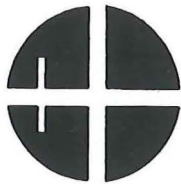


MIDLAND MAIL



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



President: John Soer

Chairman:
Roger Broomfield

Treasurer:
Elizabeth Lewis

Secretary:
Eric Lewis

Number 104, April 1998

One wonders if the philatelic trade in this country has taken total leave of its senses. How else can one explain two major events - Stampex and the London International Stamp & Cover Show - being held within a few days of each other? Which event does a collector attend? For those outside the Home Counties the cost of two train fares would probably be prohibitive, and many dealers appeared at both venues. And I shudder to think what the overseas visitors make of this farcical situation. Though I prefer the Westminster site because of its proximity to Waterloo station, as it happened the matter was decided for me, a rather vicious virus attacking my throat just before Stampex. I do not know what the attendance had been like on the two previous days, but on the Saturday, the Royal Horticultural Halls were a little more crowded than the beach at Skegness in mid-January.

I imagine the cost of a stall at either of these events does not leave much, if any, change out of £1000. So if the overheads of a dealer are doubled while the number of buyers is only marginally larger, the result must be more expensive postal history / stamps. Will someone please bang the appropriate heads together - with considerable force.

A few people have queried the lack of a rarity/valuation guide in my book. This was a deliberate omission. The valuation of postal history material is so difficult that I prefer to leave people to decide for themselves what an item is worth. For instance, is the well known Mountsorrel double circle, which I would describe as being relatively common, most dealers having two or three examples in their stock, really worth two or three times the C1 UDC which followed and which I have never seen on a cover? On the other hand, there are items for which, for various reasons, I would pay well above the usual price. I have always held that while our collections may have considerable intrinsic value, financially they are only worth what someone else is prepared to pay on the day that we want to sell - which may be nothing.

FORTHCOMING MEETINGS

The last meeting of the current season will be the A.G.M. and Auction which will be held on 25th April at Carrs Lane Church Centre, Birmingham, beginning with a Committee Meeting at 11 a.m. Full details of the day are to be found in the auction catalogue. Do come along for a cumulative index to the first one hundred issues of Midland Mail will be distributed then.

This is an advance notice that the first meeting of the next season will be on 19th September and will be a whole day meeting in Northampton with the postal history group of the Northamptonshire Philatelic Society.

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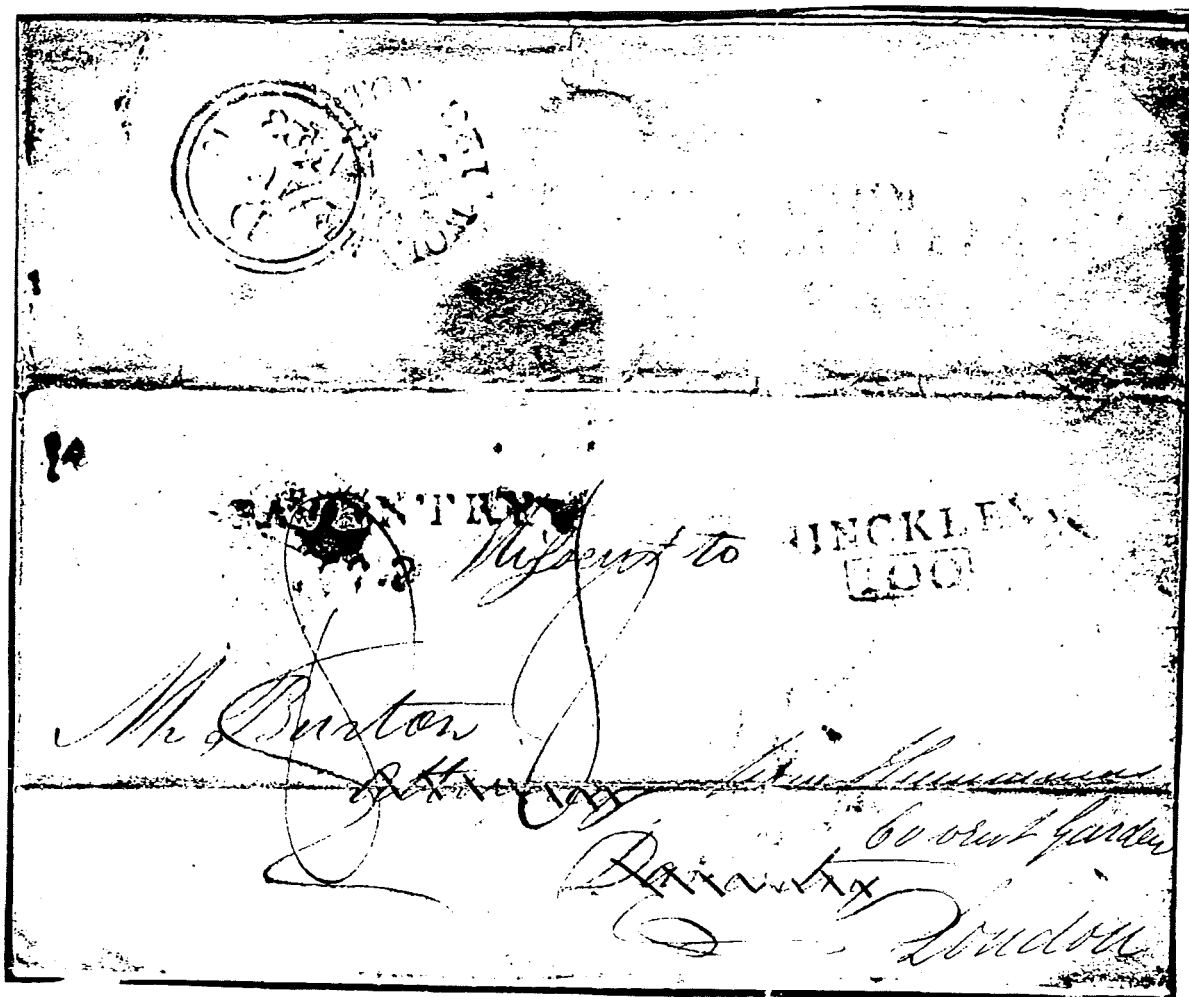
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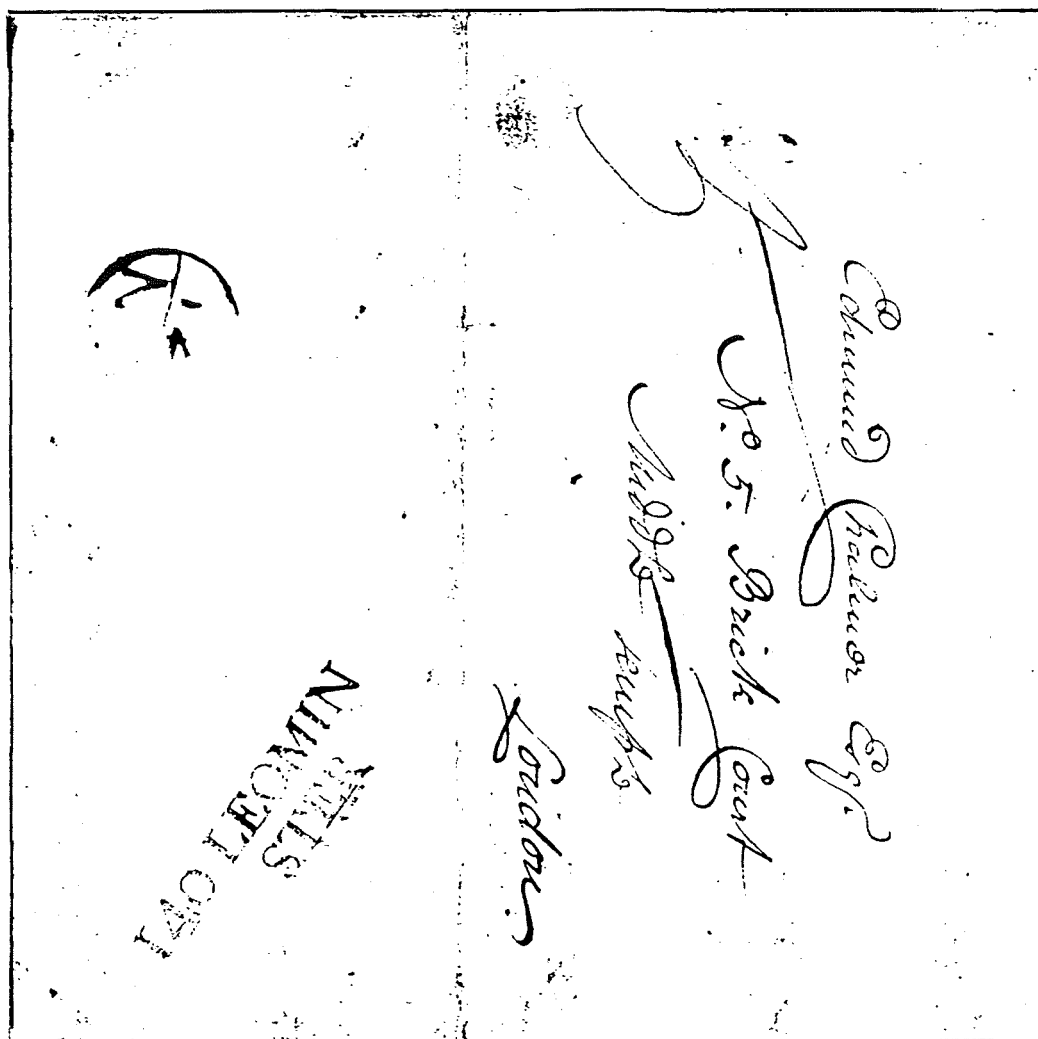
THE FEBRUARY MEETING

For our meeting in Worcester on 7th February Eric came up with the cryptic title 'Turn Again Dick Whittington, it's --- miles to London Town.' Those present had interpreted this correctly and had dug out their mileage marks. John Calladine started the proceedings with material from the Gloucester Road which included the first type mark of Oxford, Burford with distances of 74 and 79 miles, and the first type of Gloucester. Among Alan Godfrey's Warwickshire material were a variety of Stratford marks and those of Alcester with distances of 105 and 107 miles. Mileage marks of Northampton, Brackley and Bozeat were shown by Derek Smeathers, but an unusual item was a letter sent from Wolverhampton addressed to Daventry but which was missent to Hinckley where it was endorsed "Missent to" in conjunction with a strike of a mileage mark. On arrival in Daventry the letter was redirected to London. My thanks to Derek for providing a copy of this cover which is shown below.



Staffordshire was Chris Beaver's chosen area with marks from Cheadle (147, 149 and 151 miles), Burton-on-Trent (131, 132 and 124 miles), and Wolverhampton (133 and 123 miles) as well as Leek with its unusual boxed LEEK/154. Chris Jackson showed us those mileage marks of Worcestershire in his collection which we had not seen in his display earlier in the season. These included a circular mark of Bewdley with the mileage of 155 - a distance which defies explanation. Also included were marks of Broadway, Bromsgrove, Droitwich (138, 122 and 123), Dudley (130 and 119), and Kidderminster (141 and 131). This meant that in the two meetings we had seen 38 of the 40 mileage marks listed in the County Catalogue plus one that is not listed there. There was one serious omission - the very common first type mileage mark of Stourbridge. Perhaps one of the members would like to give Chris one.

It is not often that we get to see Nottinghamshire material but Alan Marshall produced some lovely covers from that county. Of particular note were the Nottingham horseshoe with 127 used in 1794, first type marks from Nottingham and Worksop, and a very large dated circular handstamp from Nottingham. Eric Lewis began with an unusual item - an Oswestry mileage mark struck in yellow in 1828, and followed with a first type mileage of Leominster in which the second line of letters is not symmetrically placed. My thanks to Eric for sending a copy of this which is illustrated on the next page. Eric then took us through the various marks of Birmingham, explaining the reasons for the different distances shown.



Roger Broomfield rounded off the afternoon with Herefordshire mileage marks including first type marks of Hereford and Bromyard, an albino strike from 1806 of the Bromyard/131, and ending with the undated circular mark of Leintwardine used in 1839.

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THE MARCH MEETING

There was a good attendance at our annual competitions on 14th March. While John Jackson was judging the first section Harold Wilson entertained us with a display of GB Airmails, in particular the services to Hong Kong and Australia. Harold dealt with the development of these services starting with that from Cairo to Baghdad in 1921 and the rates involved before going onto the wartime services and the subsequent reopening of the route to Sydney via Singapore. After he had shown covers carried in the various air races Harold showed us material from the Empire Airmail Scheme. Our thanks are due to Harold for a fascinating piece of 'modern' postal history.

The entries in the three competitions are given below.

Pre-1840

Shrewsbury 1692-1755 - Guy Bridges
 Penny Posts of Worcester - Chris Jackson
 Eighteenth Century Postal History of Castle Ashby - Derek Smeathers
 The Postal History of Coventry - Ian May
 The London to Birmingham Mailcoach Route in 1812 - Elizabeth Lewis
 The Local Posts of Derby - Harold Wilson
 Unofficial Posts in Leicestershire - John Soer

Post-1840

Pattishall P.O.W. Camp - Derek Smeathers
 Birmingham Surcharge Handstamps - Eric Lewis
 Ross Skeletons - Roger Broomfield
 Shrewsbury 1854-59 - Guy Bridges

Post-1940

Inkjet Postmarks - Alan Godfrey
 Brighton Transorma Marks - David Hardwick
 Comet Crash Mail - Harold Wilson
 A.P.O. 634 (1942-44) - Derek Smeathers

The winners of the three sections were respectively: Chris Jackson, Roger Broomfield and Alan Godfrey.

Your reporter was struck by the high quality of the presentation of the entries, the variety of material, and the work that had obviously gone into their preparation.

Our thanks are due to John Jackson for judging the entries.

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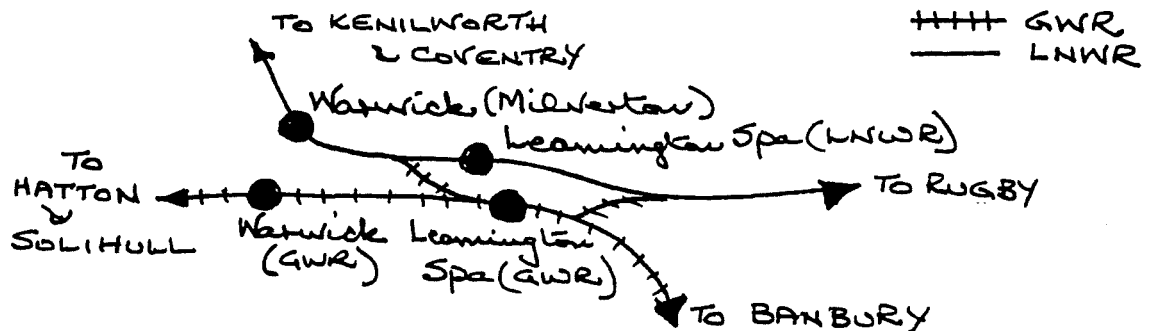
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THE BIRMINGHAM AND LEAMINGTON TIMEBILL

by John Calladine

Further to the item in 'Midland Mail' 103/14 showing a Birmingham & Leamington railway timebill of the 1860s, it is true that a train from Coventry and Kenilworth would reach Leamington before reversing into Warwick if the railway network had been as it is today. However, the two stations listed on the timebill are almost certainly not the GWR stations that survive today. The stations would have been those on the old LNWR line - Warwick (Milverton) and Leamington Spa (LNWR). The sketch map shows that these stations would, indeed, have been reached in the order given on the timebill !



Reference: Jowett's Railway Atlas of GB and Ireland. (ISBN 1-85260-086-1)

Editor's Note: My thanks are also due to Ian May for writing in a similar vein.

A NORWICH/NORFOLK MARK

John Calladine has kindly sent the impression of a rather large rubber handstamp from Norwich. Has any other member seen a similar mark before?



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THE SURVEYORS' JOURNALS (Part 30)

Mr Godby did not have any official business in the Midlands during January 1821; his only two visits were to Welshpool to investigate delays to the mails. In mid-February, Mr Godby arrived in Kenilworth to see if it would be necessary to appoint another receiver, the holder of that post having been declared insolvent. He then called at Nuneaton as complaints had been made about the office there being "an improper place" and the receiver being insolent. Mr Godby spent most of March and April in Cheshire and Lancashire.

The first four days of May were spent at Stratford and Leamington discussing with Mr Johnson the proposed changes to the mails between Banbury and Kidderminster, and Oxford and Birmingham. The journal for the remainder of the month reads: "18th Proceeded to Kidderminster, Stratford, Warwick & Leamington to instruct Deputies & prepare for carrying the alterations of the Mail between Banbury and Birmingham into effect. 23rd went to Solihull & Knowle, and thence to Coventry & Southam to give further instructions on the same subject. 25th returned to Stratford to obtain information as to the proposed Mail from Oxford to Birmingham. 26th returned to Warwick & Leamington to prepare for the commencement of the alterations on the 27th. Continued so employed till the 30th when I returned to Shiffnal."

We next find Mr Godby in the Midlands on 6th July at Whitchurch and Shrewsbury, arranging an improvement in the post between those places so as to give the inhabitants of Whitchurch several more hours to answer by return of post.

In mid-August, Mr Godby met Mr Johnson in Coventry to discuss a possible acceleration of the Liverpool mail-coach. From Coventry they went on to Lutterworth and Northampton to look into a proposed acceleration of the mails to Chester and Manchester. On the 18th, Mr Godby arrived in Warwick to contract for the carriage of the bags between there and Leamington as the contractor had given notice of his intention to quit on 6th September. Finally, in August, he spent two days at Atherstone checking that the receipts of the penny post at Overseal were equal to the expenditure.

Mr Godby's next official business in the Midlands was towards the end of October when he visited Newcastle, Stone, Lichfield, Walsall and Wolverhampton on the alteration to the Birmingham and Manchester mailcoach, and the introduction of "a pair Horse Mail" between Birmingham and Lichfield.

Then, in the next two months, developments in the South Midlands took up much of Mr Godby's time. The amount of travelling involved can be gauged from the journals for those two months which read:

"Nov. 12th. Proceeded to Stratford on Avon to make a contract for the Horse Post between Birmingham and Chipping Norton on the discontinuance of the Oxford and Birmingham Mail Coach, and to extend the Kidderminster branch mail coach to Warwick, but there being difficulties in the latter, the arrangements were deferred 'till the 24th. - continued so employed 'till the 15th when I returned to Shiffnal."

"19th. Proceeded to Warwick & Coventry to provide for serving Leamington with its letters from the latter Road, and if possible to procure Contractors for the extension of the Kidderminster Mail to Warwick, but there being no prospect of its succeeding the late Proprietors proposed its being extended to Banbury instead, & it was in consequence necessary again to defer the discontinuance of the Oxford & Birmingham Mail, & the establishment of the Ride to Chipping Norton 'till the 1st Decr. I therefore returned to Shiffnal on 24th."

"Nov 29. Proceeded to Stratford on Avon to establish the Horse Post between Birmingham and Chipping Norton, and arrange for the extension of the Mail Coach from Kidderminster to Banbury, continued so employed 'till December 5th when I returned to Shiffnal."

"Dec 10th. Proceeded to Stratford and Warwick in consequence of its being determined at a meeting of the Proprietors of the Stratford and Kidderminster Mail, held in London, that, the extension to Banbury must be discontinued & extended to Warwick instead, continued so employed 'till the 12th when I returned to Shiffnal."

Mr Hart began 1821 with a visit to Loughborough to investigate some complaints about the behaviour of the contractor for the ride to Nottingham. Towards the end of the month, Mr Hart set off on a long tour of inspection, starting with several days in Nottingham before going on to Mansfield to "put the delivery there on a more regular footing." From there he disappeared into Yorkshire and Lancashire before reappearing at Buxton on 16th April. On his way to Derby, where he spent two days, he called at Wirksworth to "enforce a more expeditious making up of the Penny Post Bags for Matlock, the delay being much complained of."

In mid-May, Mr Hart went "by permission to the late Mr Western's district", visiting Huntingdon and Bury St. Edmunds before returning to Leicester at the end of the month. On 11th June, he set out on a survey, taking in Nottingham where he enforced an earlier delivery in the morning and reprimanded the clerk about the number of missents, Newark, Tuxford, Retford, Doncaster, Howden, Worksop, Ollerton and Nottingham again before returning to Leicester on 3rd July. The following day was spent in Market Harborough as a "respectable inhabitant" had complained about the misconduct of the deputy who promised Mr Hart that he would in future conform to the rules laid down. On 30th July, Mr Hart left Leicester for Cambridge to report on a penny post to Saffron Walden.

At the start of July, Mr Karstadt was in Teignmouth from where he went on to Exeter. There he spent nearly two weeks setting up penny posts in the area and conferring with Mr Louis on the business of the district. Three days in Taunton were taken up in preparing a report on a request to alter the route of the post to Minehead. Travelling from Bristol to Leicester took up the 21st and 22nd of the month. There is no mention of any meeting with Mr Hart. Indeed from 22nd July to 4th August he was inspecting the offices at Leicester, Nottingham, Derby, Newark and Lincoln, examining "the Duties, Circulations & other matters relating to those Forward Offices." The apparently effortless way in which the surveyors moved from one district to another says much for the state of organisation of the Post Office and the quality of the men involved.

After only three days at home, Mr Karstadt set off for Lincolnshire where he spent most of the month. September found him in Manchester which he left on 19th October for Newark in order to prepare for, in consultation with Messrs Hart and Johnson, the acceleration of the York mailcoach. There was a journey into Lincolnshire before he returned to Newark to prepare for the alteration of the Glasgow mailcoach on 12th November. He left Newark on 16th for Nottingham where he spent four days making the changes in sorting etc. made necessary by the acceleration of the Leeds mailcoach before returning to Newark to "arrange respecting the various Foreign Letters from the North being sent to that office to take the Glasgow Mail to London." Business in Lincolnshire and Yorkshire occupied Mr Karstadt for the rest of the year.

Mr Woodcock was "officially employed" at home until 29th January when he visited Redmarley and the neighbourhood prior to the introduction of a penny post. A survey took up twelve days in February. At Dursley he inspected the penny post; at Uley the sub-deputy wished to resign so Mr Woodcock recommended Thomas Hill as the replacement; at Wickwar he recommended a small increase in salary; at Wotton under Edge he found the postmaster in a very bad state of health. No comment was made on the offices at Tetbury, Malmesbury and Cirencester.

However, from 12th to 17th March, Mr Woodcock was employed in preparing a post between Cirencester and Northleach in order to expedite the London bags to Cirencester, Minchinhampton and Stroud. He returned home with "a badly bruised leg and broken shin, from a fall, which confined me to bed & my room the remainder of the month." The April journal records that he was still confined to his bed.

The next journal, that for September, reads: "for this Month and two or three preceding have been confined to my bed by an afflicting dispensation of Providence which has deprived me of the use of my left leg. I thank God, I trust I am better and hope for further amendment, but yet cannot move (and that with assistance) further than from one room to another." In October, he was still unable to travel. The journal for November 1821, number 349, appears to have been Mr Woodcock's last, though he was sending up reports on riding work for a few more months, and reads: "Novemr. still, unfortunately confined by (I fear an incurable) lameness which has disabled me from travelling, and obliged me to transact what Official business I could at home."

The business of Mr Woodcock's district was not neglected for, as we shall see, he was able to draw up a revised form listing the riding work, and Mr Scott was able to finish the matter on which Mr Woodcock was engaged at the time of his fall. Mr Scott's journal for September starts, "From 1st to 12th inclusive at Stroud, Minchinhampton, Tetbury and Cirencester completing the arrangements I had made for the better accommodation of the "Cloathing Country." Mr Scott went on to Banbury to investigate a complaint made against the postmaster's sister, and then to inspect the offices at Brackley, Buckingham and Aylesbury before spending three days in London. He finished the month by surveying the offices on the two new lines of road to Brighton. He certainly earned his salary.

ADDENDA

WHITCHURCH'S POST

In June 1821 complained about their post. The ride to Shrewsbury left Whitchurch at 2.30 p.m. and arrived at Shrewsbury at 6 p.m. which was after the departure mailcoach to Holyhead. In the opposite direction, the ride left Shrewsbury at 9 p.m. and arrived in Whitchurch between midnight and 1 a.m. As a consequence letters sent from Whitchurch in the middle of the day, on say Monday, did not arrive in London until Wednesday; and letters which arrived in Shrewsbury at 4 p.m. were not delivered at Whitchurch until the following morning.

Mr Godby proposed that the ride should be dispatched from Shrewsbury as soon as possible after the arrival of the mail from London, to arrive in Whitchurch soon after 8 p.m. From that time up to 10 p.m. the letters were to be available to those persons who called at the office. The return was to leave Whitchurch at 4 a.m. and arrive in Shrewsbury in time for the mailcoach to London. By this means "important letters" would gain twenty-four hours, and there would be fourteen hours instead of six to answer letters delivered by the letter carrier.

MANSFIELD'S DELIVERY

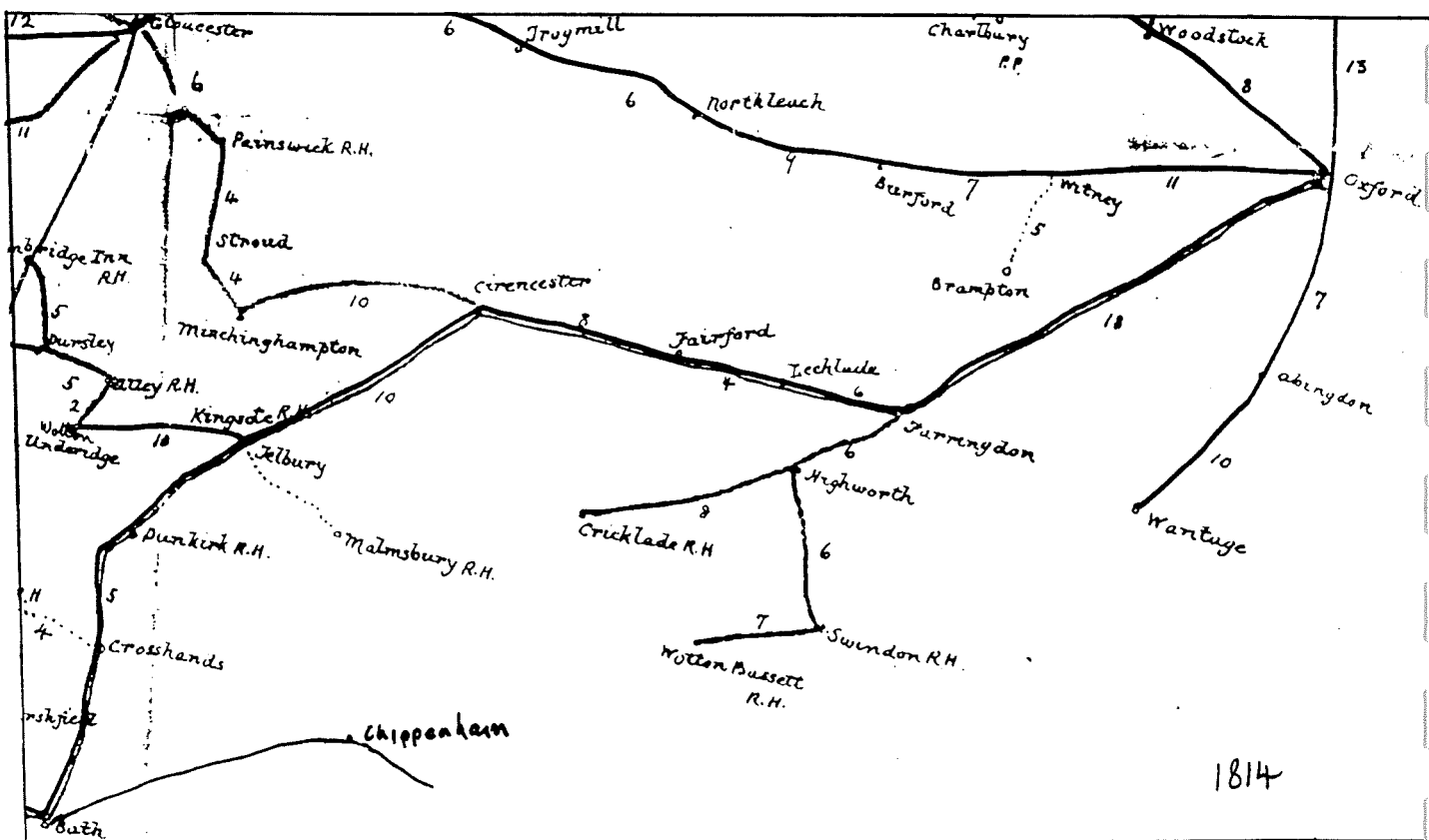
After he had received complaints about the delivery at Mansfield, Freeling directed Mr Hart to investigate. Mr Hart reported that although letters from the North arrived early in the morning, they were not delivered until those from London had arrived at 3.30 p.m. The letters from the North (£735 p.a.) were nearly double those from the South (£328 p.a.) Accordingly, he proposed a further allowance of £10 p.a. for the letter carrier to make a delivery at 7 a.m. in addition to that in the afternoon.

[Ref: Post 40/166/1821]

SOME POSTS IN GLOUCESTERSHIRE

In February/March 1821 the inhabitants of Cirencester, Stroud, Minchinhampton and Painswick complained about their post in that the London letters did not arrive at Cirencester (89 miles from London) until 10.30 a.m., whereas Northleach (82 miles) received its letters at 7 a.m., Gloucester (104 miles) at 10 a.m., and Chippenham (102 miles) at 7.30 a.m. The delay was caused by the interval of about three hours between the arrival of the bags at Oxford and the departure of the mailcoach for Bath. They asked that the mailcoach leave Oxford on the arrival of the bags from London or that a mailcoach direct from London be introduced. Freeling reported that it was not possible to comply with either of these requests. However, given the extent and importance of the manufacturing part of Gloucestershire - Cirencester, Minchinhampton and Stroud, the correspondence of which exceeded £5600 p.a., it was certainly entitled to some consideration as in the case of Tetbury (MM103/12). He, therefore, proposed the introduction of a ride between Northleach and Cirencester which would afford Minchinhampton and Stroud ample time to answer their letters on the same day.

However, in June Mr Johnson reported that the introduction of this post had been delayed whilst he negotiated with certain people about an auxiliary mailcoach from London to Stroud with a branch to Dursley. He had promised to submit to the P.M.G. that the parties concerned be allowed to find their own coaches with boots a little larger than usual to take the particular size bales of cloth, that four outside passengers be allowed from London with the coach not receiving the bags until Dorchester (Oxon), and that the bags should be carried in "an Imperial on the roof as is practised on the Shaftesbury Road." He felt that Freeling would be prepared to make these concessions as without something of the sort a mailcoach, which had been tried on that road before, could not succeed. They had agreed to these terms but a few days later demanded that they be allowed to place boxes, bales of cloth etc. in an iron frame projecting from the rear of the coach. Mr Johnson considered this to be "so discreditable to a Mail" that he had no hesitation in refusing it, and when a demand was made that the coach carry five outside passengers he abandoned the idea of a mailcoach to Stroud.



[Along with this report was one of July 1819 from Messrs Woodcock and Karstadt on a request from Tetbury, Uley, Wotton and Dursley asking for an improved post. They had suggested that these places be served by a ride from Chippenham to Wotton but when the people of Wotton and Dursley found that the distance from London by the proposed route was more than 120 miles, so involving an increase in postage of one penny, they protested and the measure was abandoned. The ride to Tetbury introduced in 1820 (MM103/12) was probably a surviving part of this proposal. With reference to the Tetbury 5th Clause Post (LPofMC's page 105-6) can I suggest that as Malmesbury lay between two post towns, it was realised that a Short Letter Account was more appropriate and the 5th Clause Post never came into being?]

When the Northleach-Cirencester ride came into being is not clear. Letters in a Post 40 report indicate that it was running in July 1821, yet it does not appear in the list of rides in September and the first timebills appear to have been printed in January 1822.

In August 1821, Mr Scott was able to propose a means of serving Wotton, Dursley and Uley etc. which would not involve an increase in postage. He suggested that instead of the London letters being sent from Oxford to Tetbury by the Bath mailcoach they should go on to Northleach, forwarded on by the new ride to Cirencester and from there to Minchinhampton. Rides from Minchinhampton to Dursley through Kingscote and Uley, and from Kingscote to Wotton should replace those between Wotton, Dursley and Tetbury. The P.M.G. could hardly turn this proposal down when it was pointed out that it would involve a saving of £5.10.0 p.a.

[Refs: Post 40/79/1821, 40/239/1821, 40/307/1821]

321



GENERAL POST-OFFICE.

Earl of CHICHESTER and Marquess of SALISBURY,
Postmaster-General.

Northleach and Cirencester

TIME BILL.

DAILY.

Contractor.	Miles.	Time allowed. H. M.	Dispatched from the Post-Office, Northleach, the <i>13</i> of <i>February</i> 1822, in the Morning, at	Hours.	Minutes after.
C. DAY.	10½	1 30	<i>(Day)</i> Postmaster. Arrived at the Post-Office, Cirencester, in the Morning, at.....	7	55
<i>London Mail enters Northleach</i>			<i>24</i> Postmaster.	9	22

☒ When any material Loss of Time occurs, the Deputy is to write the Cause of it upon the Time Bill.

The Time must be punctually observed, and the Bills correctly dated. On any particular irregularity happening, the Bill to be sent by the first Post to the Surveyor of the District, the others by every Monday's Post, and one Month before they are expended, notice to be given and one enclosed to him. If these Bills are misapplied, and it should be necessary to re-print them before Twelve Months, it will be done at the Postmaster's expence.—January, 1822.—380.

S. WOODCOCK,
Surveyor of the General Post-Office.

Walker and Sons, Printers, Gloucester.

RIDING WORK FORMS

In September 1821, a number of the surveyors used a new form on which they recorded their observations on the performance of the rides in their districts. This differed from that used previously in that it shows the times of the ride in both directions. Those for Mr Woodcock and Mr Godby are reproduced in full, by permission of P.O. Archives on the following pages. Mr Karstadt, like Mr Hart before him, did not use a printed form but produced a handwritten list which gave no details of times.

Specimen for new Form for Report on Riding Work, Mr. WOODCOCK'S District.

TIME BILLS.	Departs from		Arrives at		Miles.	Armed or not.	Observations.
	H.	M.	H.	M.			
Bewdley and Stourbridge.	5 50 AM		3 50 PM		10	not	<i>nothing particular</i>
	2 0 PM		7 20 AM				
Carmarthen and Cardigan.	5 0 AM		6 30 PM		29	not	<i>nothing that calls for particular observation</i>
	1 0 PM		11 0 AM				
Cheltenham and Tewksbury.	9 0 AM		4 50 PM		9	not	<i>nothing particular - fairly worked.</i>
	3 30 PM		10 20 AM				
Cirencester and Stroud.	9 0 AM		4 55 PM		14	not	<i>apparently worked</i>
	2 45 PM		11 0 AM				
Chippenham and Tetbury.	8 50 AM		6 10 PM		15	not	<i>this contractor was losing time. But has lately been more regular</i>
	3 30 PM		10 30 AM				
Faringdon and Cricklade.	8 20 AM		5 30 PM		14	not	<i>nothing particular</i>
	3 0 PM		11 0 AM				
Chepstow and Gloucester.	5 0 AM		6 0 PM		28	not	<i>this contractor was losing time. But has lately been more regular</i>
	12 20 PM		10 10 AM				
Gloucester and Mitchin Hampton.	9 0 AM		4 30 PM		14	not	<i>nothing that calls for particular observation</i>
	2 0 PM		11 30 AM				
Hereford and Ross.	8 0 AM		3 40 PM		14	not	<i>was getting behind. But now appears fairly worked</i>
	1 30 PM		10 20 AM				
Hereford and Hay.	4 0 PM		10 0 PM		20	not	<i>nothing particular -</i>
	6 0 PM		10 0 PM				

TIME BILLS.	Departs from		Arrives at		Miles.	Armed or, not.	Observations.
	II.	III.	II.	III.			
Narbeth and Pembroke.	8 10 AM	5 30 PM	3 0 PM	10 40 AM	15	not	nothing particular
Narbeth and Tenby.	8 10 AM	5 30 PM	3 20 PM	10 0 AM	10	not	nothing particular
Stratford on Avon and Warwick.	9 30 AM	5 30 PM	4 0 PM	11 0 AM	9	not	ship fairly worked
Stratford on Avon and Keinton.	9 30 AM	5 0 PM	3 0 PM	11 0 AM	10	not	N ^o -
Worcester and Bewdley.	4 0 AM	6 0 PM	3 30 PM	6 0 AM	15	armed	The Contractor to Bristol has lost time but promises future regularity
Wootton Underedge and Cambridge Inn.	7 0 AM	7 0 AM	5 0 AM	9 0 PM	10	armed	ship fairly worked
Wootton Underedge and Kingscote.	1 45 AM	12 10	2 25 AM	11 25	5	not	hardly known what to say to this, except as time-bills -

Sam. Woodcock Surveyor.
October 7. 1856

TIME BILLS.	Departs from		Arrives at		Miles.	Armed or, not.	Observations.
	II.	III.	II.	III.			
Hay and Brecon.	6 0 AM	9 0 AM	3 0 PM	6 0 PM	15	not	The Hay Contractor has requested admittance & promises proper execution
Highworth and Wootton Bassett.	10 0 AM	4 20 PM	2 0 PM	12 20 PM	13	not	nothing particular
Haverfordwest and Fishguard.	2 40 PM	12 40 PM	10 0 AM	6 0 PM	16	not	nothing particular
Kington and Leominster.	4 30 AM	7 0 PM	5 0 PM	6 30 AM	14	not	fairly worked
Leominster and Aberystwith.	5 0 PM	6 0 AM next morn.	3 0 PM	9 15 AM	73	not	That the summer the arrival has been fair, but 5 years a falling off in the winter -
Landover and Lampeter.	4 0 AM	9 30 PM	6 0 PM	7 30 AM	18	not	nothing particular
Lampeter and Cardigan.	7 50 AM	2 0 AM	8 0 AM	1 0 PM	29	not	on this branch the Contractor at Lampeter & Cardigan has requested admittance
Minchinhampton and Dursley.	10 40 AM	3 15	12 10	1 45	11	not	ship fairly worked
Ludlow and Bishop's Castle.	4 0 AM	9 0 PM	5 0 PM	8 0 AM	20	not	nothing particular
Oxford and Towcester.	11 30 PM	3 20 AM	11 20 PM	4 0 AM	32	armed	Upwards has been fairly worked this month
Oxford and Wantage.	6 0 AM	9 0 PM	6 0 PM	8 30 AM	17	armed	nothing particular

MR. GODBY'S Report of Riding Work, in the Month of *September* 1821

TIME BILLS.	Departs from H. M.	Arrives at H. M.	Miles.	Armed or not.	OBSERVATIONS.
Atherston (per Ashby de la Zouch and Burton upon Trent.	12 30 AM 11 — AM	3 — PM 4 — PM	25	not	<i>Very well performed</i>
Bangor and Carnarvon.	4 30 AM 4 — PM	6 — PM 6 — AM	9	not	<i>Do</i>
Bangor and Conway.	4 40 AM 2 — PM	4 30 7 — AM	15	not	<i>Do</i>
Bangor and Beaumaris.	6 — AM 3 30 PM	5 30 PM 8 — AM	5	not	<i>Do</i>
Carnarvon and Tan-y-Bwlch.	6 30 AM 12 noon	3 30 PM 10 — AM	21	not	<i>Do</i>
Carnarvon and Pwllhile.	6 30 AM 12 30 PM	3 30 PM 10 — AM	21	not	<i>Do</i>
Corwen and Bala.	5 — AM 5 — PM	7 — PM 7 — AM	12	not	<i>Do</i>
Coventry and Warwick.	8 30 AM 3 — PM	4 50 PM 10 20 AM	10	not	<i>Do</i>
Coventry and Hinckley.	6 50 PM 5 30 AM	7 20 AM 9 — PM	13	not	<i>Do</i>
Chester and Abergele.	11 30 PM 2 — PM	8 — PM 7 — AM	37	armed the first stage.	<i>Do</i>
Chester and Llangollen.	6 30 PM 11 30 PM	4 — AM 11 — PM	23	not	<i>Do</i>

TIME BILLS.	Departs from H. M.	Arrives at H. M.	Miles.	Armed or not.	OBSERVATIONS.
Shrewsbury and Whitchurch.	9 — PM 2 30 PM	6 30 PM 1 30 AM	21	not	<i>Very well performed</i>
Shrewsbury and Machynlleth.	5 15 PM 3 — PM	6 30 AM 6 55 AM	57	not	<i>The flood having caused sinking Ballintra Bridge about 3 miles from Whitchurch there has in consequence been much delay, the Widener being to be taken miles round.</i>
Stone and Cheadle.	3 30 PM 5 — AM	6 30 AM 5 — PM	10	not	<i>Very well performed</i>
St. Asaph and Ruthin.	5 30 AM 6 — PM	8 — PM 7 30 AM	14	not	<i>Do</i>
Shifnal and Much Wenlock.	2 30 PM 5 — AM	8 — AM 5 — PM	12	not	<i>Do</i>
Wolverhampton and Bridgenorth.	11 35 PM 6 30 AM	9 — AM 3 45 PM	15	not	<i>Do</i>
Welchpool and Llanidloes.	4 — AM 3 — PM	8 — PM 8 15 AM	26	not	<i>Do</i>
Welchpool and Oswestry.	3 — PM 6 50 AM	9 — AM 5 30 PM	16	not	<i>Do</i>
Uttoxeter and Rugeley.	9 30 AM 1 45 PM	3 45 PM 11 45 AM	12	not	<i>Do</i>
Welchpool and Bishops Castle.	4 — AM 4 — PM	8 — PM 7 — AM	18	not	<i>Do</i>
Warrington and Runcorn.	6 — AM 5 — PM	8 20 PM 8 — AM	10	not	<i>Do</i>

Dated this 4th day of October 182

TIME BILLS.	Departs from H. M.	Arrives at H. M.	Miles.	Armed or not.	OBSERVATIONS.
Knutsford and Sandbach.	4 — AM 3 — PM	7 — PM 8 5 AM	21	not	<i>Very well performed</i>
Liverpool and Ormskirk.	6 45 AM 4 — PM	6 — PM 8 30 AM	13	not	<i>Do</i>
Machynlleth and Aberystwith.	7 — AM 11 40 AM	3 — PM 10 15 AM	18	not	<i>Do</i>
Mallwyd and Barmouth.	5 — AM 1 — PM	5 — PM 9 — AM	22	not	<i>There has been much delay on this side, the horses are reported to be weak & quite unable to perform the journey. I have informed the contractor that perhaps he would not be able to take the horses. I shall reimburse him being put into the hands of the contractor.</i>
Newport and Shifnal.	6 — AM 2 30 PM	4 20 PM 8 — AM	9	not	<i>Do</i>
Northwich and Chester.	9 — AM 2 — PM	5 — PM 12 noon	17	not	<i>Very well performed</i>
Newcastle and Pottery.	7 — AM 12 noon	2 — PM 8 50 AM	10	not	<i>Do</i>
Newcastle and Lane End.	5 — PM 10 — PM	10 50 PM 5 50 PM	5	not	<i>Do</i>
Newcastle and Tunstall.	5 — PM 10 — PM	10 50 PM 5 50 PM	5	not	<i>Do</i>
Newcastle and Cobridge.	5 — PM 10 — PM	10 40 PM 5 40 PM	4	not	<i>Do</i>
Oswestry and Ellesmere.	6 50 AM 5 — PM	6 15 PM 8 10 AM	8	not	<i>Do</i>

THE COST OF HANDSTAMPS

I am indebted to Eric Lewis for sending a copy of a page in volume 5 of the Steel Impression Books which shows the price of handstamps in October 1842.

Prices of Stamps &c. contracted
for three years from 1 Oct 1842
Messrs. Morden & Co. Pavement Engravers

VOL 5

Steel Stamps dated	8/2
Steel Stamps not dated	8.2
Steel types	4 ^p
Proof Labels	6 ^p
Proof Seals	2/9
X Too Late Stamps	3/3
X Ship Letter Stamps	6/6
X Brass Stamps	1/-
Wood Paper Stamps	10 ^p
Receiving - House Stamps	8/2
X Figures for Stamps	4 ^p
X Steel Plates	4 ^p
Steel dated Letter Stamps	6/11
X Days Paid Stamps	4/6
X Brass Price Stamps	5/8
X Paid Crown Stamps	3/2
Sets Steel Figures	1/13
X Double Sets Steel Figures	13/3
X No Dating Steel Stamps	2/6
X Re-cutting Steel Stamps	3/8
Attaching to Steel Stamps	3/6
Cleaning Steel Stamps	8 ^p
New Stamp Handles	11 ^p
Cleaning Iron Stamps	8 ^p
X Re-cutting Steel Types	2 ^p
Re-cutting Iron Stamps	3/9
No dating Day Stamps	13/-

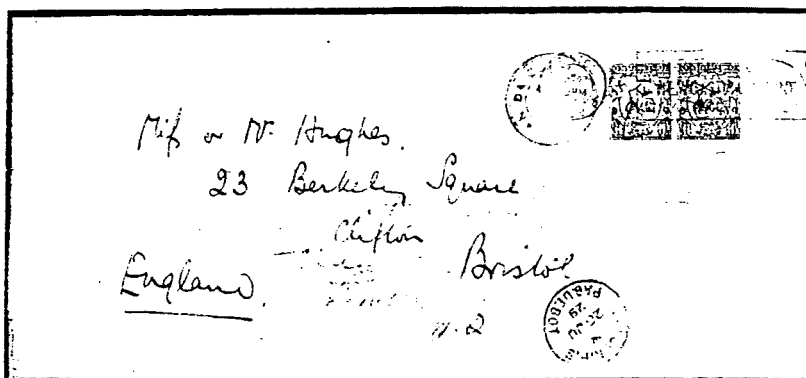
Messrs. Morden & Co.	Steel Stamp	3/9
Edwards	do	
2	Brass do	4/6
1	do do	1/6
Messrs. Morden & Co.	do	3/9
Plumley Port	do	

VOL 5

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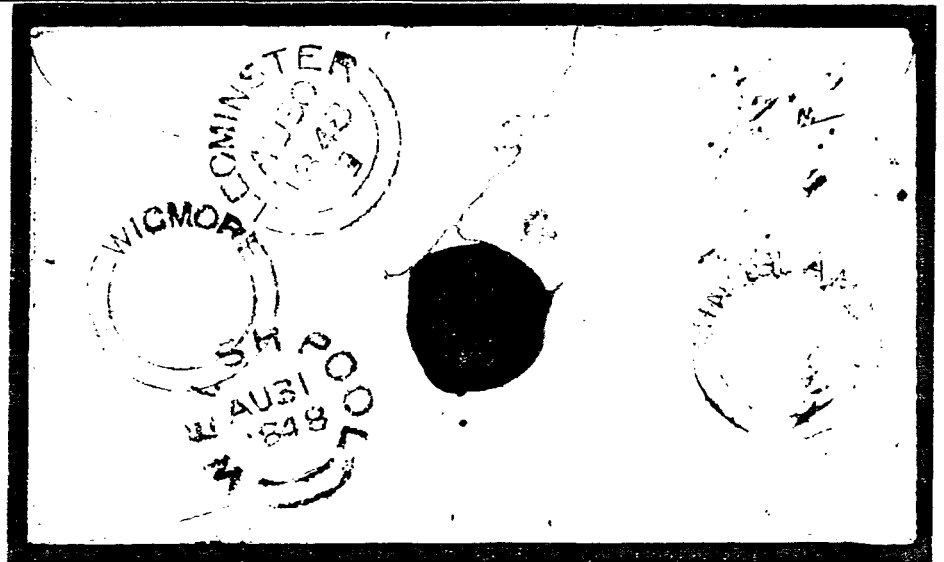
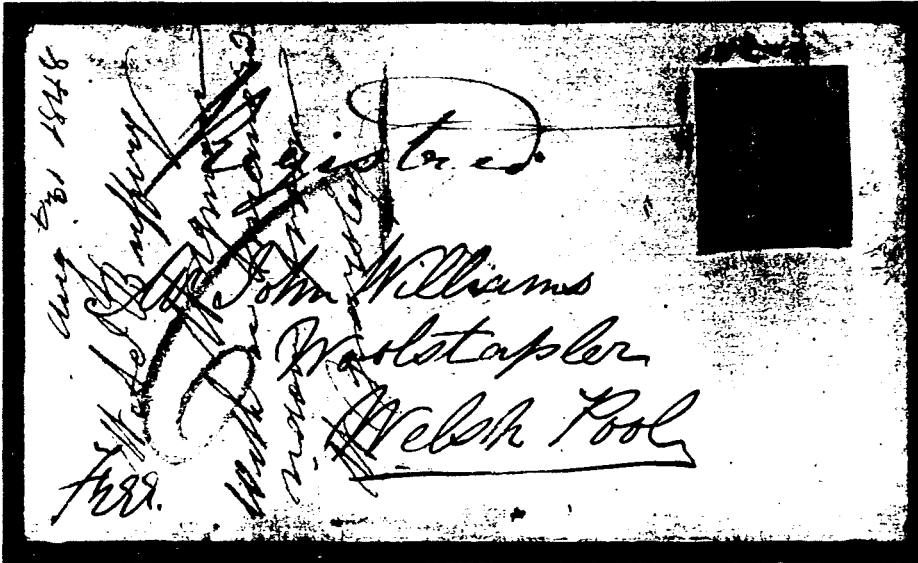
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A NEW ACQUISITION

by Roger Broomfield

A purchase made at the Worcester fair links my Herefordshire interests with those in mid-Wales and is illustrated below. The envelope is one from a registered letter prepaid at 1d (by adhesive) and 6d for the registration paid in cash but originating from the village office at Wigmore (surely unusual for a registered letter). The adhesive is cancelled by the numbered obliterator of Leominster. On the reverse is the undated mark of WIGMORE, the receiving mark, plus that of KINGSLAND used in transit. The posttown mark of LEOMINSTER is dated 30th August 1848, giving the earliest recorded usages of Wigmore and Kingsland by three years.



THE NEXT MIDLAND MAIL

It is hoped that this will appear early in June. It will contain a report of the A.G.M. with a list of auction realisations plus more from the Surveyors' Journals along with a summary of the six-day posts published a few years ago in Midland Mail. The rest will depend upon what articles are sent to:

John Soer 51d Barkham Road, Wokingham RG41 2RG