MIDLAND MAIL

THE JOURNAL OF THE MIDLAND (GB) POSTAL HISTORY SOCIETY

www.midlandphs.org.uk

President: Alan Godfrey

Chairman:
Brian Atkins

Secretary:
Mick Gill
(01636 672868)

Treasurer:
Alan Godfrey
(01789 765385)

Programme Secretary:
Clive Jones
(0121-444-1922)

Editor Midland Mail:
Brian Atkins
(01948 258918)
sniktab@gmail.com

Number 217, October 2022



May 1848 cover from Meriden via Coventry to Allahabad, India with six 2d blues, plate 3 paying the 1/- rate via Southampton. See page **3** for an account of the September zoom meeting

CONTENTS

Page

2 – Announcements, New Members, Meetings, etc
4 – The October Meeting at Cotteridge Church, Birmingham
8 – Bridgnorth & Whitchurch 1d marks and 2d postage due
13 – Rural Posts of Loughborough 1840-1860
18 – Comments on 18th Century Post in Wem – or is it?
20 – Berry Hill udc or was it intended to be Derry Hill udc?
22 – The Too Lates of Oswestry

Page

3 – The 7 September Zoom Meeting – *1839 to 1850*
5 – Route between Warrington and Chester 1700-1720?
12 – Postmarks of Wansford, Northants
17 – An Undated Coston, Leicestershire
19 – A Railway Letter from Nottinghamshire's Least Used Station
21 – Mail to and from Canada at the 1s / 2d rate
23 – Postal Markings of Hanmer (Whitchurch Shropshire)

ANNOUNCEMENTS

Gordon Richardson of Napean, Ontario, Canada. I was informed by an email from his daughter that Gordon had sadly passed away in the week of the 6th August 2022. He joined the society just over a year ago, when he told me via email that '*My Richardsons come from north and east of Derby*' and also of his desire to '*learn more about the rural posts in Derbyshire*'. RIP

Two New Members – We welcome Stephen Dodd, East Sussex, whose interest is '*Tipton and local area and also East Sussex*' and James Hill, West Bromwich, whose interest is '*Midlands postal history and history of stamps / post boxes associated with the postal history*'.

December 3rd Meeting at Burton-on-Trent - As you may have read in the press or seen on BBC Midland News, Molson Coors have decided in their infinite wisdom to close down the Museum at Burton and my understanding is that this includes the whole operation. As Staffordshire-live.co.uk reported on the 19 September '*It was revealed just last week* (my underlining) *that the brewery centre will close on October 31, giving just six weeks' notice, leading to the cancellation of weddings and events booked after this date*'. Clearly this has been known about since 15th or 16th September and it means our Christmas meeting is also cancelled – at that location, anyway, but see below. Clive Jones, our Programme Secretary, tells me he only found out about the closure in the third week of October.

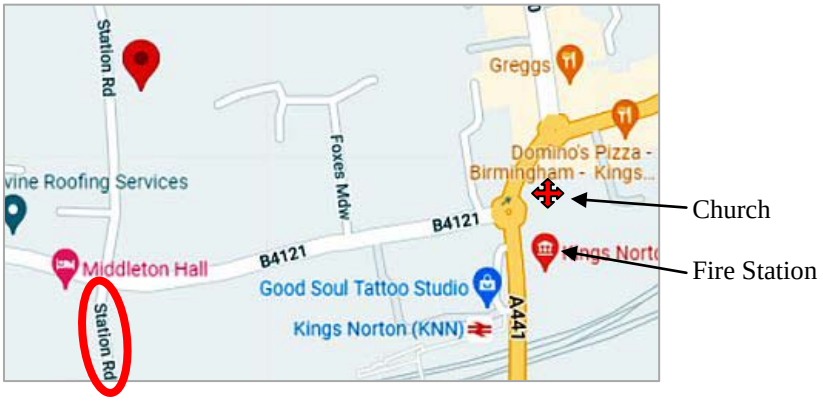
The date of 3rd December 2022 remains unchanged - After extensive enquiries, a new venue has been found for the December 3rd meeting that was due to take place at the brewery museum. **New Venue**: **Old Grammar School** (in the grounds of St. Mary's church), **Rolleston on Dove**, Burton on Trent, **DE13 9BE,** 3 miles from Burton railway station; Richard Farman has offered to pick up from the station. Parking: ample parking adjacent. Time of meeting: 10.30am for an 11.00am start, going on to about 3.30pm. Scope: Members' displays, lunch, guest speaker. **A superior buffet, at £8.50 per head, will be provided to all attendees.** Tea, coffees, and limited alcoholic drinks will be available. **Please support your new & old programme secretaries to make this annual event a continued success. An e-mail to confirm attendees will be circulated soon**. **Chairman & Editor**: I am indebted to Richard and Clive for all the hard work they have put in and telephone calls they have made to make the meeting possible.

A Resignation, I am informed that Trevor Radway has resigned from the society. His email stated he was suffering from Long Covid and finding driving difficult to get to meetings or give talks to distant societies.

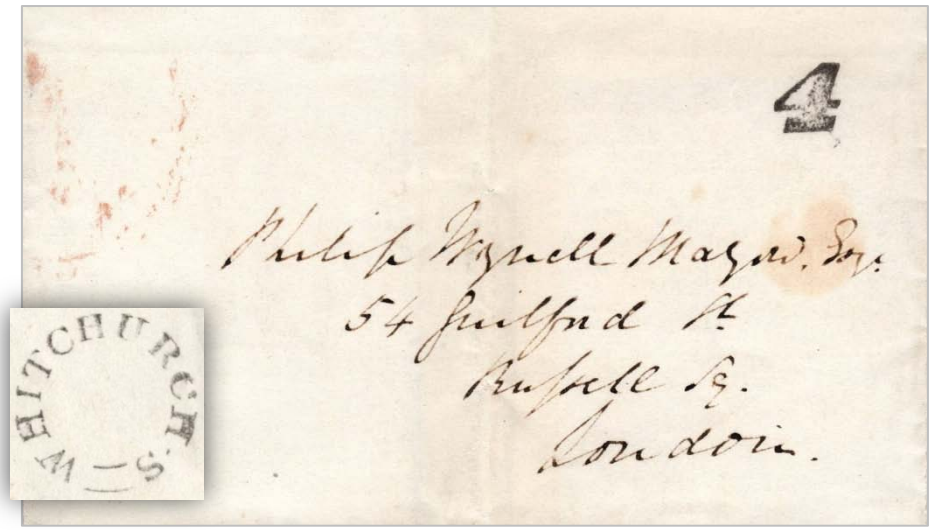
ARTICLES – You may be shaking your head wondering why there are so many Shropshire related articles, but for the first time since I have been editor I have been left short, despite the best efforts of a few contributors and reports of meetings are fewer because of the cancellation at Derby. Please consider producing something for the January 2023 edition, otherwise there might be more from England's largest inland county!

Editorship of Midland Mail – As I stated a while back, I intend to resign as editor so that the April 2023 edition will be my last edition. Conversations with six members have drawn a blank. Some members do not have email, so Midland Mail is the only way information can be sent to everyone; it has a very important position in the society.

New Meeting Location, Cotteridge Church, – The meeting room was excellent, bright and spacious if a little reverberant. There was parking for 8 cars, 3 spaces were taken by those attending the meeting, the rest left empty. There were comments about it being unwise to park at the railway station, so if you don't want to do that there is unrestricted parking available on the LOWER PART of **Station Road, B30 1DA**, a few minutes walk to the church, either via Middleton Hall Rd (B4121) or Station Road gives access to the railway station platforms, walk from there.



The 7 September 2022 Zoom Meeting when the topic was '*1839 to 1850*' with 13 members present



Proceedings were begun by **Malcolm Allinson** who chose to show hand struck 4s from the Midlands beginning with that of Chester with an unrecorded date of 17 Dec 1839 (Malcolm did his best to explain that Chester should be a Midland county, not sure if he was successful!). Undaunted he proceeded to Kington (7 Jan 1840) and Leominster (27 Dec 1839), both 4s being similar with Malcolm proposing they may have been made by the same person as the postmaster of Kingston was related to the wife of the postmaster of Leominster and both officials were printers! He then exhibited Nottingham, 28 Dec 1839, an unrecorded date and a different 4 to one Alan Marshall had, an undated Whitchurch (see above, the undated WHITCHURCH superimposed), of which 6 are known and finally Worcester used on 15 Dec 1839, which had 4 dates of use.

Marc Oxley displayed Free Franks from1839 / 40. He had used Lovegrove's *Herewith My Frank* to determine the cancels. Noticeable were a July 1839 front with a circular CROWN / DATE / E stamp, which Marc suggested was a rare evening cancel and a 20 Nov 1839 front with a circular CROWN / DATE / small E.

Ian May began by stating under Uniform 4d post '*no item should be charged more than the previous rate*'. His first item was dated 23 Dec 1839 from Nuneaton to Coventry only charged 1d as it was sent entirely in the Coventry penny post. His next item was an unpaid 1oz cover dated 18 Dec 1839 from Coventry to London charged 2/8; it would have been 1/4 if paid! An unpaid cover of 11 Jan 1840 from Packington to Bedworth was charged 2d for postage due but if sent on 9 Jan it would have been charged 1d only as it was forwarded in the Coventry penny post. A distinctive maltese cross of Coventry (23 June 1843) was followed by the same cross on a 14 Oct 1842 Mulready. Ian ended with a spectacular cover from Coventry to Allahabad, India, 6 2d blues paying the 1/- rate (see front page).

Chris Jackson decided to show the progression from Uniform 4d Post to office numeral cancels beginning with a 4d 12 Dec 1839 cover from Liverpool to Feckenham, then a Uniform 1d Post cover from Redditch to Birmingham. The 1d black on a 21 Feb 1841 cover from Redditch to Bromsgrove had a black maltese cross cancel and a 1d red on a 3 June 1843 cover also had a black cross. Finally the 1d red on a 3 May 1844 cover had a crisp 140 cancel of Redditch.

Alan Godfrey showed a disparate group starting with a 22 Sept 1847 undated EDMONSCOTE, then a 30 Oct 1849 with a 706 of Shipston-on-Stour, a 21 April 1845 had an undated NAPTON and finally a 4 July 1849 had a stunning undated STUDLEY in blue along with an undated HENLEY-IN-ARDEN, also in blue. Much discussion followed about the use of coloured inks.

Brian Atkins relied on Whitchurch for his examples the first being a turned cover of 18 April 1839 originally from London to Nantwich but forwarded to Hart Hill, Cheshire, in the Chester penny post, then turned back to London on 2 May through the Whitchurch penny post but showing a manuscript *Handley / Penny Post* of that receiving house. A black 4 stamp on a 19 Dec 1839 Whitchurch cover was followed by a red ink 4 for prepayment on a 15 Dec 1839 Uniform 4d post cover. A 20 JAN 1840 Whitchurch skeleton (two known, the other 22 Jan) ended his display.

John Soer illustrated Leicestershire undated circle cancels of LUBBENHAM (18 March 1840), WHITWICK (Feb 1847), QUORN (Nov 1844), WOODHOUSE EVES (Aug 1853) HIGH-CROSS-S^{T} (Jan 1859), MUSTON (Oct 1859). All the cancels getting progressively smaller from 29mm, through 25mm to 22mm. The diameter was reduced to 20mm on split-ring cancels of BILLESDON and TILTON ON THE HILL on the same cover dated October 1859. Towards the end of 1857 cancels of 19 to 20mm came into use. Those of more than seven letters had their name round the circumference (BURTON OVERY, Nov 1859), while those of seven or fewer had the name across the diameter (WALCOTE, April 1859). John brought the evening to a close with two double-ring MOUNTSORREL cancels of July 1838 and August 1845.

The 15 October Meeting at Cotteridge Church, Birmingham, when the subject was *Modern Postal History 1918 – 2022* with 11 members present.



Brian Atkins began proceedings with 6 sheets of Wem. The sleepy little town was disturbed by a postcard of 6 Sept 1923 when a ruddy-faced couple in a fast car were '**Going the Pace at Wem**' (highly unlikely)! Of interest was an October 1934 LMS 3D Railway Letter to Hove. Express letters from (April 1941) and to Wem (Oct 1943) were followed by an unpaid 1951 letter to the local Rural District Council with 5 postage due labels and a 5D TO PAY / 711 hand stamp. Three sheets of NOT KNOWN AT / WHITCHURCH SALOP of 1962, '69 and '74 ended his display.

For his first display **Mick Gill** showed privately produced Certificates of Posting from Nottinghamshire offices, all with the one penny fee stamps cancelled by skeleton date stamps. Although usually 'philatelic' some provided the only recorded example to date of a particular skeleton date stamp. Examples were: Nuthall Road, Nottingham, 18 July 1967; Montrose Court, Stapleford 9 October 1967: Elmbridge, Nottingham 16 May 1969; Langwith, Derbyshire 7 May 1970; Nottingham Road, Nottingham 26 November 1973; and, East Bridgford 25 March 1974. Examples from offices which used a skeleton date stamp over a period were Hawksworth 31 December 1969 and Carlton Road, Nottingham 4 August 1970 (first recorded day of use).

For his second offering Mick produced Nottinghamshire missent items - items which had been missorted and sent to the wrong office for delivery. All had only a date stamp to explain the delay. Examples were from: Tuxford instead of Newark 1928; Welbeck Colliery Village instead of Langwith 1940; New Ollerton instead of Newark 1941; Bilsthorpe instead of Newark 1944; Blidworth instead of Carlton, Nottingham 1961; Radcliffe on Trent instead of Ravenshead 1971; and, Eakring instead of Kneesall 1981.

Stuart Geddes showed late 1990s 'Not for' marks of Monmouth, Chepstow and Abergavenny together with a 'Missent to Newport IOW +Try Gwent' boxed mark. The postmaster must have had just too many items in the wrong Newport. The second part of his display, for which he apologised was '21st century manuscript' cancellations, otherwise known as Post Office vandalism on covers from the UK, France and the USA.

Clive Jones showed a range of items from the ending of WW1 to a Post Office mishap of losing a Kings Heath address label in 2022. Covers from Sheffield showed many different instructional marks, including where the local scout post had got mixed up with the general post. A range of advertising envelopes showed off Sheffield's metal products, as well as its famous liquorice allsorts, still made in Sheffield today. It was in a sweet shop in Leicester where the Bassett's sales rep. accidently tripped and mixed up his previously separate range, giving birth to the 'allsorts' mixture!

Garrie Naden was his usual inventive self. Having recently had a 'significant birthday' he showed us two gifts he received, one a smart, brass letter rack and several post cards of chickens (not sure what to make of those cards) and the other some small postal scales including weights and the postal charges engraved on the flat weighing side!

Malcolm Allinson showed a miscellany of items from Cumberland including two Heskett Newmarket rubber date stamps with completely different texts; an official envelope sent from Longtown (Europe's largest munitions store) to the Outer Hebrides during the early 1960s weapons testing programme, and a letter sent Airmail in June 1941 which travelled to Australia via America and the Pacific due to the War suspending direct services.

Gordon Hardy brought two frames of postal marks from many small villages around Ashbourne. **Chris Jackson, Richard Farman** & **Alan Godfrey** also brought displays.

WHICH WAY BETWEEN WARRINGTON AND CHESTER 1700-1720?

by Garrie Naden

On 23rd June 2021 Richard Farman presented early Staffordshire covers at a Society Zoom meeting, with a full report in MM 212 pages 11-12. This included Richard's 'famous' Bolton to Chester letter dated 21st July 1701 with the earliest known example of an English town cancel. But also of special interest on that cover is the sender's manuscript instruction to the postmaster 'By the way of Stone'.



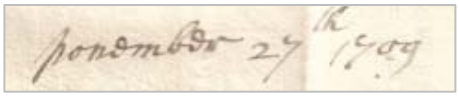
21 July 1701 Bolton to Chester (Courtesy of Richard Farman)

On the face of it, this precludes a much shorter route to Chester by turning at Warrington and might assume to have been written to ensure the letter didn't trek south down the Chester Road to London but was put in the correct bag to turn north-west at Stone to Chester. But this got me wondering about which way my two letters from Wigan to Chester went, one of 10th October 1708 and the other 27th November 1709, did they too travel into the Midlands via Stone, despite there being no note of instruction as to route?



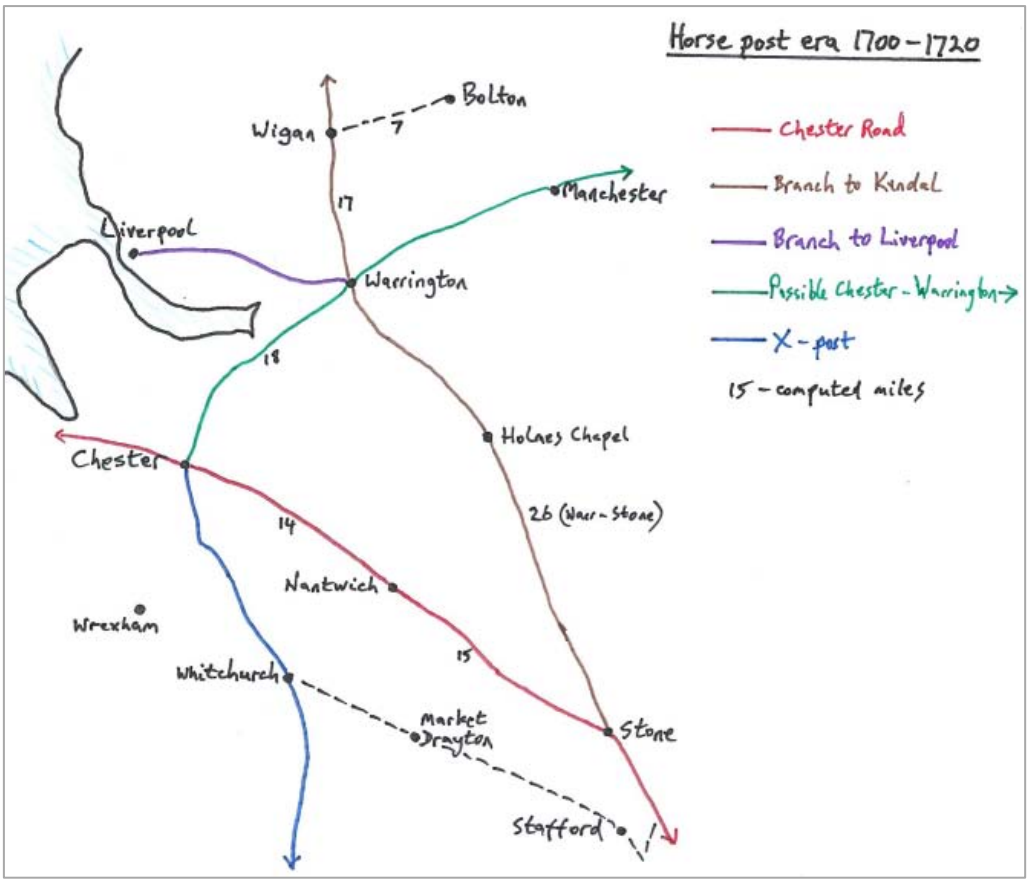
Letter dated 10 October 1708





27 November 1709
Weak Wigan name stamp on reverse
has been superimposed on the front

The map below shows the much shorter route by turning at Warrington and going direct to Chester. It is clear from a Manchester handbill of 1721 that a postal communication definitely existed at that time, but the period 1700 to 1720 is less clear cut. The Exeter-Bristol-Chester cross post was established in 1700 but only went as far as Chester. The map shows the computed mileage between towns, unfortunately no clue can be ascertained from the less than 80 miles postage charge of 2d as both Wigan-Warrington-Chester at 29 miles and Wigan-Stone-Chester at 72 miles are below the threshold. The Bolton letter was also charged at 2d for a journey of 79 miles.



Sketch map of some Horse Posts of south Lancashire, Cheshire and NE Shropshire c.1700 – 1720

In Douglas Markwick's (henceforth referred to as DM) article in The British Mailcoach, Spring 1975, he thoroughly examines whether a postal route existed direct between Chester and Warrington between 1700 and 1720. He presented extensive evidence to conclude that it did exist, almost certainly throughout the whole period. From 1700 there were two postmasters at Chester, one in charge of the cross post and the other the general post, operating from separate post offices. The roles were combined in 1709 but still carried out across two offices. It makes perfect sense that the general postmaster at Chester would add to the revenue from his farm of the By and Way letters by running a direct communication with Warrington, only 18 computed miles from Chester rather than 55 via Stone.

One element of DM's evidence was that he owned a letter of 1708 sent from Preston to Chester charged at 2d for a journey of less than 80 miles. Preston-Stone-Chester was 86 miles and would attract a 3d charge; the more direct route of Preston-Warrington-Chester was only 43 miles for which the 2d charge was appropriate.

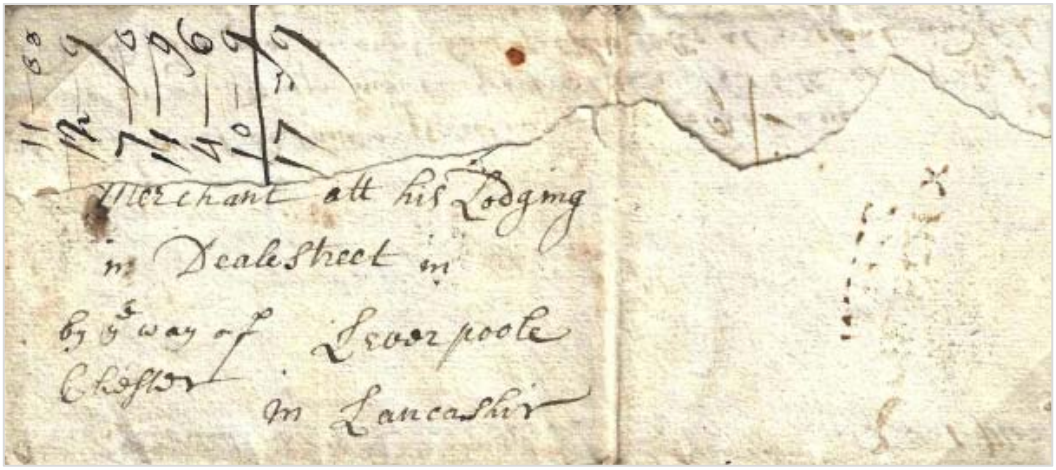
DM references 9 other letters seen in this period (elsewhere in his article he mentions that the first town name stamps were issued from 1705, so the Bolton letter listed below cannot be the same as the one mentioned in the opening paragraph above):

- 3 letters Wigan-Chester, 2d charge, no further markings (my examples may be two of these)
- 2 letters Wigan-Chester, 2d charge, manuscript 'By the way of Stone'
- 1 letter Bolton-Chester, 2d charge, manuscript 'By the way of Stone'
- 1 letter Chester-Wigan, manuscript 'Ch[este]r post paid', no further markings
- 2 letters Chester-Liverpool, held in the Lancashire Record Office dated Feb 1705/6 and Mar 1706/7 (presumed no further markings)

The evidence in favour of a Chester-Warrington route in this period is only thrown into some doubt by the four examples (2 Wigan-Chester, 2 Bolton-Chester) that specifically include 'By the way of Stone'. But DM counters this by suggesting that the Chester-Warrington service was, at most, aligned with the two days per week Exeter-Bristol-Chester cross post service, leaving potential gaps in the week when a letter may have arrived at its destination sooner going by Stone in the general post that ran three days per week rather than waiting for the next more direct post. Letter writers at the time almost certainly had a very clear understanding of how to get their letters sent by the quickest means.

It is unfortunate that none of the letters listed above as having 'no further markings' did not include a helpful instruction such as 'turn at Warrington' or 'by way of Warrington', however there are two further examples of letters in this period not listed by DM that originated in north Shropshire and clearly used the Chester-Warrington route. Together with a third letter by a different route, they appeared in MM 84/4 (April 1994) in an article by John Calladine (reference 3). All three letters are from the same sender as follows:

- 13th October 1713 Whitchurch to Liverpool, charge 3d (less than 80 miles)
- 14th November 1713 Market Drayton to Liverpool, charge 3d, manuscript 'turn at Ston(e)'
- 24th November 1714 Whitchurch to Liverpool, charge 3d, manuscript 'by the way of Chester' (below)



24 November 1714 Whitchurch to Liverpool (Courtesy of Brian Atkins)

The postmark on the two Whitchurch letters is the WHIT / CHURCH X, signifying use on the Exeter-Bristol-Chester cross post, Whitchurch being between Shrewsbury and Chester. As the writer was based in Market Drayton, it is likely these letters were privately carried to the cross post at Whitchurch, securing a speedy transit to Chester, then direct to Warrington and finally turned from there onto the established by post to Liverpool. It would make no sense whatsoever to have letters that originated in Market Drayton taken to Whitchurch and then go to Chester only for them to loop back on themselves to Stone through Nantwich, then to Warrington through Cheshire (see map above). Additionally, such a journey would exceed 80 computed miles, pushing the postal charge from 3d to 4d.

But just as in DM's list of examples, one of these three letters was instructed to 'turn at Ston[e]'. The possibility that this was because of the timing of the two days per week cross post compared to the three day general post was discounted by John Calladine on two counts: (1) the date of the letter compared to the days that the cross post ran, and (2) the writer hadn't received a reply to his letter of 13th October 1713 and said in this letter that it had probably 'miscaryd' [as the 1713 letter has since been seen it must in fact have either arrived very late or more likely arrived on time but the recipient was tardy in replying]. Believing this, he didn't want to risk sending his November letter of a month later via Chester, so instructed it to go via Stone (ie Drayton to the Chester Road south of Stone, turn north at Stone). By the November 1714 letter, his confidence had been restored in the cross post to Chester and directly onward to Warrington.

Summary:
A direct postal service did run between Warrington and Chester between 1700 and 1720. It was not an extension of the Exeter-Bristol-Chester cross post but separately farmed by the general postmaster at Chester. The evidence above suggests that where it provided the most direct travel for a letter, it was used by default and only went the longer way round, by Stone, when the sender instructed it to do so.

Footnotes:
1. **References**:

1. The Exeter-Bristol-Chester Cross Post and the 'Chester C' Mark, D W Markwick, The British Mailcoach No 5 Spring 1975
2. Report of Zoom meeting 23rd June 2021, Midland Mail 212, July 2021 pages 11-12
3. The X Marks of the Great Cross Post - A Postscript, John Calladine, Midland Mail 84, April 1984 pages 4-5

2. **More examples**: Garrie would be pleased to hear of or see any other examples from 1700 to 1720 that members have or have seen, especially mail travelling to/from points on the Great Cross Post from/to north-west England.

UNIFORM PENNY POST PAID MARKS of BRIDGNORTH (1840)
and POSTAGE DUE MARKS of BRIDGNORTH (1847, 1853 and 1858) and WHITCHURCH (1865)

by Brian Atkins

I know there are some members who shy away from articles with lengthy references but it might be useful at the outset to state which references I've used for this article. There are only two and they are:

1) *The Encyclopaedia of British Empire Postage Stamps, Volume 1, Robson Lowe, Reprint March 1948*
2) *Uniform Penny Post, Steve Walker, GBPS, 2013*

In his Acknowledgments, Steve Walker writes about '*the wealth of information gleaned from the GB section of the second edition*' of Robson Lowe's book. On page 3 he provides 11 Standard Sans-Serif Types of UPP hand struck 1s in red, 10 of which are remarkably similar to 10 in black in Robson Lowe's book. Both books state that one of these standard types, as illustrated at Fig 1 (a) and (b) was used to show UPP prepayment at Bridgnorth in 1840 (no day or month given in either reference). Both examples are very similar even to the positions of small white dots and they both measure 33mm in length. The problem is that the example is not the actual one used at Bridgnorth, so we have nothing to directly compare with new finds. Illustrated at Fig 1 is a February 1840 cover which was in the collection of the late Guy Bridges but its present whereabouts are unknown, showing what appears to be a very different hand struck 1 with a 'hook' at the top. Is it a broken version of (a) or (b); very difficult to tell, of course?



Fig 1, 29 Feb 1840 cover Bridgnorth to Ludlow and Bridgnorth 1s taken from (a) Walker and (b) Robson Lowe.



Fig 2, 6 April 1840 Bridgnorth entire to Ludlow

All of the above is complicated by the discovery of what appears to be a different figure 1 on an entire dated 6 April 1840 also to Ludlow, as per the illustration at left. From tip to tip it also measures 33mm but there is no 'hook'. Several people have confirmed that, in their opinion, it is not a crayon but a hand stamp but is it the hooked one repaired or is it an

entirely new one as it doesn't quite fit the Walker / Robson Lowe examples, which are tapered at the ends so that one side is longer than the other but in Fig 2 the end taperings of the 1 are parallel producing sides which are more or less the same length. This is a little evidence that the 1 of Fig 2 might be a different or possibly repaired stamp. Does anyone have any information about what these stamps were made of and what their 'shelf life' was? The two illustrated covers with hand struck 1s for Bridgnorth are the only ones found by the Shropshire society, despite 30+ years of diligent searching!!

As for figure 2s, Robson Lowe shows two examples used at Bridgnorth, illustrated as Fig 3 (a) and (b) below, along with a figure 2 taken from the Midland (GB) PHS edition of the county catalogue, shown as Fig 3 (c). It would be interesting to know how the Robson Lowe figures were produced, were they 'artists impressions' or tracings taken from covers? I have no idea how graphics were transferred for printing, perhaps someone reading this with knowledge of printing methods in 1948 will drop me a line. As for the county catalogue a figure as in (c) was illustrated using the image from Fig 6, the only example available at the time of production – a little more on this later. Overlays suggest (c) may be a 'thin' example of Robson Lowe Fig 3 (b).



Bridgnorth (a), 1847 Bridgnorth (b), 1853 (c)

Fig 3, **2**s (a) (b) illustrated by Robson Lowe and (c) Midland PHS County Catalogue SH85

As with the old '*London buses joke*' you go 30+ years without finding one and then two Bridgnorth postage due covers turn up within weeks. The first find is a 25 DEC 1847 cover to Ludlow (Fig 4) with a manuscript *More to pay* and a clear figure **2** similar to Robson Lowe's Bridgenorth (a) above. Indeed Robson Lowe reports Bridgenorth (a) used in 1847, so the cover shown below may be the cover referred to by him; the use of an overlay suggests that the **2**s are from the same hand stamp. Since the cover below was franked 1d, it must have weighted up to 1oz to be endorsed *More to pay*; the same with covers at Figs 5 and 7.

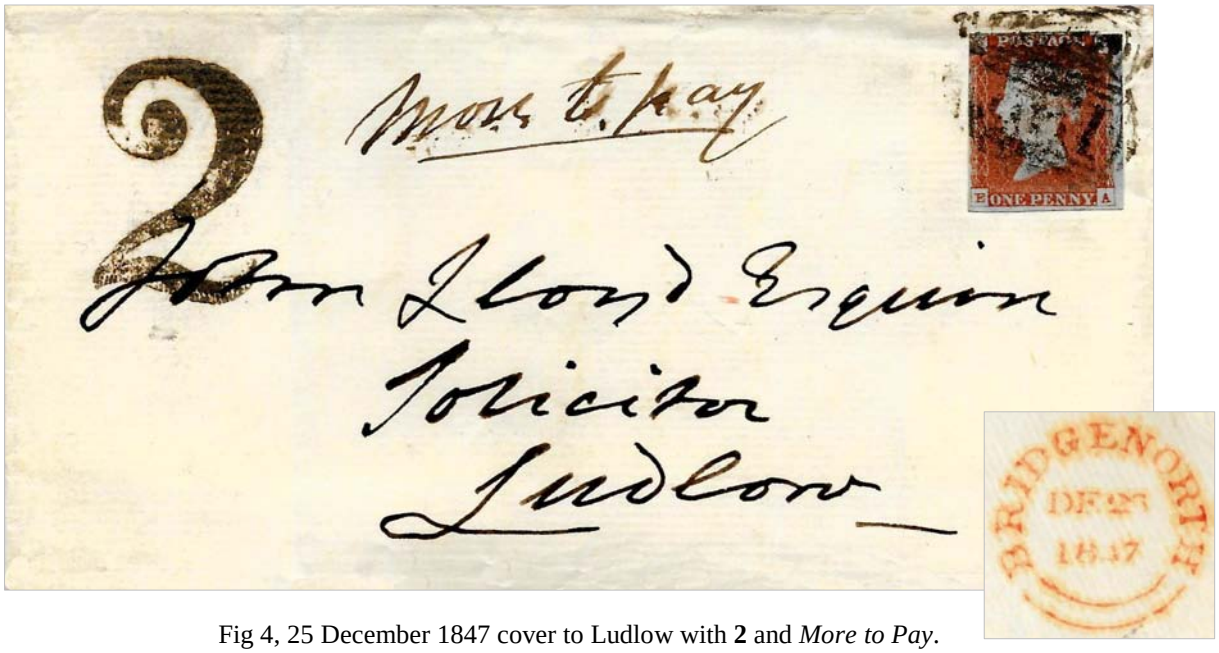


Fig 4, 25 December 1847 cover to Ludlow with **2** and *More to Pay*.

Although there are very few covers as evidence, it appears that the **2** above may have been no longer used for some reason. A 2 July 1849 postage due cover from Bridgnorth to Shrewsbury (see Fig 5) has a manuscript **2** along with *More to pay* written in a very similar hand to the 1847 cover above but no sign of a hand struck **2**. According to the GBPS website, Charles McMichael was made sub-postmaster of Bridgnorth on 22 March 1847, he was still in that

position in 1851 (Bagshaw's Directory) but not by 1885, when Kelly's Directory shows that Hannah T. Macmichael ran the office (different spelling but same family?). It is not surprising that the *More to pay* of Figs 4 and 5 is in a similar hand as Mr McMichael was sub-postmaster when both covers entered the mail system, he may have written the endorsement.

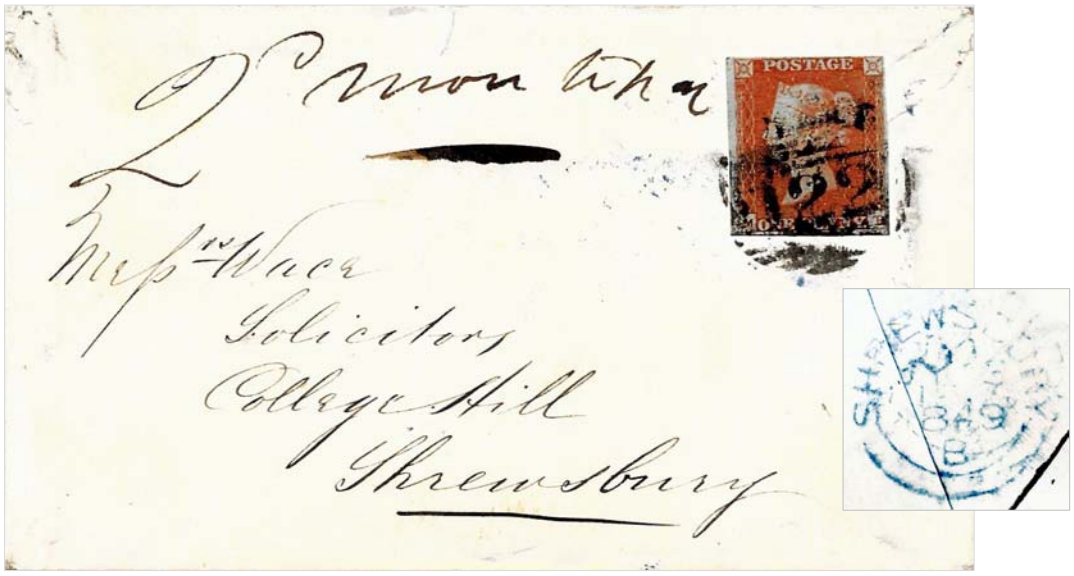


Fig 5, 2 July 1849 cover from Bridgnorth (**122**, no date stamp) to Shrewsbury with manuscript **2**$^{\delta}$ and *More to pay*

There are very few postage due covers from Bridgnorth to substantiate the idea that the **2** of Fig 4 was replaced but a 4 Jan 1853 cover (also in the collection of the late Guy Bridges but present whereabouts unknown) addressed to Ludlow, is illustrated at Fig 6 (below). It appears to have been unpaid to generate the postage due. Guy told me that this was the source of the image produced in the Midland county catalogue. The scan of a photocopy of Fig 6 shows quite a 'fuzzy' 2; the original, which Guy produced at a display in Shrewsbury one evening, was equally fuzzy. It is surprising that it was transformed into the fine illustration in the county catalogue. Using overlays, the **2** of Fig 6 is very similar to the Fig 3 Bridgenorth (b) and to the (c) of the Midland County Catalogue but it appears to be different to the 1847 example at Fig 4. Robson Lowe states the 2 of Bridgenorth (b) was recorded in 1853, so the cover below may, again, be the one he was referring to. It seems possible that the two Robson Lowe postage due covers with figures 2 from Bridgnorth have been 'rediscovered'.



Fig 6, 4 January 1853 mourning cover to Ludlow with **2** for postage due but no manuscript *More to pay*

Four of the covers shown are addressed to solicitors Lloyds, Ludlow. Thank goodness for the safe storage of their correspondence, which has allowed postal historians to secure finds, which, in this case and many others would otherwise not be available. As postal historians we have a lot to thank Lloyds for!

Note – I have kept the e in Bridgnorth only when referring to the Robson Lowe copies as his caption does.



Fig 7, 1 February 1858 Bridgnorth, Low Town to Liverpool, showing a figure **2**

The other postage due cover which has recently turned up from Bridgnorth with a dominant figure **2** is a 1 February 1858 cover to Liverpool originally from the Low Town sub-office. The manuscript *More to Pay* is smaller but written in a similar hand to that of Figs 4 and 5. Using overlays, the figure 2 is similar to Robson Lowe's Bridgenorth (b), the County Catalogue (c) and the 1853 'fuzzy' one! By the way, did you know that Bridgnorth has England's oldest and steepest inland funicular railway up the cliff from LOW TOWN, the site of the sub-post office (now closed, I believe) of Fig 7? It is well worth a visit, though I believe it is temporarily suspended for an overhall.

The flimsiest of evidence to suggest that the 1847 and 1853 2s referenced by Robson Lowe have 'reappeared', that something happened to the first one and a new one was produced or the 1847 example was 'reshaped'. Bridgnorth had postal ties to Wolverhampton, which used similar shaped 2s (SH968, 970), were they supplied from there?

Not so complicated at Whitchurch, where a 13 February 1865 cover with a manuscript '*Over ½oz*', shows the only **2** recorded for that town, purchased at Stampex some years ago. The date suggests an overweight Valentine card was enclosed. Miss E. Roe was probably the daughter of John Roe, an Ellesmere surgeon and Medical Officer to the Workhouse (Kelly's 1885 Directory). Is the address written by a suitor doing his best to disguise his writing?

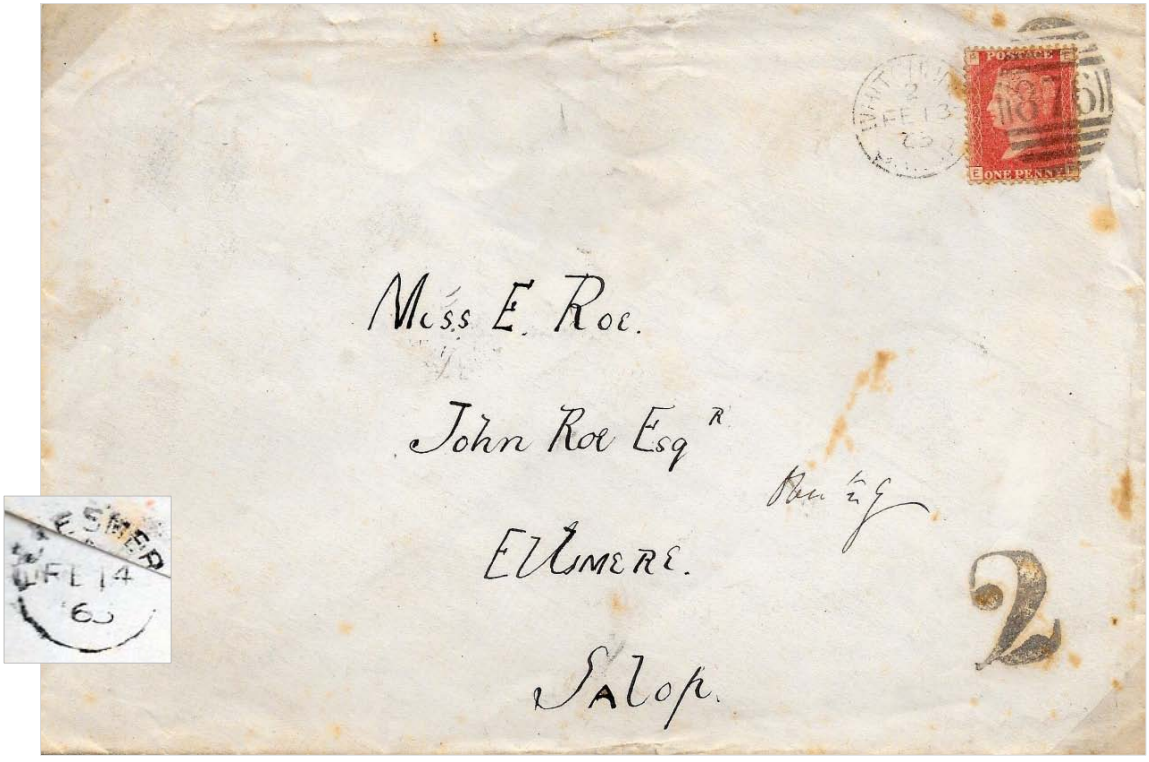


Fig 8, 1865 cover (reduced) from Whitchurch to Ellesmere, arriving there on 14 February 1865 (Valentine's Day).

SOME NOTES ON THE POSTMARKS of WANSFORD, NORTHANTS

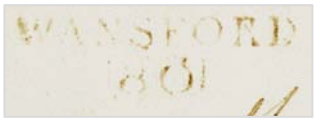
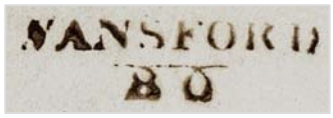
by Richard Capon

Members will be aware that Wansford is a small village on the outskirts of Peterborough. It was a staging post on the Great North Road, and the Haycock Hotel kept many horses in its stables to supply the stage coaches. It became a by-water after the stage coach era and particularly after Dr Beeching had axed the railway line and Wansford's station.

Anyone with a copy of the British County Catalogue of Postal History for our region will note that the Postal History for Wansford is a simple one with only NN247 to NN252 available. This short article is about the straight line cancels NN247 to NN250. Just four marks.




Two examples of NN247, recorded between 1795 and 17 April 1801, measuring 36x12mm.

The left hand NN248 is dated 3 February 1802, and I have three examples of the right hand NN249 dated 18 March 1826, 14 November 1826, 27 January 1827.

The box round the 80 is 12mm long, but the parallel lines of NN249 are 15 or 17mm long. NN248 is a new earliest date, but the three NN249 examples are within dates.



The date of a free front which has the adjacent straight-line WANDSFORD is 12 May 1831. This is within the time period for mileage erased NN250 but the size is 38 x 3mm which is not correct for the Northamptonshire Wansford mileage erased, which is recorded as being 41 x 5mm. At that time I didn't look up the details of the other Wansford in the East Riding, but when I did it was clear that the post office did not open until 1852 and only had a UDC that was initially under Hull, and later Driffield. This mark shows a large gap between the R and D as does the mileage mark NN249, therefore I wonder, considering the date, if this 1831 mark is an example of a worn mileage removed. Measurement is difficult to use as confirmation as the letter D goes over the page and the W is very worn.



I recently obtained a cover sent from Blatherwycke, a village and large stately home near Wansford until demolished in 1948. It is dated 26 December 1815 and is addressed to Olney with a London transit mark for the following day. It is again 38 x 3mm. If my reading of the postal clerk's hieroglyphics is right, the letter was originally charged 9d which was increased to 10d under the 1812 Act as Wansford was 80 and Olney 56 miles from London. My first thought was that the London clerk thought the origin was Wansford Yorks, rather than Wansford, Northants, but Wansford, Yorks would not have shown up on any distance tables used in London.

This final mark does appear to have a faint 8 under the S, which suggests that it may be NN248, when the 80 has not struck clearly, a phenomenon not unknown from other towns and the length has spread due to impact.

So few covers exist from Wansford that it is difficult to correctly categorise either of these marks. Any advice would be most helpful.

Editor – I have some sympathy with Richard as there is a similar undated CHURCH STRETTON mark with no mileage (other dates March 1814 and Nov 1837) used during the mileage mark period of 1803 to1847. It was not entered in the county catalogue.



The undated CHURCH STRETTON

RURAL POSTS OF LOUGHBOROUGH, 1840-1860

by John Soer

Although the additional charges levied in the official penny posts were abolished after the introduction of Uniform Penny Postage in 1840, there was no significant increase in the number of rural posts for the Treasury introduced a regulation that no new posts were to be set up unless the parties concerned guaranteed the expenses. However, in June 1843 this was superseded by a regulation which stated that if the places on the walk of a postman received one hundred letters a week, a free delivery would be provided. Then in 1850 the rule became that the cost of a post would be covered by a halfpenny on each letter delivered as it was likely that the number of letters would at least double on the opening of an official post.

The following six years saw a large increase in rural postal services. In Leicestershire and Rutland from 1843 to 1849 some 73 new posts were created, 91 sub-offices opened and over 240 villages provided with an official post. Between 1851 and 1859 an extensive revision of rural posts took place in which a further 40 village sub-offices were opened in the two counties. In fact, John Tilley, Assistant Secretary of the Post Office, had ordered the Surveyors and their clerks to examine every rural post with the aim of extending the network. It is noticeable that the majority of the changes of post town listed in the UDC book took place after 1850.

Most rural posts were at first operated by foot messengers whose duties are listed in a set of instructions issued in 1863. Among the rules were:

The messenger's delivery was to commence where the free delivery by letter carrier ended. He was to deliver at every house within 70 yards of his walk, and at every house in villages through which he passed. Letters for houses beyond his delivery were to be left at one of the sub-offices or at any house on his walk as directed by the addressee. He was not, on pain of dismissal, to make any charge of his own on any letter, whether on his route or beyond it and he was required to sell stamps on his walk, and to buy from the postmaster each morning (and pay for them before he started) enough stamps to meet all demands.

On his inward walk the messenger was to call at each sub-office for the letters posted there, and to accept on his walk all letters handed to him for the Post, whether paid or unpaid. If there was a letter box on his route which he was required to clear, then he was to be careful that he did not do so before the time painted on the box. He was strictly forbidden to deliver any letters, circulars and newspapers which had not been posted.

Most of the walks shown below involved a return journey between 14 and 18 miles in length for which the pay in the 1850s was between 12/- and 14/- a week (usually six days a week starting at about 7 a.m.). This may not have been too bad on a summer morning, but on a cold, wet January day along muddy paths! It is possible that the messenger carried out some other occupation at the far point of his walk until it was time for his return in the afternoon. The postman was left to make his own arrangements for shelter; it was not until 1898 that the Post Office provided shelter huts at the end of a walk. For those interested in more detail on the topic of Rural Posts, I recommend an article[7] in '*Cross Post'* the now defunct journal of the Friends of the National Postal Museum, a publication the demise of which is much to be regretted.

The rest of this article is based on the revision drawn up for Loughborough in August 1856[1]. The name of the post is followed by a list of the places served. Next come details of the messenger's weekly wage and the name of any sub-offices along with the postmaster's salary etc. If these details are not given it is because the surveyor in this case recorded 'No alteration'. Where possible I have then given the date of establishment of the walk.

LOUGHBOROUGH & WYMESWOLD

Railway Station, Cotes, Hoton, Prestwold, Burton-on the Wolds and Wymeswold.
Daily by foot messenger delivering free at each village. Messenger's Wage 15/- a week.
This walk was established in 1844 with offices at Hoton and Wymeswold as there were on average 133 letters a week[2]. A further extension of this walk took place in 1859 when it was extended to Willoughby. On and from 30th July 1859 letters for Willoughby were sent to Loughborough instead of Nottingham.

HOTON & WEST LEAKE

Rempstone and the Hall, Costock, East Leake and West Leake
6 days a week by foot messenger delivering free at each village.
Sub-postmaster Rempstone £3 p.a. plus £8 for delivery.

BURTON & RATCLIFFE

Walton, Seagrave, Thrussington and Ratcliffe-on-the-Wreake.
Six days a week by foot messenger. A messenger for this walk was appointed on 4th October 1847, when there were on average 186 letters a week, at 14/- a week.
On 30th July 1859 Thrussington and Ratcliffe-on-the-Wreake were transferred to the delivery of Leicester and received their letters through Rearsby station.
SPM Thrussington £3p.a plus £7p.a. for collecting letters from station and delivery. SPM Ratcliffe £12p.a. for carrying the bag and delivery. A new walk six days a week was established serving Burton Bandalls, Prestwold, Burton-on-the-Wolds, Walton and Seagrave.

LOUGHBOROUGH & COSSINGTON

Barrow-on-Soar, Sileby and Cossington
Six days a week by foot messenger.
SPM Barrow £4 p.a. plus £8 for delivery; SPM Sileby £4
A walk calling at Quorndon and then the above three villages started in 1844[3]. From 1845 Quorn was omitted[4].
A receiving office at Sileby opened in August 1849[5], though a UDC had been issued in October 1848.

LOUGHBOROUGH & CROPSTON

Quorndon, Mountsorrel, Rothley, Thurcaston and Cropston
Six days a week by foot messenger – 15/- a week. This walk was established in 1845[4].
(In 1876 the Loughborough-Cropston messenger was allowed 10/6 a week for horsekeep[6].)
SPM Mountsorrel £13; SPM Rothley £6 p.a. plus £6 for delivery.

LOUGHBOROUGH & SWITHLAND

Woodthorpe, Beaumanor, Woodhouse, Woodhouse Eaves and Swithland.
Daily by foot messenger – 14/- a week. A messenger for a branch post from Quorn to Swithland was appointed on 10th June 1845 with a wage of 10/6 a week[4].
SPM Swithland £3 p.a.

LOUGHBOROUGH & DISEWORTH GRANGE

Dishley, Hathern, Long Whatton Hall, Long Whatton, Diseworth and Diseworth Grange.
Six days a week by foot messenger – 14/- a week.
SPM Hathern (Salary and Allowances0 £9 p.a.
A messenger was appointed in December 1845 for a post serving Dishley, Hathern, Normanton and Sutton. Then in 1847 the surveyor was authorised to select a postman for a Loughborough & Diseworth post.

LOUGHBOROUGH & SUTTON BONNINGTON

Stanford, Stanford Hall, Normanton, Zouch and Sutton Bonnington.
Daily by foot-messenger – 15/- a week
SP Stanford £3; SP Normanton £3

LOUGHBOROUGH & OSGATHORPE

Thorpe Acre, Garendon Park, Sheepshead (delivery towards Charley, Mount St Bernard, Belton) and Osgathorpe.
Six days a week by foot messenger.
SP Sheepshead for village delivery etc 12/- a week.

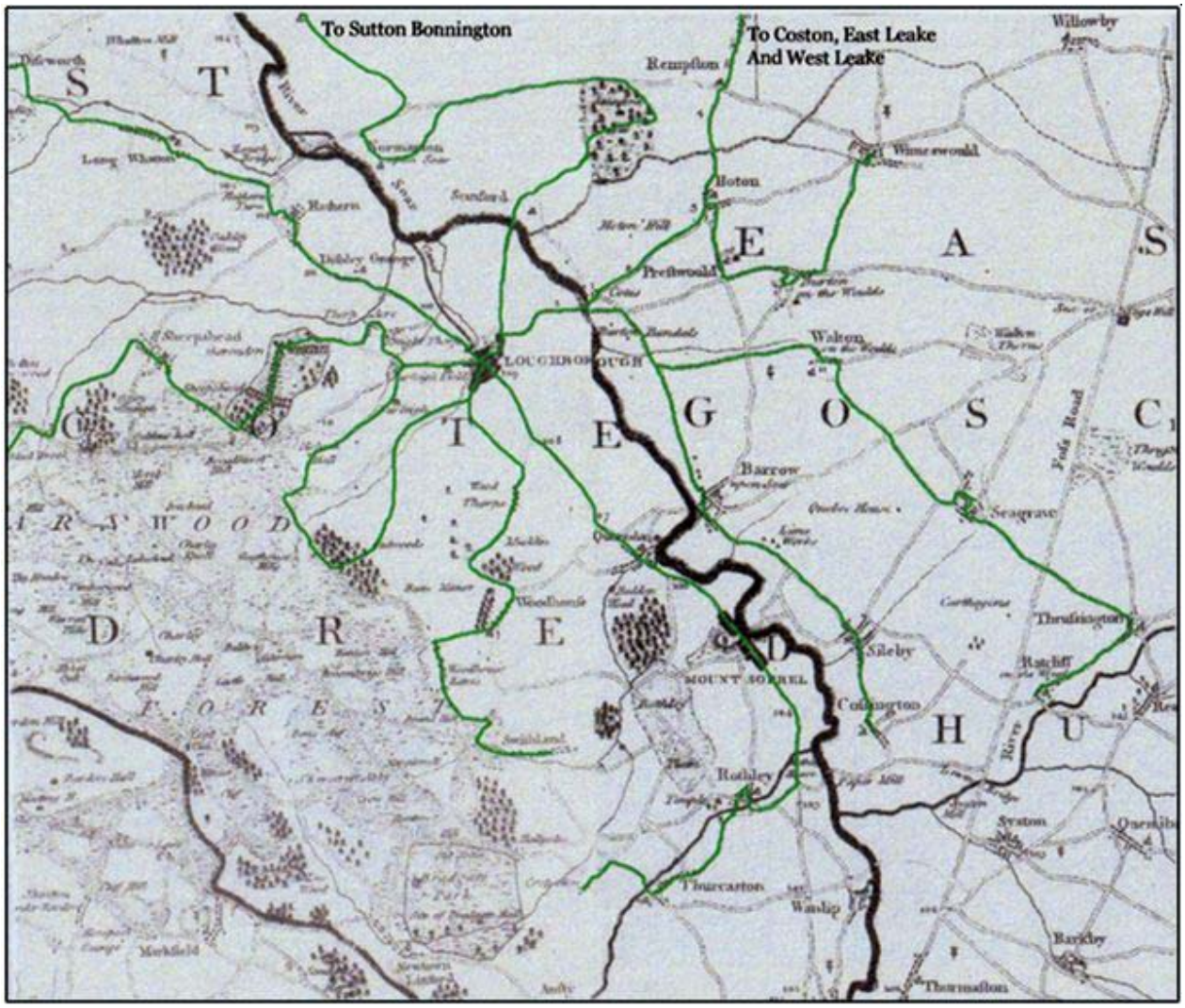
LOUGHBOROUGH & CHARLEY

Burleigh, Holywell Hall, Loughborough Lane, Loughborough Parks, Outwoods and part of Charley.
Circular delivery six days a week by foot messenger – 10/6 a week.

References

1. POST 14(RP)/4256/1856 2. POST 35/3554/1844 3. POST 35/2673/1844
4. POST 35/2686/1845 5. POST 14(RP)/946/1849 6. POST 35/1792/1876
7. Gammons Tony, 'Rural Posts in the Nineteenth Century', *Cross Post*, 6(3), Autumn 1996, pp 110-115.

The following in the same journal may also be of interest to members:
Oxley GF, 'Uniform Postage and the Rural Posts', *Cross Post*,1(3), Autumn 1986, pp 69-71.
Gammons Tony, Rural Post Shelter Huts, *Cross Post*,4(1), Autumn 1991, pp 4-11.
Baldwin Dr Mark, A Rural Post Shelter Hut in Shropshire, *Cross Post*, 4(3) Autumn 1992, pp 100-104



Quorn to Ashby-de-la-Zouch, November 1844



UDC of Quorn(don) issued 23rd July 1844; **475** of Loughborough

Bill Pipe

THE MAGPIE

Buying and Selling Postal History and Postcards of the World

7 Richard Close · Upton · Poole · Dorset · BH16 5PY
Tel: 01202 623300 · Fax: 01202 631149
email: magpiebillpipe@freeuk.com
web: www.magpiebillpipe.com

AGL

Great Britain
1839–1951

Fine quality GB with emphasis on the unusual; including proofs, essays, imprimaturs, specialised shades and postal history.

Lists: Regular colour lists sent free upon request.

Buying: I would like to purchase fine single items and specialised collections.

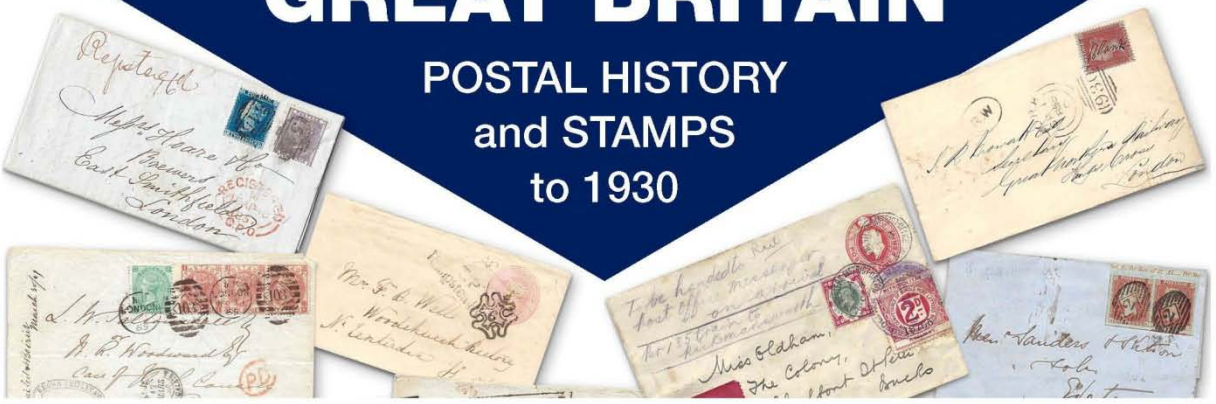
Visit our website to view hundreds of fine GB items:
www.andrewglajer.co.uk

Andrew G Lajer Ltd
sales@andrewglajer.co.uk
T: 01189 344151

GBPS PTS

GREAT BRITAIN

POSTAL HISTORY and STAMPS to 1930



We would be very happy to send scans or photo copies of any items that we have in our stock covering your areas of interest.
Examples from our stock are available on our website
www.martintownsend.com

PTS

Martin Townsend

PTS

Established over 40 years - clients may rely on our reputation and expertise

PO Box 1100, Camberley, Surrey, GU15 9RY
TEL: 01462 420678 MOBILE: 07801 769 117 E-mail: Martin@martintownsend.com
www.martintownsend.com

AN UNDATED COSTON, LEICESTERSHIRE

From Marion Turner



Marion has unearthed a cover with an undated COSTON, a small village about seven miles north east of Melton Mowbray in the eastern part of Leicestershire. The mark isn't reported in the 4th edition of THE UNDATED CIRCULAR MARKS of the MIDLAND COUNTIES (The Society publication No1) but John Soer has confirmed with Marion that he has a record of it in blue dated 5 JUN 1854, the same date as the one provided by Marion. COSTON is a type C1 and can be found in the proof books at volume 10 page 184, issued on 28 MAR 1851. It seems safe to assume that this find is the only reported example of its use.

The letter, franked with a 1d red blued paper (SG17), originated in Pontefract (4 JUN 1854) and was delivered to the Coston Rectory the next day via Melton Mowbray. It isn't surprising that this 'rediscovery' is the only known example as Marion confirms that Coston is a small village with a population of around 75 then and decreasing to +/- 35 now. The receiving house was the White Swan, now gone like many village pubs, but she doesn't know when that occurred and the rectory was demolished in the 1950s. The lovely parish church, dedicated to St Andrew, dates back to the 13th century with even earlier fragments indicating a previous building. It was restored in 1846 and more recent work has been aided by a grant from lottery funds.

COMMENTS on 18th CENTURY POST IN WEM, SHROPSHIRE – OR IS IT?

by Ian M. May

Brian Atkins article[1] '18th Century Post in Wem, Shropshire – or is it?' raises some interesting points. The first of which is what constitutes a Post Town? The article refers to the The Victoria County History of Shropshire which states that the '*17th century Post Towns north of Shrewsbury were Ellesmere and Whitchurch'*. Brian says that '*there is no evidence that Ellesmere was a Post Town at this time, indeed the first entry in the Post Office account books is a salary paid to Samuel Lowe in 1787'*. Whilst I can neither confirm nor deny that Ellesmere was a Post Town in the 17th century I am not sure that it was necessary for the Postmaster to receive a salary in order for a town to be a Post Town. In 'Local Post Roads in the 18th Century'[2] a number of examples of towns which used hand stamps but which did not have a salaried Postmaster are given. For example, the earliest recorded example of the use of a hand stamp at Rugby is 1715 but a salary was not being paid by the Post Office as late as 1770.

The second point is the use of 'post' as an occupation. A review of some of the relevant literature indicates the variety of uses of 'post'. In 'Masters of the Post, the Authorized History of the Royal Mail'[3] Duncan Campbell-Smith discusses the setting up of posts in the 16th and 17th century and states '*from the start, the word 'post' was freely commandeered for all purposes, whether as a verb, noun or adjective, prefix or suffix'*! And Robinson[4] in 'The British Post Office, A History' states '*The word 'post' was used quite indiscriminately: it might refer to the system as a whole, or the person in charge of a station, or to the person carrying packets, or to the material carried, and even to the horse used for the purpose.*

It is worth reminding ourselves about the carriage of official communications prior to the opening up of the system in 1635 to the public.[3][4][5] A 16th century post road, as set up for the Royal Mail, is described as having stages of 10 – 15 miles or more between stations. At each station it was required that horses be available. A postmaster was appointed for each station who had the monopoly to provide 'horses to post', for post boys and state officials to carry the Royal i.e. state mail, and for travellers. The reason for providing horses for travellers was to allow for the collection of intelligence. However, the monopoly of the provision of horses for travellers was also a major source of income for the postmaster. There were two types of post, a 'through post' where an official would carry the mail throughout its journey. At each station he would require a fresh horse and a post boy to guide him to the next station from which the post boy would return with the two horses. The second type was a 'standing post' in which the mail was delivered to a station and post boy was then required to carry it to the next station where it was handed over to the postmaster and the post boy returned. Whilst the setting up of post roads was primarily for the mailing of state communications some private letters were also carried. Prior to 1635 when the system was opened to the public post roads might only be temporary in that they were laid when the state required.

In 1635 the Royal Mail was opened to the public with the proviso that mail had to be sent through the Royal Mail with a few exceptions, this was also to allow for intelligence gathering. The first few years following the opening up of the system to the public were problematic with periods when the public were not permitted to use it. The monopoly of supplying horses for travellers remained until the wider use of coaches made travelling by coach easier and cheaper than by horseback.

So, does the above answer the question posed by Brian? Well it might do partly. It would appear possible that anyone connected with the transfer of mail, providing horses, guiding on horseback, delivering the mail, etc., could have their occupation shown as 'post'. In addition those involved with providing horses for travellers under the monopoly described above might also have their occupation shown as 'post'.

References:

1 Atkins, B., 18th Century Post in Wem. Shropshire. Or is it? Midland Mail, 216, July 2022. p19.
2 May, I. M., 18th Century Local Post Roads, Midland Mail, 215, April 2022. pp 8-9.
3 Campbell-Smith, D., Masters of the Post, The Authorised History of The Royal Mail, Allen Lane, London, 2011.
4 Robinson, H., The British Post Office A History, Greenwood Press, Connecticut, 1970.
5 Austen, B., English Provincial Posts, Phillimore, Chichester, 1978.

A RAILWAY LETTER FROM NOTTINGHAMSHIRE'S LEAST USED STATION

by Mick Gill

Elton and Orston station serves the villages of Elton on the Hill and Orston in Nottinghamshire. It is on the Nottingham - Grantham line and was opened on 15 July 1850 by the Ambergate, Nottingham, Boston and Eastern Junction Railway[1]. The station master's lodge and ticket office were designed by Thomas Chambers Hine, a Nottingham based architect who designed Nottingham London Road and other stations on the line[2]. In 1855 the line was taken over by the Great Northern Railway. Originally "Elton", the station was renamed Elton and Orston in the early 1900s.

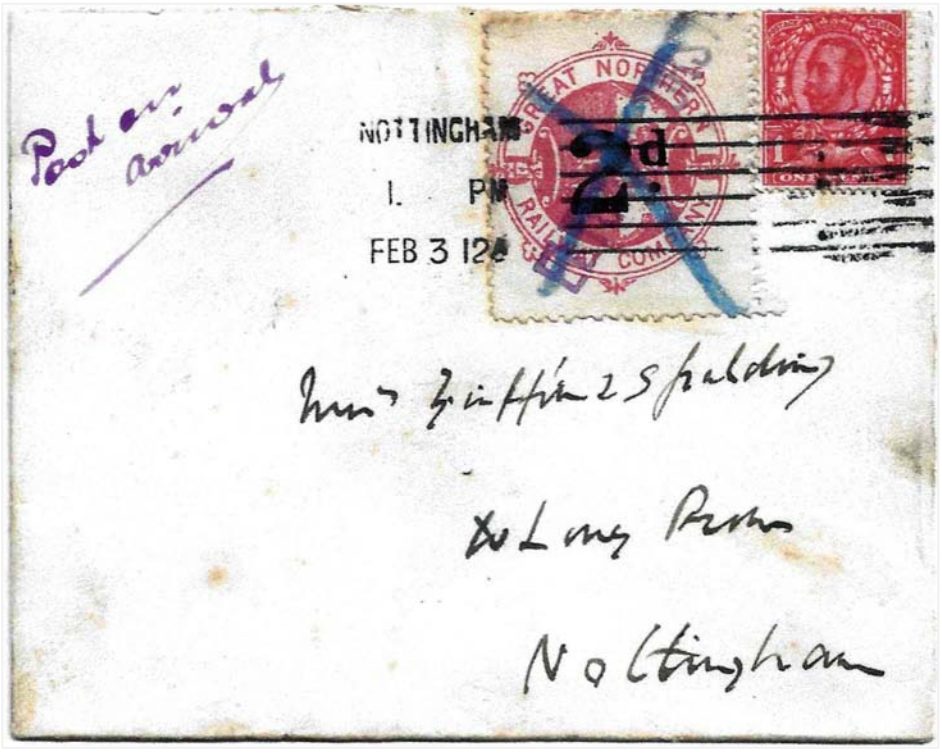
The station survived the Beeching cuts of the 1960s but is now unstaffed and has only limited facilities which include two passenger shelters, bicycle storage, timetables and a modern "Help" point. The service today comprises only an early morning train to Nottingham and a late afternoon return service to Skegness.

Elton and Orston has long been Nottinghamshire's least used station but, with only 68 recorded journeys in the year from April 2019 to March 2020, it was the second least used station after Berney Arms, Norfolk. The fall in use was almost certainly due to Covid restrictions.

The illustration shows a railway letter addressed to Griffin & Spalding, Long Row, Nottingham, endorsed "***Post on*** / ***Arrival***", with a 1d scarlet George V Downey Head stamp and a pink **GREAT NORTHERN RAILWAY COMPANY** stamp, overprinted **2^{d}.** cancelled by an unframed violet **ELTON & ORSTON** straight-line hand stamp. Transferred to the post on arrival in Nottingham, both stamps are cancelled by a **NOTTINGHAM** / **1. PM** / **FEB 3 12**$^{\underline{A}}$ Colombia machine cancellation without lines above and below the die, and with six straight lines. The railway stamp also cancelled by a large crayon "***X***".

References:

1 https://en.wikipedia.org/wiki/Elton_and_Orston_railway_station consulted 17 July 2022
2 https://en.wikipedia.org/wiki/Thomas_Chambers_Hine consulted 17 July 2022



Editor – Quite a remarkable railway stamp, is this well known?

BERRY HILL UDC or was it intended to be DERRY HILL UDC?

From John Hine

From MM 216 / 20 - A GLOUCESTERSHIRE DISCOVERY by John Hine

I had a great surprise yesterday (29 May) on returning from our quarterly Britannia meeting near Utrecht where I had bought a book 'Postmarks of the Date Impression Books Post Office Records – Section 2 – Volumes 3 and 4' edited by Edward Proud (1983). Because it was unsold at our auction I purchased it later for €5. At home I was astonished to see that Proud had identified a sans-serif C1 undated BERRY-HILL as a Gloucestershire office (see attachment). Nobody from our Midlands group had noticed this item hidden away in Volume 3 of the Proof Impression Books (PIBs) and likewise I had missed it when compiling my Gloucestershire PIB lists. Ken Smith had located an office of this name as opened in 1935 but the earliest recorded example of a Berry Hill postmark in our Gloucestershire postmarks listing is from c.1951. We do not know the issue date of this new undated circle or where it was issued to, as Volume 3 of the PIB does not record this information.



The date of issue of the type C1 undated BERRY-HILL must be between 1844 and 1857; it was almost certainly issued to Coleford just 1½ miles distant. It only remains for one of us to discover an example on cover!

Continuing from MM 216 / 20

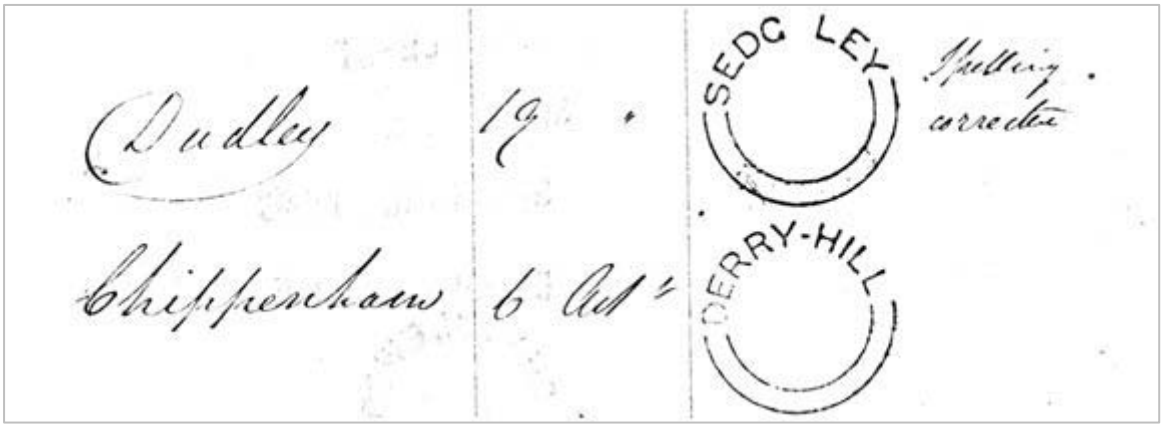
Using the above information Martin Scroggs made a thorough search of all (other than in volume 3) Proof Impression Book data available to him with the following result:

No sign of any Berry Hill udc (searched up to the end of 1850 since this is where Vol 3 stopped). What I did find was the issue of a Derry Hill near Chippenham at a similar time that the Berry Hill must have been struck in Vol 3 (on the same page as Brimfield which is next to Berry Hill in Vol 3). I wonder if Berry Hill was an error and never issued but corrected to Derry Hill? There are no pages missing in the proofs around this date. The Kelly's directory of 1856 has no post office at Berry Hill and it's recorded as Bury Hill in this publication.

A scan from PIB 9/92 shows Derry Hill is entered issued to Chippenham on 6 October 1847. Note the very weak letter D of Derry Hill which adds credence to Martin's suggestion that the B was corrected to D.

That this mis-spelling was not too unusual is confirmed by the stamp entered immediately above the Berry Hill where the undated SEDG LEY has a note alongside '*spelling correction*'.

All in all I think that it would be wise not to accept this Vol 3 entry in the Proof Impression Book as an undated BERRY-HILL and instead conclude that the stamp was corrected to read DERRY-HILL and issued to Chippenham.



SHROPSHIRE MAIL to and from CANADA at the 1s / 2d RATE

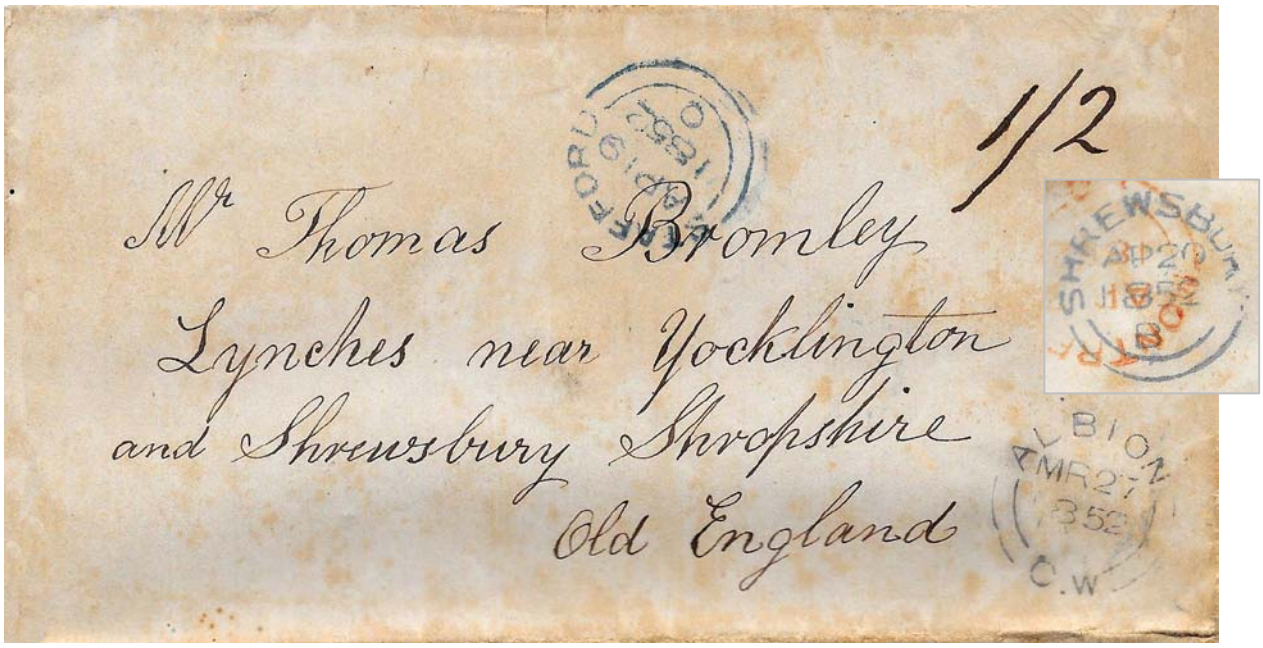
GPO Notice 1 March 1845 states, in brief, that mails for Canada will, in future be landed and embarked through Boston instead of Halifax (Nova Scotia). The rate was to remain at 1/2 per ½oz, with the 2d described as a Colonial rate. However a GPO Notice No 19 for July 1845 stated '*Due to inconvenience experienced by western Canada because all correspondence is now sent by closed bags to Montreal, letters may now be sent by the most direct route from Boston, if addressed 'By the United Sates Mail', and will be delivered up to the port office at Boston'. Postage 1/- ½oz, which must be prepaid. If not so superscribed* [letters] *will be sent in the closed mails at 1/2, prepaid or unpaid*'. The letter to Canada was not superscribed 'By United States Mail', so was sent at the 1/2 rate.

The entire is from Bridgnorth dated 30 August 1847, the year date visible on a poor Liverpool stamp on the reverse, 1/2 prepayment in red can be clearly seen on the left.



The letter was carried on the Cunard *Britannia* which departed Liverpool on 4 September arriving in Boston on 19th.

No arrival date stamps. In January 1998 **Etobicoke** became one of six municipalities to be amalgamated into the city of Toronto.



The GPO Notice of January 1851 confirms letters are still sent to Canada via US at 1/2. The above letter to Yocklington (should be Yockleton, a village 6 miles west of Shrewsbury), was dated 25 March 1852, sent unpaid from the ALBION (Canada West) post office. But to arrive via Stafford on 19 April and be in Shrewsbury on 20th it can only have been sent on the Cunard *Europa* from New York (7 April 1852), arriving at Liverpool on 18 April. It is from William Lloyd to his uncle about his mother's second marriage to '*an oldish man of low circumstances*'!!

References: In United Kingdom Letter Rates, Inland and Overseas, 1635 to 1900, Tabeart, HH Sales, 2nd Ed 2003
North Atlantic Mail Sailings, Hubbard & Winter, US Philatelics Classics Society, 1988

THE TOO LATES of OSWESTRY







TOO LATE (date of issue unknown) recorded 30 NOV 1820 and 11 JUN 1823 (left), circular mileage on the reverse.

Boxed TOO LATE, date of issue not known.

Four recorded in black from 7 JAN 1837 to 23 JUL 1839 and two in red from 5 JUN 1840 to 4 AUG 1840, a reported use in 1834 not confirmed

Oswestry Penny Post cover (no hand stamp – not unusual) dated 7 JAN 1837 from Llanrhaeadr, receiving house No6, to Henley in Arden.





Cover to Shrewsbury (Salop) dated 7 JUL 1849.

Script Too Late issued 17 JUN 1841, seven recorded in black (4) and blue (3) from 25 AUG 1841 to 7 JUL 1849 (left).

OSWESTRY date stamp issued 13 MAR 1848. 12 examples of code B rotated 90° right and 4 examples rotated 90° left. No vertical examples of code B recorded

But why use three TOO LATE hand stamps at Oswestry, when the larger town of Shrewsbury had only one?

THE POSTAL MARKINGS OF HANMER 1848 to 1917 (Under Whitchurch, Shropshire)

by Brian Atkins

Introduction – Hanmer is a parish in the Hundred of Maelor in the old county of Flintshire, Wales, about 5½ miles just south of west of Whitchurch, Shropshire to which it has always been postally subordinate. The ancient name for the area is Handmere (and subsequently Hanmere) thought to be taken from the hand-like shape of the nearby lake, which in 1834 was said to have an area of 73 acres. At that date there were 546 inhabitants of the Hanmer township (a township was part of a parish and an area larger than just the village). Hanmer Hall about ½mile to the northeast of the village was the seat of the Hanmer family, while Gredington, one mile southwest came into the Kenyon family in 1730 on the marriage of Lloyd Kenyon to Jane Eddowes of Eagle Hall, Cheshire and Gredington, Flint. He was called to the Bar in 1756, in 1780 became Chief Justice of Chester, and in 1782 Attorney-General, appointed Master of the Rolls, March 1784, and created a Baronet on 28th July that year. He succeeded Lord Mansfield as Lord Chief Justice of England in May 1788, when he was elevated to the Peerage (9 June 1788) as Lord Kenyon, Baron of Gredington, Flint. He married a distant relative and died in 1802 to be succeeded by his second son, George Kenyon.

Free franked letters are known from the first Baron Kenyon sent from Whitchurch in 1795 and from George, the second Baron Kenyon, dated at Whitchurch in 1803, Wem in 1818 and Ellesmere (1837). A letter franked by Kenyon dated 28th July 1818 was put into the post at Ellesmere on 30th July but was charged when it reached London because of the discrepancy in dates. Kenyon wrote to Sir Francis Freeling wanting the charge returned to his agent but Freeling replied that the charge had been correctly applied! As at most if not all villages, a local receiver probably carried mail to Whitchurch and returned with incoming mail. The office probably became official in 1848, when the undated circle, HM2, was issued (see below). A post office is still open in the village.

The Postal markings 1848 to 1917 (SIB – Date of issue in the Steel Impression Book, volume and page)

HM2	HANMER	25mm diameter	28 AUG 1848 (SIB 9/178)	Black Blue	8 JAN 1849 – 6 DEC 1849 19 JAN 1853 – 3 JAN 1855
HM5	HANMER Code A	20mm diameter	27 JAN 1858 (SIB 14a/130)	Black	19 JUL 1864 and 30 JUL 1867 Two records of use
HM8	HANMER Codes A, B	20mm diameter	7 JAN 1882 (SIB 40/221)	Black	4 JUL 1884 – 26 OCT 1917 Possibly two similar marks?



HM2



HM5



HM8





8 November 1849 cover to Birmingham showing the dated WHITCHURCH-SALOP in blue and a black undated HANMER.

The imperforate 1d red, plate 90 is cancelled with the **876** of Whitchurch.

DERBY OFFICE

Cavendish House
153-157 London Road
Derby
DE1 2SY

CAVENDISH
PHILATELIC • AUCTIONS • LTD.

LONDON OFFICE

Suite G06
Dowgate Hill House
14-16 Dowgate Hill
London, EC4R 2SU

Over 70 years' Service to Philately

13 & 14 December 2022

Great Britain & Worldwide Stamps & Postal History Auction

*Featuring the **David Parsons** FRPSL collection of Worldwide & Great Britain philatelic exhibitions;*
*the **John Sussex** RDP FRPSL collection of Scottish Postal History (part 1);*
*the **Michael Deery** collection of WWII postal violations & service suspended postal history;*
*the **Stephen Dowd** postal history collection of Japan in the first half of the 20th century;*
plus our usual offerings of superb Great Britain, Commonwealth & Worldwide
stamps & postal history from the 19th & 20th century.

















LIVE ONLINE BIDDING
in association with
easyLiveAuction.com

Search our catalogues on PhilaSearch.com
Consignments welcome for our future sales. Please contact us for further information.

www.cavendish-auctions.com
stamps@cavendish-auctions.com

Derby -Phone (44) 01332 250 970 Fax - (44) 01332 294 440 London - Phone (44)020 8785 7750