book. All have been reduced by c.10% to fit two images side-by-side.



HARTSHILL Type B2, 17 Jul 1901



SCHOLAR GREEN Type C1a, 11 Apr 1902



BLYTHE BRIDGE Type C2a, 11 Feb 1902



CHECKLEY Type E2, 27 Oct 1921



WOLSTANTON Type C1a, 8 Aug 1901



EAST FENTON Type C2b, 29 Mar 1904



All are related to Stoke-on-Trent

HEM HEATH Type E2, 5 Oct 1921

**Jim Ball** has produced an item of Misdirected mail, which began life in the USA, ran around North Wales and Shropshire and may have ended up overseas – see the exciting journey undertaken to look for Miss Mills, of St George, but which one? Written by the editor from Jim's notes with his agreement but sincere apologies to him!



The cover, dated 18 December 1910, originated in BREMO BLUFF, which, of course, can only be in the American state of Virginia, located on the northern bank of the James River in Fluvanna County. It was established by Richard Cocke, an English immigrant, who was granted a land patent on 6 March 1636, which covered 3,000 acres along the James River, or so says *Wikipedia*. The cover appears to be simply addressed to Miss Mills, St. George, New Fourth (??above the red line) Wales, no wonder there was trouble looking for the correct letter box to pop it onto.

By 29 December 1910, the cover had made its way across the Atlantic to arrive at RHYL (dated double arc), North Wales, from where it was forwarded, quite sensibly, to ST GEORGE / DENBIGHSHIRE arriving there on 30 Dec 1910. This St. George is not to be confused with the English St George, apparently but it did have a post office opened by November 1847 when an undated circular stamp was sent via St Asaph. The office, like a lot of others in small villages, closed in Sept 1985 but it was still open in 1910 when Miss Mills couldn't be found, so they sent the problem back to Rhyl, where it arrived on 31 December with **Not** adjacent to the St George's strike. At this point, someone who knows his St. George locations takes out his post office issue blue crayon and advises whoever decides these things to *Try Salop* at the bottom right, while *Try Wellington* is encouraging if a little lacking in confidence lightly pencilled top left underneath **Not** and a lot of other stuff!

Ah....the problem will be solved in good old Shropshire because St Georges is a suburb of Wellington just under a



a mile west of Wellington station, hence the **ST GEORGE'S / WELLINGTON-SALOP** date stamp for JA 1 1911, but once again there was no luck finding Miss Mills, so another **Not** along with unreadable initials. On being returned to Wellington Head Office it gained a WELLINGTON / SALOP date stamp for JA 2 1911 but this time a bright Salopian spark had an idea and scrawled **Try Bristol** from where the item was sent out to ST GEORGE / BRISTOL (dated double arc for JAN 3 1910) but old **Not** appears again. Mounting frustration takes hold, when **Not St George Bristol** is urgently and boldly written with a flourish, the advice initialled **PS**.

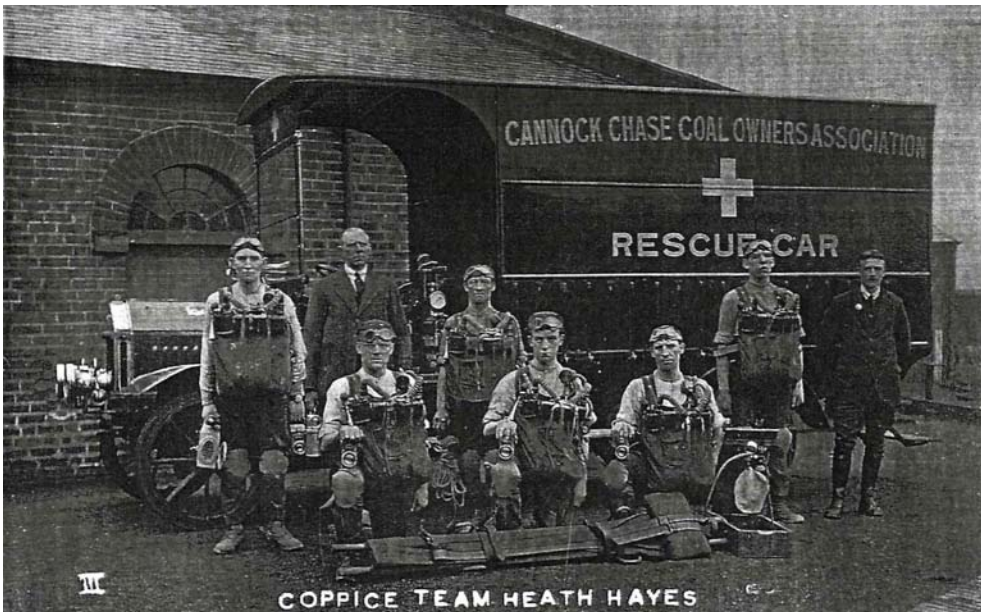
Reverse of part of the cover – see next the page

There is only one solution to this problem – send it abroad! Whether it was initial PS or not we shall never know but the official post office blue crayon is once again stealthily removed from the counter draw and used to emphatically pull a blue line through **Not St George Bristol**, but that's not quite the end of our search for alongside appears **over** in blue. But over where? Over here, over there? The mouth of the stamper moves, ever so slightly, a thin smile spreads, his eyes sparkle, he's been reading the original writing on the cover and he spots it! It can't be, but it must be, there's no alternative and in any case it sends the problem to the antipodes, to Australians who think they can play cricket better than us, and do. The writer has made a mistake, it is [New South Wales](#), not Fourth, and **over** means just that, over - on the back. That stamper knew that St George was part of the southern suburbs of Sydney as he flung the cover into the overseas pigeon hole, satisfied with a job well done!

~~~~~

The Derby Meeting 18th September 2021 – One more report

Brian Purcell displayed a frame of CANNOCK POSTCARDS, all recent acquisitions written up during lockdown. There were two fine examples of the Cannock Chase Coal Owners Association Rescue Car with different rescue teams. Two amazing cards purchased two months apart this year. Same rescue car outside same building but two different rescue teams. Top Card has no inscription or publisher's name, bottom card published by G. Stacey,



Hednesford. Both unused but must be c.1920. Amazing the cards should have appeared from different sellers only two months apart

The second frame was recent acquisitions of Cannock Postal History including a new find of an undated CANNOCK (Fourth recorded example). Also a cover to Wolverhampton with a NOT KNOWN / AT / WOLVERHAMPTON cachet.



Finally a Birmingham cover cancelled first day of use of CONGRATULATIONS EMMA RADUCANU slogan used Monday 13th September, just over 30 hours after she won the US open Championship (Eds note – I see she just lost in the first round in California, poor soul. Much weight on her shoulders I think!).

Editor: The cards have been reduced by approx 5% in order to show both of them

