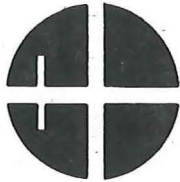


MIDLAND MAIL



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



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Chairman:
Chris Jackson

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Elizabeth Lewis

Secretary:
Eric Lewis

Number 106, August 1998

AWARDS

Congratulations to Allan Marshall who was awarded a silver medal for his entry 'Monochrome Birds on Stamps and Stationary at 'Birdpex' earlier this year.

NEW MEMBER

We extend a warm welcome to Joseph Cottrial of Warmington, Banbury whose main postal history interest is South Warwickshire.

CHANGE OF TELEPHONE NUMBER

'Ches' Chester has changed his telephone number to 01455 447298.

FORTHCOMING MEETINGS

We begin the new season on **19th September** with a joint meeting with the Northamptonshire Philatelic Society at Northampton, gathering from 10.15 a.m. Details of this meeting were circulated with the last issue so if you have not already let Derek Smeathers know if you intend to be present, please contact him at 20 Pound Lane, Great Billing, Northampton NN3 9DX.

On **24th October**, we meet at Carrs Lane Church Centre, Birmingham, starting at 1.30 p.m. Guy Bridges and Roger Broomfield will display 'Oswestry' and 'Welshpool' respectively.

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THREE MEMBERS SENT TO COVENTRY

A telephone call from our secretary was the starting point for David Hardwick, Alan Godfrey and Chris Jackson to be nominated to visit Coventry Philatelic Society on 21st April. The Coventry Society are celebrating their 50th Anniversary this year and had extended invitations to various societies to provide speakers. The above three were to be part of their celebrations owing to the fact that they were the nearest MPHS members to Coventry (or so Eric said!).

On arrival David quickly enlightened Alan and Chris that he had agreed with the Coventry Secretary that the sequence for the evening would be Chris followed by Alan and himself last. Each speaker was to fill six of the nine boards available and this meant that Alan would have to split his section into two displays, each of three boards.

Chris showed Worcestershire from 1676 to 1840 including a variety of early marks, mileages, Uniform Fourpenny and Penny Posts, and finishing with Mulreadies and Penny Blacks on cover.

Alan's first three boards included a mixture of more modern material: the development of meter marks, the parcel-post labels of Warwickshire and the Universal machine marks of Coventry. After the break, Alan put up three boards of Coventry special handstamps, completely unaware that some of these had been designed or instigated by members of the Coventry Society. The local content generated much interest and a cover of Coventry Cathedral was autographed by the designer of the cover and handstamp. It is not often that material increases in interest and value during the course of a display!

David's display covered the Warwickshire villages which came under Rugby, starting with his own village of Clifton-upon-Dunsmore. This was followed by villages such as Bilton and Hillmorton which are now really part of Rugby, as well as villages further afield, including a rather nice registered cover from RAF Church Lawford.

The Coventry Society presented each speaker with a card of appreciation which had been especially printed in gold for speakers visiting during the 50th Anniversary year - a very nice touch much appreciated by all three recipients.

This visit appears to have been forgotten in the report of the year's activities at the recent AGM. Perhaps our three members really have been sent to Coventry!

MORE ON THE THREE MAILCOACHES WHICH ARRIVED AT NIGHT

While carrying out research in the Order Books of the President of the Inland Office in Post 14 for an article for the next issue I came across two entries which give the date on which the time of arrival of the Liverpool was altered and some detail of how the bags were handled. The first is dated 10th May 1819:

"On and from this evening the Liverpool Coach will arrive at ½ past 10 o'Clock, & the Guard will deliver a sack containing the following Bags - Liverpool, Colehill, Stone, Congleton, Knutsford, Warrington, Prescot which are to be ticked off by the messenger in waiting in the lobby, and the list with the Bags to be locked up in the West India room and delivered to the [check?] clerk the following morning by the senior messenger.

On Tuesday and Friday there will be an additional 2 Bags ticketed Manchester and Liverpool Foreign, which are to be delivered to the Messenger of the Foreign Office by the Guard in his way to the lobby, and if by accident the Foreign Bags should not be left at the Foreign Office, the messenger in the lobby will carry the same [down?] immediately. The lobby messenger will be very particular in dating the arrival of the Coach.

On the Foreign Nights Mr Darlot will order a messenger from his Office to be at the door on the Guard blowing his Horn."

In a different hand Stone was deleted from the list of bags and the words "this bag will not come by the Night Coach" inserted. Also in this hand a note was made in the margin: "All arrived at 8 mins after 10 except the Stone Bag which came by the Holyhead Mail on the 11th."

Then on 11th May there was another instruction:

"It must be understood by the messenger in attendance of a Night that immediately the Guard blows his Horn he must go down to the Gate & assist the Guard with the Bags to the Lobby. The Stone Bag will not arrive by this Coach."

[Ref: Post 14/275/p44-46] See also MM77/10, 84/9 and Postal History 283, p90-91.

MORE ON THOSE HANDSTAMPS FROM THE 1790's

In MM102 John Calladine wrote about handstamps the orders for which are to be found in the Inland Order Office Books. Research there has thrown up several more examples from the Midlands in addition to those listed by John. Unfortunately, Post 14/239 which covers the period October 1794 to June 1795 is missing so although the index in Post 14/282-3 indicates the ordering of some handstamps in that period the exact date on which this was done cannot be determined. Such handstamps are marked with a *. To those listed by John can be added:

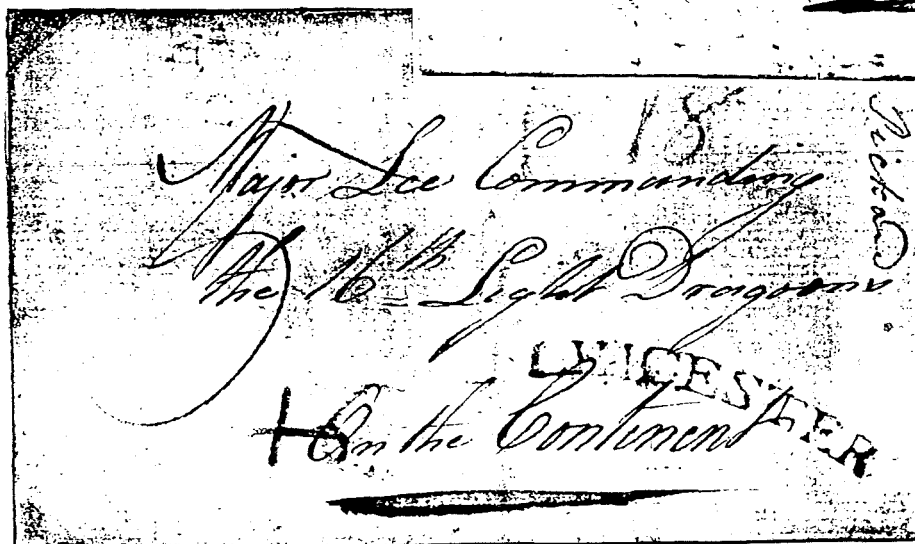
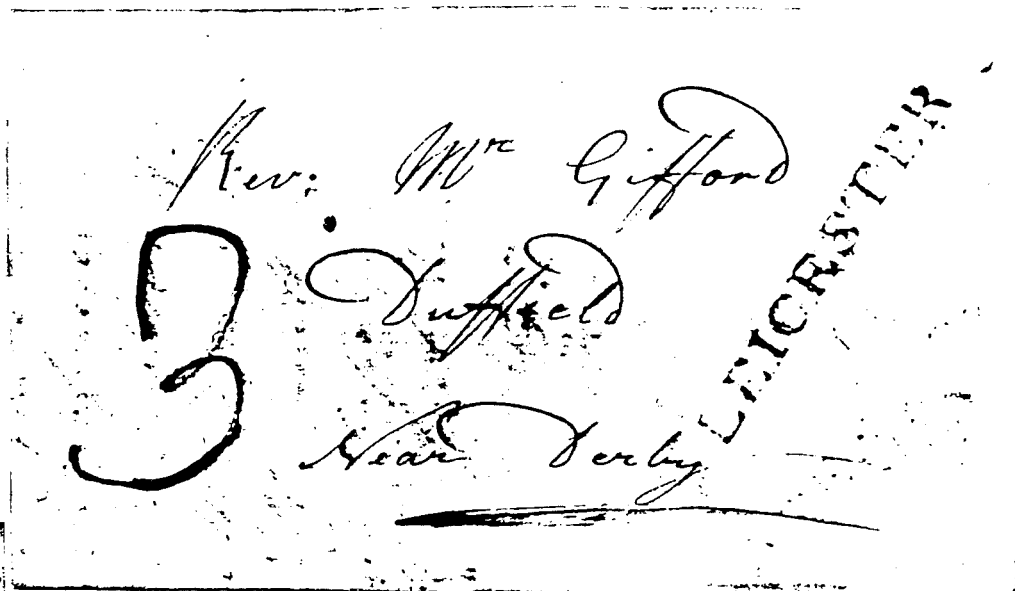
Alcester *
Bewdley * and 30th November 1795
Brackley 23rd August 1794
Cirencester 10th January 1797
Droitwich *
Greetham 26th January 1797
Kidderminster 5th December 1795
Mansfield 31st March 1794
Northampton *
Rugeley (Rudgeley) 24th December 1796
Southwell (See note 2 below)
Thrapstone 7th July 1795

Abingdon 7th February 1797
Birmingham 12th January 1796
Bromsgrove 18th January 1796
Derby *
Dunkirk 20th July 1795 [sent to Cirencester]
Kettering *
Leicester 19th November 1795
Newark 26th March 1794
Presteigne 9th October 1796
Shrewsbury (See note 1 below)
Tetbury *
Walsall 3rd October 1796

1. A stamp for Shrewsbury was ordered on 17th November 1796 but on 16th February 1797 an instruction was issued: "A new stamp for Shrewsbury to be made immediately."
2. On 4th October 1795 an order was issued to the effect that if they had not already be made then stamps were to be produced for Nottingham and Southwell. That for Southwell had still not been sent on 7th November 1795.

I will leave members to try and match the above handstamps with those listed in the County Catalogue. There is one which interests me in particular - that ordered for Leicester - as the County Catalogue has LC 48 (a convex handstamp) used from 1791 to 1798 but the latest I have seen is October 1795, and LC49 used from 1794 to 1798 but the earliest I have seen is October 1796. Was the new handstamp another convex one or was it be a so far unrecorded straight line? I would welcome reports of LC 48 used after November 1795 or LC49 used before that date.

LC 49 used in October 1796.



LC48 used in October 1795

EXTRA CHARGES, 1823 - 1834

At the beginning of September 1823, Freeling wrote to the P.M.G. about the gratuity, usually a halfpenny or a penny, paid above the postage for the delivery of letters in posttowns. The Solicitor had pointed out that "by the decision of a Court of Law, many years since," the Post Office was bound to deliver letters in posttowns for the legal rate of postage only. And, indeed, when a complaint had been received from a posttown, the charge had been withdrawn immediately and, usually, an allowance made for employment of a letter carrier. Freeling went on to say that he had always lamented the necessity of incurring that expense on the discontinuance of a practice having the sanction of "immemorial custom and usage", but as he had said before, whenever the charge had been objected to, it had been their duty to direct that it should be discontinued.

In a correspondence with the Secretary of the Scotch Post Office, following a complaint from a person at Greenock, he had learned, for the first time, that with the exceptions of Edinburgh, Glasgow and Leith there was not an allowance to any office in Scotland for a letter carrier. Thus the custom of an extra charge was general throughout that part of the Kingdom, and it was clear that the charge was readily paid, or there would have been more complaints made about it. Freeling confessed that he was "overcome by the difficulties of the case" when he considered there were over 250 posttowns in Scotland; that the salaries for the most part were very low; that the extra charge could rarely be a source of profit to the postmaster, and was chiefly a remuneration to the person employed to deliver the letters; that it would cost the Post Office some hundreds of pounds per annum if they had to provide letter carriers.

Freeling ended his report by saying that during the long time he had been the Secretary every Postmaster General had considered enough had been done in ordering the custom to cease whenever it had been objected to by any individual.

The papers accompanying this report show that Freeling then sent out a circular to the surveyors asking for a list of posttowns at which the extra charge was levied and the probable cost of providing a letter carrier for their replies were dated in the latter half of September. That there had been an earlier circular is indicated by the presence of lists, from some surveyors dated either December 1822 or January 1823, of the posttowns where an extra charge was made but with no mention of the cost of a letter carrier. The information which follows is an amalgamation of those two sources of information.

MR CHURCHILL'S DISTRICT

In the second list, seven towns were mentioned of which five were in the Midlands. The estimated cost of providing letter carriers was £113 p.a. The charge levied on each letter and the probable annual cost of a letter carrier are shown after the name of each town.

COLESHILL ½d, £10.8.0 (4/- a week)
 MARKET DRAYTON 1d, £10.8.0
 ATHERSTONE 1d, £18.5.0 (1/- a day)
 STONE ½d (in some instances), £27.6.0 (10/6 a week)
 WARWICK ½d, £27.6.0

The list of December 1822 contained Hinckley where a halfpenny was charged - "a proposition of the Inhabitants". The extra fee there was withdrawn in March 1823.

MR KARSTADT'S DISTRICT

Mr Karstadt sent a list which was "the return to your previous circular". He estimated that the cost of abolishing the gratuities and providing letter carriers to be on average about 7/- a week - between £350 and £400. This allowed for the fact that most of the places had two deliveries a day. His list contained twenty-six towns of which eleven were in the Midlands.

ALFRETON ½d per letter	BAKEWELL ½d per letter
BUXTON ½d per letter	CHESTERFIELD ½d per letter or a Christmas Box
LOUGHBOROUGH ½d per letter	MANSFIELD ½d per letter paid partially
MARKET HARBOROUGH ½d per letter	NEWARK ½d for one or more letters delivered together
RETFORD and TUXFORD 1d for one or more letters delivered together	
WIRKSWORTH ½d per letter in a few instances	

MR RIDEOUT'S DISTRICT

For each posttown Mr Rideout gave the gratuity paid on each letter, the amount this raised annually, the number of deliveries and the probable expense of a letter carrier. All of the posttowns are shown.

BROADWAY ½d, very small, 2, £13 (5/- a week)
 DURSLEY ½d, £15 to £20, 2, £15.12.0 (6/- a week)
 EVESHAM ½d, very small, 2, £13
 HIGHWORTH ½d, upwards of £5, 2, £5.4.0*
 LECHLADE ½d, small, 2, £13
 MORTON IN MARSH ½d, small, 2, £13
 PERSHORE ½d, very small, 2, £5 \$
 STROUD ½d, not known, 2, £13
 WANTAGE ½d, not known, not given, £13

CHIPPING NORTON ½d, very small, 2, £10.8.0
 ENSTONE ½d, very small, -, £5.4.0 (2/- a week)
 FAIRFORD ½d, upward of £10, 2, £10.8.0
 KEINTON ½d, very small, not given, £10.8.0
 MINCHINHAMPTON ½d, very small, 2, £10.8.0
 NEWPORT (Mon) ½d, not known, 2, £15.12.0
 STRATFORD ON AVON ½d, £20, £20.16.0 @
 WOODSTOCK ½d, under £10, not given, £10.8.0

* - The postmaster already received 2/- a week for a letter carrier for the second delivery in which the halfpenny was not charged.

\$ - The postmaster of Pershore received an allowance of £9.2.0 in aid of the delivery.

@ - The postmaster of Stratford paid upwards of £23 p.a. to a person to deliver the letters.

Mr Rideout went further than the other surveyors and listed the sub-posttowns at which an extra gratuity was paid. Of the twenty-four mentioned fourteen were in the Midlands.

ALCESTER (Stratford on Avon)	½d, £6, £5.4.0
CRICKLADE (Highworth)	½d, small, £5.4.0
DROITWICH (Worcester)	½d, upwards of £20, £15.12.0
HENLEY IN ARDEN (Stratford)	½d, upwards of £5, £5.4.0
LYDNEY (Gloucester)	1d, small, £5.4.0
NEWNHAM (Gloucester)	1d, not known, £5.4.0
PAINSWICK (Stroud)	1d, small, £5.4.0
PEMBRIDGE (Leominster)	1d, very small, £5.4.0
REDDITCH (Stratford)	½d, upward of £17, £15.12.0
SHOBDEN (Leominster)	1d, not known, £5.4.0
ULEY (Minchinhampton)	1d, upwards of £4, £5.4.0
WINCHCOMBE (Morton in Marsh)	½d, not known, £5.4.0
WELLESBOURNE (Stratford)	½d, under £2, £2.12.0

MR SCOTT'S DISTRICT

Of the forty-five towns mentioned by Mr Scott three were in Oxfordshire - THAME, TETSWORTH and WHEATLEY. An extra fee of ½d was charged at each place. At Tetsworth and Wheatley the cost of a letter carrier was estimated to be £4 p.a., but £8 p.a. at Thame. [There was no mention of Wallingford. Was it a posttown at that time?]

At this point readers might wish to refer to the article in MM94/14 to see what changes had taken place by 1830.

In 1834, Freeling sent to the P.M.G. a list of thirty-seven towns at which it was proposed to establish a free delivery, so completing "Your Grace's purpose of establishing a Free delivery of Lrs in every Post Town throughout England and Wales." There was no mention of Scotland. For each town, the value of the letters p.a., the postmaster's salary and the proposed allowance to provide for a free delivery were given. The towns in the Midlands were:

THAME £462, £26, £5
 WHEATLEY £232, £24, £4
 ALFRETON £394, £14, £5
 BROADWAY £227, £24, £10.8.0
 FAIRFORD £364, £26, £10.8.0
 TETBURY £612, £30, £18.4.0
 WOODSTOCK £1023, £43, £18.4.0
 HIGHAM FERRERS £168, £30, £3.18.0

WALLINGFORD £918, £40, £8
 LAWTON £506, £30, £10
 BAKEWELL £624, £34, £4
 ENSTONE £347, £20, £5.4.0
 MINCHINHAMPTON £1084, £36, £6.10.0
 WANTAGE £581, £34, £10.8.0
 THRAPSTONE £515, £22, £9.2.0
 KETTERING £793, £56, £10.8.0

THE CIRCULAR 124 MILEAGE MARKS OF NOTTINGHAM

by Alan Marshall

The British County Catalogue lists NG 182 as being 24 mm diameter and struck in black from 1823 to 1828 and in red from 1827 to 1828.

A.W.G. Hall's book 'The Post Office of Nottingham' which includes postmarks was produced in 1947 and it is believed that the County Catalogue used this Nottingham information for its basic data. Hall's book has not been updated since its publication whereas the County Catalogue has and yet Hall's book contains more information on this particular stamp. It lists two such stamps within the period 1823-28: the first with a diameter of 24 mm struck in black from 9th January 1823 to 19th April 1828 and in red from 16th January 1828 to 2nd May 1828; the second with a diameter of 25 mm and struck in black from 20th February 1825 to 2nd October 1826.

However a close scrutiny of fifteen examples indicates that there were at least five different handstamps used. Although some differences are quite noticeable, others are not, that is until one produces a template and superimposes one stamp on top of another one. The starting point is the diameter of the mark which varies from 24.0 to 24.5 mm, 25.0 and 25.5 mm. The differences between the various handstamps are tabulated at the end of this article.

In essence, the findings suggest that the handstamp was changed annually. This is not unreasonable, bearing in mind that up to about 1825/6 they were made of brass and, therefore, tended to wear quickly especially as the volume of mail was on the increase.

It is important to note that, according to Hall, NG 174 - a straight line mileage mark - was in parallel use with the circular mileage mark for eight years. Hall states: "The postmaster at the time was an elderly lady who probably did not like the 'new fangled' stamp with the necessity of altering the date."

Of the fifteen covers examined:

- 4 from 1823 carry a 24.0 mm mark in black;
- 2 from 1824 carry a 25.0 mm mark in black;
- 2 from 1825 carry a 24.5 mm mark in black;
- 3 from 1826 carry a 25.5 mm mark in black;

and

- 4 covers in 1827 and 1828 carry a different 24.0 mm stamp, one of February 1827 carries a strike in black, and the other three, from December 1828 to March 1828, have red strikes.



It should be mentioned that there are two examples of this smaller type of mileage mark in the Impression Books in P.O. Archives. One is dated 8th January 1825 and is 24.5 mm in diameter; the other of 19th December measures 25.5 mm. These would be the 1825 and 1826 stamps and go part way in confirming the findings.

We now turn to the much larger circular mileage mark. Both the County Catalogue and Hall list only one stamp - NG180 - which is 32 mm in diameter and has seriffed capital letters. The County Catalogue records it in use from 1820 to 1822 while Hall gives 22nd January 1820 to 25 December 1822.

A detailed look at sixteen examples shows that there were two handstamps. Of the sixteen, five have a diameter of 31 mm and are all dated 1820, while the other eleven measure 32 mm and cover the period 5th May 1821 to 11th May 1822.



In addition to the difference in diameter there is a much more noticeable difference between the two. On the 32 mm stamp the 124 mileage figures are 4.5 mm against 4.0 mm on the 31 mm handstamp with slightly larger letters also. Although small these differences are more obvious than the difference in diameter.

What is ironic is that that a close look at the example shown in Hall's book as 32 mm, actually measures 31 mm, the digits are 4 mm in height and the year is 1820.



1823-1828



1820-1822



1825-1826

Dates	Diameter/mm	Angle of arc Nottingham/°	Features	Colour
12.2.23 to 9.11.23	24	230	letters 3 mm, large gap G - H	B
14.2.24 to 18.9.24	25	240	letters 3.5 mm, gap A - M	B
15.3.25 to 10.7.25	24.5	230	round O & G, letters 3.5 mm H is misshapen	B
27.1.26 to 15.11.26	25.5	240	narrow O, G & M, large gap G - H	B
8.2.27 and 16.12.27 to 16.3.28	24	250	small letters and narrow top to T's	B R
1.4.20 to 30.12.20	31	230	124 - 4 mm in height	B
5.5.21 to 11.5.22	32	220	124 - 4.5 mm and letters are fractionally larger	B

SHAW'S BUNTINGFORD AUCTION

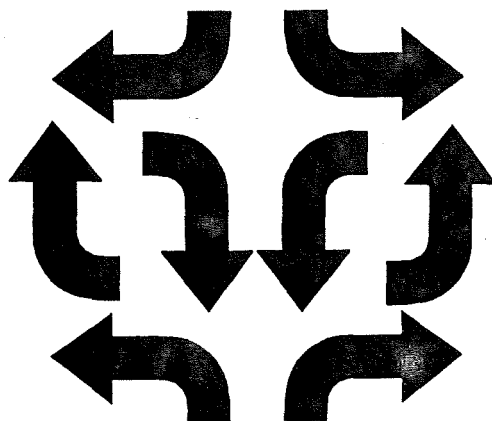
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THE SURVEYORS' JOURNALS (Part 32)

Mr Churchill began 1823 as he had ended the previous year, starting a penny post at Walsall and Cannock. Then on 4th January, he went to Gloucester and Cheltenham to arrange for a horse post to replace the mailcoach between those two towns. A complaint about the posts in the area of Fairford, Faringdon and Highworth was the next matter to occupy Mr Churchill. His investigations led him to alter the times of the ride between Faringdon and Highworth. Nine days were then spent at the Oxford office, making various alterations connected with the arrival and dispatch of the mails and checking that the deputy and clerks were able to transact the business in the time allowed. The last week of January was spent visiting Chipping Norton, Shipstone, Stratford and Birmingham checking on the circulation of letters through Oxford, and then Wolverhampton, Shifnal and Shrewsbury inspecting "the interior arrangements of those offices."

The next business that Mr Churchill had in the Midlands was in mid-March when he investigated a complaint against the Whitchurch office and altered the times of the ride from there to Shrewsbury. The last two days of March and the first week of April saw visits to Lichfield, Atherstone, Burton, Ashby and Leicester preparing for the mailcoach between Leicester and Burton, withdrawing the Atherstone & Burton ride and contracting for one between Atherstone and Measham to serve the penny posts in the area. For the rest of April, Mr Churchill was on the road between Birmingham and Oxford, taking the mailcoach off that that road, and renewing the horsepost between Oxford and Towcester and that between Birmingham and Stratford.

A new receiver was installed at Wednesbury at the start of May. Most of that month was, however, taken up by the introduction of a mailcoach between Shrewsbury, Welshpool and Newtown. But Mr Churchill spent the last week and the first three weeks of June on the road between Chester and Northampton arranging the acceleration of the Chester mailcoach. When that business had been completed the following three weeks were taken up in altering the route of the London-Birmingham mailcoach so that it went through Bicester instead of Buckingham. This involved serving Leamington from Warwick instead of Banbury by means of a horse post twice a day. The last day of July found Mr Churchill in Wem, altering the times of the posts to Shrewsbury and Whitchurch.

As a result of investigations he carried out in the latter half of August, Mr Churchill thought that it would be possible to dispense with the ride between Welshpool and Oswestry.

In the latter half of October, Mr Churchill looked into the possibility of setting up two penny posts. Firstly, he visited Newcastle, Betley and Madeley before going to Hinckley to look at the villages of Barwell, Stapleton, Cadeby, Bosworth, Barton, Nailstone and Ibstock.

The first four days of November were taken up in installing a new sub-deputy at Knowle and regulating the delivery of the penny post letters at Solihull. From 17th to 21st, Mr Churchill was in Newcastle, Madeley and Betley setting up a penny post. The installation of a new sub-deputy at Woore and an inspection of the Market Drayton office rounded off the month.

The setting up of a penny post from Hinckley to Bosworth occupied Mr Churchill for the first week of December. He then inspected the offices at Warwick and Leamington, and made a new contract for the double ride between those places. It was then on to Dudley to open vouchers with all the towns between there and Worcester so as to accelerate the ride in order to ensure that it arrived in Wolverhampton in time for the North Mail. Mr Churchill's final duty of the year was to alter the time of dispatch from Wellington so as to meet the Holyhead mailcoach at Hay Gate.

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Although Mr Karstadt was away from home on business for most of January 1823, he spent little time in the Midlands. Towards the end of the month he arrived in Melton Mowbray to look into a request for an afternoon delivery. He then went on to Nottingham to investigate a complaint made against one of the letter carriers, to reorganise the delivery, and to alter and relet the ride to Loughborough. His next stop was at Newark where he considered an application for an alteration in the post to Bingham.

Mr Karstadt then disappeared into Lincolnshire and Yorkshire. It was 19th February before he again appeared in the Midlands - at Bakewell where he looked into an application for "better accommodation" at Stoney Middleton. Between 12th and 22nd March, Mr Karstadt was in Nottingham and Newark to accelerate the ride between those places. [See MM84/18-19 for a full description of this.]

It was not until 1st July that Mr Karstadt had business in the Midlands - at Leek where he investigated a complaint against the deputy and prepared for the ride to Buxton. Then a week was spent in Nottingham and Newark in making arrangements for accelerating the Northern and Lincolnshire correspondence for Nottingham and through there to Leicester and Birmingham. [Again see MM84/19.]

Mr Karstadt was in Nottingham again on 2nd August, arranging new terms for the ride to Loughborough. He then went on to Leicester to make some preliminary enquiries regarding applications for penny posts. [I can find no mention of what places these would have served but nothing came of this for it was not until 1839 that any penny posts were set up at Leicester.] A further application for a penny post, to Bingham, then took Mr Karstadt to Grantham, Bottesford and Bingham.

In the remainder of the year, there were only two other visits within the Midlands. In September, he went to Cheadle to consider a request for a post from villages between there and Ashbourne. In October, he again visited Bakewell on the matter of Stoney Middleton's post, and then went on to Derby to inspect that office.

Mr Rideout's first journal is that for June 1823 during which month he travelled down the road from Gloucester to Llandovery making arrangements for the acceleration of the Gloucester and Carmarthen mailcoach. After he had inspected the office in Oxford at the start of July he visited the offices at Woodstock, Enstone, Moreton in Marsh, Broadway, Evesham and Pershore. He then spent a week in the Worcester office.

On 9th September, Mr Rideout arrived in Ross to investigate a complaint about the late arrival of the Gloucester letters at Hereford. Then, towards the end of the month, he visited Hereford and Hay to look into a request for an earlier arrival and later departure of the London post at Hay. The matter of altering the post at Painswick took him there as well as Stroud and Minchinhampton in mid-October. The appointment of a new postmaster then took Mr Rideout to Faringdon for four days. A number of complaints made against the postmaster of Oxford resulted in Mr Rideout spending nearly two weeks at that office.

Complaints about the delivery of letters at Cheltenham took Mr Rideout there in mid-November before he went to Worcester, Bewdley and Stourbridge on the matter of the ride from Worcester to Wolverhampton. He then went to Enstone to recover the arrears due from the late postmaster. At Worcester and Hereford he arranged for a later departure of the mailcoach from Hereford.

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ADDENDA

THE RIDING WORK IN MR CHURCHILL'S DISTRICT - DECEMBER 1823

From December 1823, Mr Churchill used a new form for his comments on the riding work instead of the one produced by Mr Godby which had been subject to some revision. I have decided to reproduce it in full rather than give just the alterations. [See MM104/12-13 for Mr Godby's form.]

TIME BILLS	Departs from	Arrives at	Miles	Armed
Atherstone and Measham	9.30 am 1.30 pm	3.15 pm 11.15 am	12	not
Bangor and Gwyndy	4.00 am 4.00 pm	6.15 pm 6.15 am	15	not
Bangor and Beaumaris	6.00 am 4.30 pm	6.00 pm 7.30 am	5	not
Barmouth and Tan-y-bwlch	8.00 am 6.00 am	11.00 am 1.00 pm	22	not
Birmingham and Stratford on Avon	2.15 pm 8.15 am	11.10 am 5.10 pm	22	not
Carnarvon and Tan-y-bwlch	8.10 am 11.00 am	3.00 pm 12.10 pm	21	not
Corwen and Bala	5.30 am 5.00 pm	7.20 pm 7.50 am	14	not
Coventry and Warwick	7.45 am 4.30 pm	6.15 pm 9.30 am	10	not
Coventry and Hinckley	7.20 pm 4.00 am	6.10 am 9.30 pm	13	not
Ellesmere and Oswestry	8.40 am 3.00 pm	4.15 pm 9.55 am	8	not
Knutsford and Sandbach	4.00 am 2.30 pm	5.30 pm 7.00 am	20	not
Machynlleth and Aberystwyth	4.00 am 11.00 am	2.15 pm 7.15 am	18	not
Mallwyd and Barmouth	1.30 am 12 noon	5.00 pm 6.00 am	22	not
Newport and Shifnal	5.00 am 1.30 pm	3.00 pm 6.30 am	9	not
Newtown and Llanidloes	5.30 am 5.00 pm	7.00 pm 7.30 am	14	not
Newcastle and Pottery	6.00 am 11.00 am	1.00 pm 7.55 am	10	not
Newcastle and Lane End	2.50 pm 8.00 pm	8.50 pm 3.40 pm	5	armed
Newcastle and Tunstall	2.50 pm 8.00 pm	8.50 pm 3.40 pm	4	armed
Newcastle and Cobridge	2.50 pm 8.00 pm	9.40 pm * 3.30 pm	4	armed
Northwich and Chester	8.40 am 1.00 pm	4.00 pm 11.30 am	17	not

* surely this should be 8.40 pm.

Oswestry and Llanfyllin	6.00 pm 12 noon	2.30 pm 8.30 pm	14	not
Shrewsbury and Whitchurch	3.30 pm 6.00 am	9.30 am 7.00 pm	21	not
Shifnal and Much Wenlock	1.30 pm 4.30 am	7.00 am 3.50 pm	12	not
Stone and Cheadle	1.20 pm 2.50 am	4.30 am 3.00 pm	10	not
St. Asaph and Ruthin	5.30 am 6.00 pm	8.10 pm 7.40 am	14	not
Uttoxeter and Rugeley	9.00 am 1.15 pm	3.15 pm 11.00 am	12	not
Warrington and Runcorn	5.30 am 5.00 pm	6.40 pm 7.10 am	10	not
Warwick and Leamington	8.00 am 6.15 pm	6.35 pm 8.20 am	2½	not
Warwick and Leamington	9.45 am 3.00 pm	3.20 pm 10.05 am	2½	not
Welshpool and Bishop's Castle	6.50 pm 5.00 pm	7.40 pm 9.30 pm	18	not
Welshpool and Machynlleth	8.00 pm 3.00 pm	10.00 pm 3.00 am	38	not
Wolverhampton and Bridgenorth	11.30 am 6.00 am	8.30 am 2.00 pm	15	not

THE RIDING WORK IN MR RIDEOUT'S DISTRICT - OCTOBER 1823

Like Mr Churchill, Mr Rideout soon tired of using the forms produced by his predecessor. Although, in this case, the changes are less marked, I feel that it will probably be of more use if Mr Rideout's form is reproduced in its entirety.

TIME BILLS	Departs from	Arrives at	Miles	Armed
Bewdley and Stourbridge	5.50 am 12.20 pm	1.50 pm 7.20 am	10	not
Brecon and Builth	6.45 am 4.00 pm	7.00 pm 9.45 am	15	not
Cardigan and Lampeter	10.00 pm 8.30 am	2.00 pm 4.00 am	29	not
Carmarthen and Cardigan	3.50 am 1.15 pm	6.00 pm 8.40 am	29	not
Cheltenham and Tewkesbury	8.05 am 3.40 pm	5.00 pm 9.25 am	9	not
Cirencester and Stroud	8.00 am 2.45 pm	4.55 pm 10.00 am	14	not
Chippenham and Tetbury	7.30 am 3.30 pm	6.10 pm 10.00 am	15	not
Cold Blow and Pembroke	6.20 am 3.00 pm	5.10 pm 8.30 am	13	not
Cold Blow and Tenby	6.20 am 3.30 pm	5.00 pm 7.40 am	8	not

Chepstow and Gloucester	3.10 am 11.00 am	4.40 pm 9.00 am	28	not
Faringdon and Cricklade	8.30 am 3.30 pm	5.50 pm 11.00 am	14	not
Gloucester and Cheltenham	7.00 am 5.30 pm	7.00 pm 8.30 am	9½	not
Gloucester and Minchinhampton	8.00 am 2.30 pm	5.10 pm 10.30 am	15	not
Hereford and Ross	8.00 am 1.50 pm	4.10 pm 10.20 am	14	not
Hereford and Hay	3.00 pm 5.15 am	9.00 am 6.30 pm	20	not
Hay and Brecon	6.00 am 6.15 pm	8.45 pm 8.30 am	15	not
Haverfordwest and Fishguard	1.00 pm 9.45 am	12 noon 4.15 pm	16	not
Lampeter and Aberystwyth	8.30 am 9.30 pm	3.00 am 1.30 pm	29	not
Leominster and Aberystwyth	3.00 pm 5.00 pm	8.00 am 6.00 am	73	not
Llandovery and Lampeter	4.00 am 4.00 pm	7.30 pm 7.30 am	18	not
Ludlow and Bishop's Castle	2.45 pm 5.55 am	10.00 am 7.00 pm	20	not
Minchinhampton and Dursley	10.20 am 1.50 pm	3.25 pm 11.55 am	13	not
Moreton-in-Marsh and Campden	7.30 am 5.00 pm	6.30 pm 9.00 am	14	not
Northleach and Cirencester	6.30 am -	- 8.00 am	10½	not
Oxford and Towcester	10.30 pm 11.00 pm	3.30 am 3.00 am	32	armed
Oxford and Wantage	6.00 am 6.30 pm	9.30 pm 9.00 am	17	armed
Oxford and Bicester	6.00 am 7.00 pm	9.00 pm 8.00 am	13	not
Stratford-on-Avon and Birmingham	8.15 am 2.15 pm	5.10 pm 11.10 am	22	not
Stratford-on-Avon and Bromsgrove	8.30 am 2.00 pm	4.50 pm 11.20 am	22	not
Stratford-on-Avon and Chipping Norton	5.20 pm 5.10 am	8.00 am 8.10 pm	21	not
Stratford-on-Avon and Warwick	8.30 am 3.45 pm	5.05 pm 9.50 am	9	not
Stratford-on-Avon and Kineton	8.30 am 3.15 pm	5.00 pm 10.00 am	10	not
Swindon and Wotton Bassett	7.30 am 4.30 pm	5.40 pm 8.40 am	7	not

Worcester and Bewdley	3.45 am 5.50 pm	7.00 pm 5.50 am	15	armed
Worcester and Upton	10.15 am 1.45 pm	3.30 pm 12 noon	10	not
Wotton-under-Edge and Cambridge Inn	7.00 pm 5.00 am	7.00 am 9.00 pm	10	armed
Wotton-under-Edge Kingscote	1.30 pm 11.15 am	12 noon 2.15 pm	5	not

In the form for November, the Stratford and Birmingham ride is crossed out and the following inserted:

Stourbridge and Wolverhampton	7.20 am 10.30 am	12.10 pm 9.00 am	11	not
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For those who would like similar details for Mr Karstadt's district, I am sorry to say that he continued to write out the list of rides and gave no details of times etc. However, Mr Hart's form contains the details of one ride in the Midlands:

Stilton and Kettering	5.45 am 7.20 am	5.00 pm 6.30 pm	29	not
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These times are correct as will be seen in MM108.

A THIRD DELIVERY AT HEREFORD

In May 1823, Mr Rideout proposed that the pay of the letter carrier at Hereford be increased from £20 to £30 p.a. as he had made a third delivery of letters ending between 10 p.m. and 11 p.m. since the introduction of the mailcoach from Shrewsbury in October 1822.

Before the introduction of that mailcoach, the letters from the North were brought from Worcester by the mailcoach carrying the London mail so both could be delivered at the same time. The coach from Shrewsbury had enabled the people of Hereford to receive their letters from the North a day earlier, but this coach arrived two hours after that bringing the London letters. Consequently, it had been decided to deliver the letters brought by the coach from Worcester, together with those from the West of England, without waiting for those coming from Shrewsbury. The latter were delivered afterwards - between 10 p.m. and 11 p.m.

The mail from Brecon and Hay arrived at 10 p.m. but those letters, together with the letters "beyond the Gates", were delivered the next morning. An examination of the riding work forms will show that by October 1823 the ride from Hay arrived in Hereford at 9 a.m. This is explained in the next piece.

[Ref: Post 40/220/1823]

HAY'S POSTS

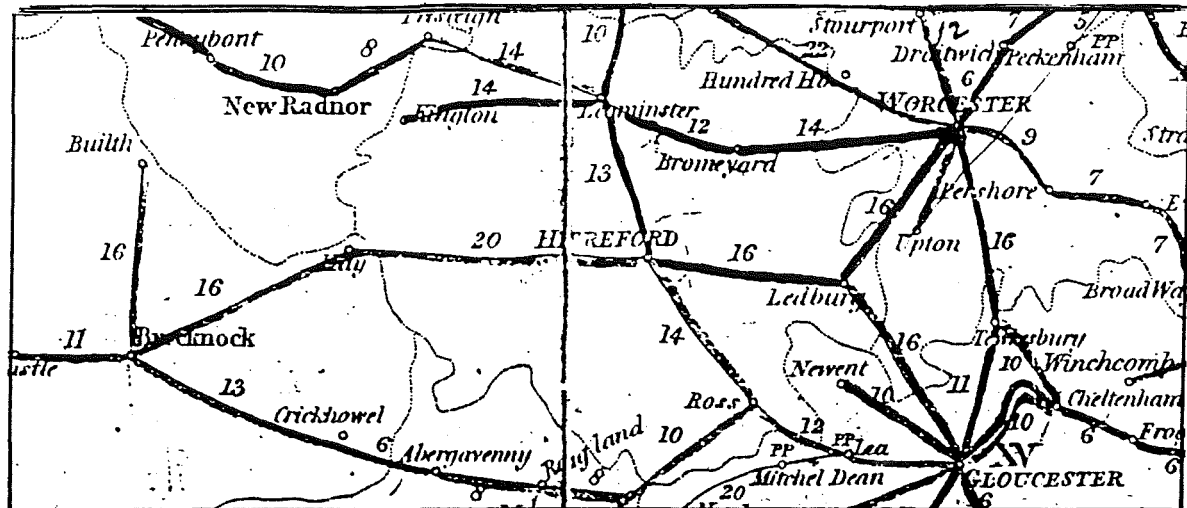
At the beginning of October 1823, Mr Rideout reported on a complaint made by a Mr Spencer and a Col Woods about the posts at Hay. The ride from Hereford did not leave there until after the arrival of the ride from Ross and was dispatched at about 4.15 p.m., arriving in Hay at about 8 p.m. This was two hours after the ride had left Hay for Hereford where the letters remained overnight. Mr Spencer proposed that the ride should not wait at Hereford for the post from Ross but be dispatched at 3 p.m., thirty minutes after the arrival of the mail from Worcester and London. This would give an arrival in Hay at 6.30 p.m. The return would leave Hay at 5.30 a.m., arriving in Hereford at 9 a.m. in time for the mail to Worcester.

Mr Rideout pointed out that one drawback to this plan was that all the letters to and from Bristol, the West of England, the road between Bristol and Carmarthen, and the manufacturing district of Gloucestershire would remain in Hereford for nearly twenty-four hours as they were carried to Gloucester by the Bristol and Birmingham mailcoach from where they were sent on to Ross by the mailcoach to Carmarthen, and from there by the ride to Hereford. It was, however, possible to get round this by sending the letters on the Bristol and Birmingham mailcoach to Worcester where they would arrive some hours before the departure of the mail to Hereford.

Mr Rideout had one further alteration to propose. The ride from Ross also carried the letters to Hay from Abergavenny, Monmouth and Usk. These letters could be carried by the ride from Brecon to Hay if that ride instead of leaving at 3 p.m. left after the arrival of the mailcoach from Gloucester at 6 p.m.

As far as Hay was concerned, this measure did not last long for on 5th January 1824 the journey of the mailcoach from Worcester to Hereford was extended to Hay. The Hereford to Hay ride was crossed out in the form on the riding work that Mr Rideout submitted for January 1824.

[Ref: Post 40/442/1823]



A THIRD LETTER CARRIER AT CHELTENHAM

Mr Rideout reported in May 1823 that at Cheltenham there were two regular letter carriers with salaries of £39 and £26 p.a. In addition, it had been found necessary for some years past to employ a third letter carrier during the summer season at a cost of £20. However, the postmaster had continued, contrary to the regulations, to employ this letter carrier throughout the previous winter. He had done this as Mr Woodcock, the late surveyor, had implied that he would recommend this to the P.M.G. Mr Woodcock's son confirmed that this had been his father's intention but he had been prevented by illness from doing so.

As the inhabitants had had the advantage of the third letter carrier since the previous September, Mr Rideout feared that withdrawal of the service would cause great dissatisfaction and probably injure the Revenue. Many parts of the town had their letters delivered at noon but, with only two letter carriers, would not receive them until 2.30 p.m.

Freeling supported the request for the continued employment of the third letter carrier, pointing out to the P.M.G that Cheltenham was a place "greatly increasing in Buildings & Population and much resorted to during the Winter, as well as the Summer Season." He also suggested that the postmaster of Cheltenham should be paid for the previous thirty-one weeks as he had been given the impression by Mr Woodcock that he would be indemnified for so doing.

[Ref: Post 40/227/1823. See also MM105/7]

ACCELERATION OF THE CHESTER AND LIVERPOOL MAILCOACHES

In June 1823, Mr Churchill reported that the acceleration of the Chester and Liverpool mailcoaches would start on 16th of that month. One object of accelerating the Chester coach was that it would connect at Chester with the mailcoach to Holyhead [from Liverpool] and so enable the Irish Letters from all the places from below Atherstone to be forwarded without delay instead of being held at Chester until the following evening. Also the Holyhead coach could carry the London bags for a number of places in North Wales, saving £435 in riding work.

The stops of the Chester mail at Northampton (25 minutes) and Lichfield (30 minutes) were to be done away with, and breakfast was to be taken at Hinckley. Therefore, the sorting of forward letters was to be transferred from Lichfield to Hinckley which was to have vouchers with all the towns between Barnet and Chester.

The stop of the Liverpool coach at Lichfield was to be reduced to five minutes. At first, Mr Churchill had thought there would be some difficulty in serving the gentlemen with their private bags which had always been dropped off at their respective residences between Wolseley Bridge and Stone. But as there would be no sorting at Lichfield until after the departure of the coach, five minutes should be enough for the opening of the London bag and making up the private pouches for the road between Wolseley Bridge and Stone.

There would be an interval of fourteen minutes between the arrival of the coaches at Lichfield. so, by the time the Chester mail arrived, everything should be ready for the road between Lichfield and Wolseley Bridge which the Chester coach would have to serve. Mr Churchill suggested that should any accidents cause the coaches to arrive at about the same time, an express ride should be sent from Lichfield to Sandon, the seat of Lord Harrowby, carrying the Rugeley And Uttoxeter bags and serving the road with the private pouches. Freeling thought this "highly proper".

[Ref: Post 40/260/1823]

ACCELERATION OF THE GLOUCESTER AND CARMARTHEN MAILCOACH

The benefits of this acceleration were of course largely confined to towns in South Wales. However, Ross did derive some advantage from the change. Before the alteration the up mailcoach arrived before the down so the inhabitants were unable to send a reply until the following day. On the new arrangement the down mail was to arrive at 11.45 a.m. and the up mail at 1.30 p.m., giving ninety minutes to answer letters. As the up mail arrived later, the ride to Hereford was to be dispatched one hour later. [Ref: Post 40/264/1823]

AYNH0 AND BRACKLEY

On 5th July 1823, the route of the London to Birmingham mailcoach was altered between Aylesbury and Banbury so that it ran through Bicester instead of Buckingham and Brackley. How Brackley was served immediately after this alteration is not clear. In a letter of 9th July Mr Scott, the surveyor said that it was desirable that the method of conveying the letters to Brackley should cease as soon as possible, and implied that a plan to serve Brackley with a two-horse coach [from Aylesbury?] had fallen through.

Mr Scott did however propose that the bag for Brackley should be dropped off at Aynho. He said that if the Post Office allowed 12/- a week for a foot messenger to carry the bags between Aynho and Brackley, two gentlemen in Aynho were prepared to pay for him to be mounted so that he could leave Aynho at 5 a.m. for Brackley where he would arrive a little after 6 a.m. He would then return with the letters for those two gentlemen and anyone else in Aynho who wished to use this facility, arriving back in Aynho by 8 a.m. At about 6 p.m., the messenger would return to Brackley with the replies from Aynho so that they could be placed in the bag which he then would carry back to Aynho, arriving at about 9 p.m. The two gentlemen concerned were prepared to have Brackley made their posttown instead of Deddington as they would receive their letters two hours earlier and have longer to reply by this system. Mr Scott also proposed that £3 p.a. should be allowed to Edward Holloway of the Red Lion Inn, Aynho for receiving and taking care of the bags.

We cannot be sure if this was the exact way in which Brackley was served for Mr Scott's reports on the footposts in his district describe a footpost linking Aynho and Brackley. However, this may have been what the Post Office was paying for rather than what was actually happening. [Incidentally, Mr Scott was the only surveyor to report monthly on the footposts in his district.]

FOOT POSTS.

TIME BILLS.	Departs from		Arrives at		Miles	Armed or not
	H.	M.	H.	M.		
Aynhoe and Braethley.	5	— AM	9	50 PM	6	Armed
	8	— PM	6	50 AM		

[Ref: Post 40/305/1823]

A SECOND DELIVERY AT BURTON-ON-TRENT

In October 1823, Mr Churchill reported that three important mails arrived each day. The revenue on the letters received in one week on the letters arriving in each of these mails was:

Birmingham - £14.5.2 London - £7.2.0 Derby and Sheffield - £7.13.8

The amount of mail from Birmingham required that those letters should be delivered as soon as possible after their arrival. The letters received by the Derby mail exceeded those coming by the London mail (the mailcoach from Leicester), and were equally important to the town. If a delivery took place immediately after the arrival of the London mail at noon, it could not be completed before 3 p.m., delaying the Derby letters until two hours after their arrival. In fact, there was little point in sending out the London letters as soon as they arrived for the delivery could not be completed before the return of that mail, the box for which closed at 2.30 p.m. and if people wanted to reply by return, they could call at the office for them.

Mr Churchill proposed that there should be two deliveries, the first of the Birmingham mail, the second of the London and Derby mails, for which the letter carrier's allowance should be increased from 6/- to 10/6 a week. At the end of his report he said that the post office was in a respectable inn nearly in the centre of the town but a great distance from the inn where the coach [to Leicester] started. [Ref: Post 40/475/1823]

THE WORCESTER POST OFFICE AGAIN

Mr Rideout reported in July 1823 that as ordered by Freeling he had visited the Worcester office to inspect the arrangements there. Since Mr Godby had visited Worcester (MM103/13) the postmaster, finding that his sight would not allow him to take an active part in the duties, had employed another clerk. This had enabled two of the branch mails and the letter carriers to be dispatched within thirty minutes of the arrival of the London mail. The Hereford mail did not leave until ten minutes after the others as the penny post bags had to be made up for Great Malvern and Malvern Wells.

Mr Rideout then said that the delivery of the letters brought by the Ludlow, Kington and Hereford mails took place ten minutes after the arrival of that from Ludlow.

Although the acceleration of the mails had completely changed the duties of the Worcester office since Mr Godby had been there, the system laid down by him had been acted upon by the postmaster and he could not see that there was any alteration that would benefit either the public or the Post Office.

However, Mr Rideout did suggest an alteration to the ride to Upton-on-Severn. This ride left Upton at 8 a.m. and arrived in Worcester at 10 a.m. It returned from Worcester at 11 a.m., arriving in Upton at 1 p.m. This meant that not only could the people of Upton not answer their letters until the following day but also the letters spent much of the day in the Worcester office as the London mail did not leave until 4 p.m. and the Bristol and Birmingham mails left in the middle of the night. Mr Rideout proposed that the ride should start from Worcester at 10.15 a.m., arriving in Upton at noon. The return from Upton should be at 1.45 p.m. and arrive in Worcester at 3.30 p.m. This would give the people 1¾ hours to answer their letters and save a day in the whole of their correspondence.

The following information was added to the report:

Arrivals
London mail at 9.30 a.m.
Kudlow mail at 3.10 p.m.
Kington mail at 3 p.m.
Hereford mail at 1.45 p.m.

Dispatches
London mail at 4 p.m.
Ludlow mail at 10 a.m.
Kington mail at 10 a.m.
Hereford mail at 10.10 a.m.

[Ref: Post 40/321/1823]

OXFORD - BIRMINGHAM

In October 1821, when it was decided to discontinue the Oxford to Birmingham mailcoach, Mr Godby pointed out that it would be necessary to establish a ride from Chipping Norton to serve Shipston, and from Stratford to serve Henley in Arden. However, this was not entirely satisfactory as without a direct post from Birmingham, mail to both of those places from Birmingham and the North would be delayed twenty-four hours and at an increased postage. It was much better to introduce a horsepost to cover the whole distance between Chipping Norton and Birmingham. Such a ride would not only give a better service to Shipston and Henley, it would facilitate the bye-letters between Birmingham and the towns on the road to Oxford, a road on which a number of stage coaches ran and would almost certainly carry letters if there was not an official service.

The final arrangements for the ride had been completed by 1st December. The post was to leave Birmingham at 1.45 p.m. and arrive at Chipping Norton in time for the mailcoach from Worcester to London. In the opposite direction, the dispatch from Chipping Norton was to be at about 6 a.m. immediately after the arrival of the mailcoach from London, giving an arrival in Birmingham at noon.

On the acceleration of the Worcester and Gloucester mailcoaches in November 1822 another Oxford-Birmingham mailcoach was introduced which lasted only until April 1823. On the withdrawal of this mailcoach, Mr Churchill said that he could not recommend a better arrangement than to re-establish the ride from Stratford to Birmingham in order to keep open a direct communication with all the towns on the line of road between Oxford and Birmingham. He made no mention of the section between Stratford and Chipping Norton, possibly because that was not in his district. However, by June 1823, Mr Rideout had made a manuscript edition to the riding work forms "Chipping Norton and Stratford" but gave no details. Possibly it should be mentioned that such a ride was established on the introduction of the London to Birmingham mailcoach via Banbury and Stratford (5.4.19 - 26.5.21), though I am not able to say that the ride operated throughout the period in which the mailcoach ran as Mr Woodcock was inconsistent in making manuscript additions to the riding work forms.

As has been pointed out on page 14 the Stratford-Birmingham ride had been withdrawn by the end of November 1823. I have not been able to find out what replaced, if anything did.

For the effect of these Oxford - Birmingham mailcoaches on the Oxford to Towcester ride see MM100/26.

[Refs: Post 40/374/1821, 40/412/1821, 40/187/1823]

AMENDMENT TO 'MIDLAND MAILCOACHES 1784-1840'

Please make the following alterations to the list in MM101/6:

For route 58 - Oxford-Birmingham the dates should be 27.5.21-1.12.21;
route 63 should have 58 as well as 64 in the last column;
add a further route -

83A	WARWICK-BIRMINGHAM	No payment	13.5.21-26.5.21	64
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SOME HANDSTAMPS USED IN THE PETERBOROUGH "PENNY POST"?

In July 1822, Mr Karstadt wrote to Freeling:

"In returning the enclosed Report from the Inland Office that certain Post Paid letters from Peterboro' are charged 9d and others 10d I beg to explain that they are properly so charged. Some of the places which were before in the delivery of Boston and Spalding having been transferred to the delivery of Peterboro' and it being understood that they should still be liable to the Spalding rates which to London is 1d more than from Peterboro'.

"I submit that to prevent misunderstanding and possible loss to the Revenue from Rebates, it may be advisable in this case to depart from the usual practice of stamping with the name of the Post Town, and in lieu of Peterboro P.P. to use stamps with the words "Gosberton P.P." and Sutterton P.P." which if you approve and will be pleased to order two such stamps to be made and forwarded to me, I will send them to the Post Mastrs with proper instructions."

It is not clear if the suggested handstamps were issued and Oxley does not list them (A type 1 for Sutterton is shown used in 1823 under Boston). [Ref: Post 14/276/360]

THE USE OF MILEAGE MARKS

An entry for 6th April 1801 in Post 14/252 reads:

"As it will be necessary towards computing the distances for In-alling the letters to have recourse to the Stamps, the most particular orders should be given to the openers to report such Deputys who do not stamp their letters plainly."

"In-alling" was the practice of working out the total charge on letters passing through London, the provincial postmaster having only indicated the charge to London. It is clear from other sources that each Division in the Inland Office had available in some form or other the distance and/or rates to towns on their roads. If they did not have that information for all the posttowns then some other aid was needed to calculate the "in-all" charges. I suggest that the above extract is further evidence that mileage marks were introduced at the instigation of the Inland Office.

WRAPPED IN BROWN PAPER

I will leave readers to put their own interpretation on the following instruction issued to the Inland Office in February 1810:

"Mr Stow requests the President will give particular directions to the clerks of the Shrewsbury Division for all Letters and Newspapers for Ensham to be enclosed in brown paper and written upon before they are put into the Oxford Bag."

THE NEXT MIDLAND MAIL

This will appear in late October/early November. It will contain the usual reports, more from the surveyors' journals and much from Post 14 that you cannot afford to miss, plus articles sent to:

John Soer, 51d, Barkham Road, Wokingham RG41 2RG