

MIDLAND MAIL



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



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Number 122, November 2001

DENIS SALT

It is with great sorrow that we have to record the death of Denis Salt on 30th August, having just reached his 90th birthday. We extend our sincere condolences to his two sons and daughter, and all the family.

Denis had many interests; he was associated with the Scout Movement for most of his life, and from 1968 - 1972 he held the post of County Commissioner for Shropshire. For his services to Scouting, Denis was awarded the O.B.E. He was also involved with various charities and at one time was a member of the Shropshire Horticultural Society Committee, helping to organise the Shrewsbury Flower Show.

During the Second World War Denis served in the Intelligence Service with photo-reconnaissance. For a time he was attached to the Americans and was awarded the Legion of Merit for his services by the former President, Harry Truman.

In his later years, postal history was Denis's passion. All who knew Denis will feel privileged to have benefited from his extensive knowledge, and he will be remembered as a good friend and supporter of the Midland Postal History Society for many years.

Denis was a member of a number of other postal history and philatelic societies, particularly the Shropshire Postal History Society which he was largely instrumental in founding in 1980. Denis wrote two reference books on postal history subjects and many articles on a wide variety of topics for various society publications.

It is indeed fortunate that through the articles Denis wrote we still have available to us the great depth of his knowledge of many aspects of postal history as well as the results of the researches he carried out over many years. Indeed, it was amazing how he could recall facts on so many areas of postal history. Denis was always ready to help members with any postal history problem they may have had. But this was his nature as he was a kind and generous person, and it was always a pleasure to share his company and the warm hospitality he extended to members of the Society.

Guy Bridges

FORTHCOMING MEETINGS

On **17th November** our meeting will be held at the premises of Warwick & Warwick in Warwick. The meeting which starts at 1.30 p.m. will be devoted to members' displays on 'How it all Began'. There will be a Committee Meeting at 11 a.m.

On **8th December** we visit Burton-on-Trent for our annual whole-day meeting. There will be standing displays from about 10.30 a.m. up to lunch at 12.45 p.m. At 2 p.m. James Grimwood-Taylor will give a display on 'Origins, Inflation and Reform of British Postal Rates, 1450-1875.' If you would like to join us for lunch please contact Richard Farman on 01283 566515 by 2nd December.

Our first meeting of 2002 will be on **12th January** at Carrs Lane Church Centre, Birmingham, starting at 1.30 p.m., when Derek Smeathers and Paul Bradshaw will show 'The Smaller Towns of Northamptonshire.'

THE SEPTEMBER MEETING

Burton-on-Trent was the venue for our all-day joint meeting with the Lancashire and Cheshire Postal History Society held on 15th September. The topic for the day was 'Material from the Twentieth Century'.

Richard Farman started the proceedings with a display of postcards devoted to various aviation meetings held in Burton-on-Trent but in particular that of 1910 which was sponsored by Bass. Richard pointed out that collectors have to be wary when buying cards of that meeting for a meeting at Doncaster the previous week had been rained off, so the cards prepared for that meeting were issued at Burton. The final part of Richard's display consisted of cards related to ballooning with a Staffordshire connection. John Winter showed us Forces Mail from WWII relating to Malta all from the same correspondence. Of particular note were: a letter containing information on how letters were sent; another damaged by seawater as the plane carrying the mail had been shot down; 'Green Cross' envelopes of 1942 which were not usually subject to censorship; special Air Letter cards of Christmas 1942; and the use of British stamps with the M.E.F. overprint.

'Sutton Coldfield' was Tom Poynton's chosen topic, beginning with material from WWI in the form of a letter sent from France and a postcard of the troops training in Sutton Park. From WWII came material relating to the RAF Station and the Aliens Internment Camp. Later items involved the Warwickshire Show where a mobile post office was used and the Scout Jamboree of 1957. Among the Machine Cancellations of Lancashire shown by Jeff Haslam were the Bickerdikes of Liverpool, the Boston of the same city, the Columbia of Manchester, the 'Posted in Advance for Delivery on Xmas Day' of Manchester, an experimental use of a Hey Dolphin at Liverpool and the Krag Single Impression machine of Manchester.

Those who expected the usual eclectic mixture from Eric Lewis were not disappointed. We saw a song sheet sold by Lewis's Stores for 4/- in Birmingham but only 1d in Manchester; a 1902 Gibbons' catalogue; a cheque for 15/- for the use of a lavatory during an agricultural show; a letter delivered on 1st January 1900 and posted the day before; a meter mark dated 12.3.45; and a letter sent from Bridgnorth in 1852 which apparently arrived (will arrive?) in Ludlow during 8152. Ken Hall began with material from WWII, in particular the Airgraphs used by the U.S. Forces and letters from Wharf Mill P.O.W. Camp showing two different numbers in the postmarks - 8 during occupation by Italians but 177 when Germans were held there. Other items included Railway Letter Stamps and a variety of instructional marks from Bury.

The village sub-offices of Worcester and Pershore as shown on old postcards made up the main part of Chris Jackson's display. There were some lovely cards and, as I know well, this type of material is not easy to find. A cover from Lickey End marked the introduction of self-adhesive stamps. Most unusual and fascinating was Derek Earnshaw's material from 'The Drift Experiment' of the mid-1950s. This was an investigation of the ocean currents in the Atlantic in which cards were dropped in the sea. These cards asked, in eight languages, the finder to return them. The plethora of postmarks from the Orkneys and Shetlands was of note. Dr. P. Owen produced material showing ink-jet markings. These included trials at Liverpool, Quality of Service marks. We also saw marks produced by a Klussendorf machine and mail damaged in transit.

Bryan Jones began the second half of the day with miscellaneous material from Stratford-on-Avon. These included the stamps of the Stratford & Midland Junction Railway, skeletons and a wide range of instructional marks.

Instructional marks also formed part of Chris Beaver's display and we saw various examples of 'Not at', 'Not for' marks as well as a 'Not Known at Stafford'. Chris also showed us burnt mail from a flying boat accident as well as examples of P.O.W. mail. Tony Wilkinson displayed material from the various sub-offices of Macclesfield, including a Savings Bank book from Broken Cross and a number of rectangular Parcel Post stamps.

'Nottingham Social Postal History' was the theme of Alan Marshall's board. Of note were items about a fire at the 1904 Midlands Exhibition; a letter about the appointment of a sub-postmaster at Bunny in 1904; and a variety of 'To Pay' marks.

Harold Wilson traced the development of rates in the Railway Letter Service. A letter sent as a parcel from Hemyock to Cullompton illustrated how a letter could be sent by rail before the introduction of the Letter Service in 1890. The Wirrall Railway used stamps of an unusual design. The last day of the service was represented by a letter sent from Leicester on 9th June 1984 at a cost of £1.18 plus 27p V.A.T. Richard Farman continued the railway theme with postmarks of Stafford station, particularly the registered mark which was struck on letters en route e.g. one sent from Matlock to Nuneaton.

Derek Smeathers showed us material from WWII with a Northants connection. This included a letter sent from Kettering to Singapore a few days before the attack on Pearl Harbour. The letter only got as far as the U.S.A. before it was returned. Bob Viney rounded off the afternoon with marks from the Rutland villages of Ashwell, Barrowden and Cottesmore, including the post office in R.A.F. Cottesmore.

Our thanks are due to Richard Farman for arranging another excellent day with a wide range of fascinating material on display.

THE OCTOBER MEETING

It is several years since the Society held a meeting at the Midland Institute in Birmingham but lack of a suitable room at Carrs Lane on 20th October brought us there again. The afternoon was to be devoted to aspects of the postal history of Derbyshire, most ably presented by Gordon Hardy. The display was in three parts, the first and last Gordon's own material and, the second part, of items provided by Harold Wilson. Harold had intended to send his Ashbourne collection but yellowing of the pages, a problem that only besets a veteran postal historian, brought a change of theme.

Gordon offered compensation to anyone with a particular interest in Ashbourne by including it as one of three sections that made up the first part of the display. However, he began by showing us examples of the local posts at Derby, both official and unofficial. These posts extended twelve miles and more from the town and were operating from the 18th century, although the earliest example shown was from 1800. There were posts that charged 1d and others that charged 2d. As some of the 2d posts were along mail routes from Derby, it was suggested the Post Office and the receiver shared the proceeds. The official Derby Penny Post began in 1811 from Duffield and Belper. It was pointed out that the 'No 2' boxed handstamp and the 'Derby Penny Post' stamps were struck in the same colour and Gordon was convinced both handstamps were held at the same office, almost certainly Belper. (The post passed through Duffield but letters from Duffield bear no stamp.) From 1815, another 'No 2' stamp is found on letters from south of Derby.

We moved on to Ashbourne, a town in the west of the county, on the Manchester-Leek mailcoach route. There were a number of 18th century namestamps, with varying spelling, and we saw, inter alia, entires of 1770, 1781 and 1790. The 1781 letter referred to "sending a turkey" and this seemed an early reference to the turkey as a feast bird, rather than a goose or even a swan. One unusual item was a redirected letter from Jamaica.

The final section of the first part of the display was of the Chesterfield area. This was an early industrial town on the Sheffield-London mailcoach route. Early namestamps of 1733 and 1734 had the town spelt as 'Chester/feild', an apparent mis-spelling but not necessarily so. (The spelling of 'field' as 'feild' was not unusual at the time.) A large handstamp of c1772 was striking. There were two crosspost items to Newark, from 1788, and a horseshoe namestamp of about 1790. Quite scarce is the namestamp from Peacock Inn, an office on the Derby-Chesterfield road, as it was used for less than five years around 1800. There were mileage marks of Chesterfield and a recently discovered 1830 straight-line namestamp of Butterley. Of a later era, the 'dumb cancels' of Ironville were unusual and appear to have been applied to mail that didn't go to the posttown of Alfreton, but were delivered locally.

After a break to absorb what we had seen so far, the second part, sent by Harold Wilson, featured the sub-offices of Derby. These ran alphabetically from Abbey Street, Allenton and All Saints to Uttoxeter Old Road. Many of the offices have disappeared in more recent times and we can be thankful Harold photographed them all (and photographed them very well) in 1979. Apart from the photos, there were some splendid post card views of the offices and an abundance of postmarks on Certificates of Posting. Items that caught the eye included the earliest recorded strike of the Alvaston UDC in 1844, an Ashbourne Road parcel post label, a scarce Green Lane UDC of 1857 (plus another scarce one of St Mary's Bridge from 1859) and a lovely photo of the interior of Littleover post office in 1947. Had it changed much since 1847?

The third part of the display took us to Derby itself and also to a few of the smaller offices, such as Bakewell and Wirksworth. Derby was always on a north-south mail route to Sheffield and mail is known from the Civil War. We were shown a letter from the Restoration Year of 1660, disbanding the army, unsurprisingly without postal markings. The earliest name stamp was from 1712. From 1726 were two examples of a 'Derby' mark with a deeply cut vee so that the 'Y' looked like a 'V'. In 1755, the alternative spelling of 'Darby' was favoured. A crosspost item to an MP near Didsbury went from Derby to Chesterfield and then to Chapel-en-le Frith. There was an example of the elusive first-type mileage mark of Derby and then, before several boxed mileage marks, we were shown an unusual straight line 'Derby' with a distinctive 'Y' that suggested it was of local manufacture. A local newspaper used a similar letter in its title.

Finally we toured the lesser offices. There was an early letter of 1669 from Tideswell to London concerning the transport of lead. Bakewell was represented by an attractive Mulready sent to Nottingham. From Hathersage there were examples of the 'Hathersage Penny Post' stamp and 'Hathersage' with 'Penny Post' excised. A 1904 skeleton stamp of Chatsworth coincided with a royal visit and the postcard made reference to the event. The double-ring of Derwent was a nostalgic reminder of a village that disappeared under the waters of the Ladybower reservoir. We saw two-line namestamps and mileage marks of Wirksworth and, remarkably, a local charge for delivery in Winstanley in 1834, not on a local letter but on one that originated in America and was hand-carried to Liverpool. Finally, we saw a letter addressed to the "Barrmaster" at Castleton. This was another lead mining item and a "barrmaster" was an official of the 'Barr Moate Court' that adjudicated on mining claims.

Our new Chairman, Derek Smeathers, warmly thanked Gordon for giving us a most entertaining afternoon and presented him with the handsome certificate now given to those who display to the Society. WJC

BAKEWELL'S POSTS - 1841

By James Grimwood-Taylor

Further to the fascinating description of the effects of the railways on Derbyshire's post in 1840/1 described in MM121/4, I felt driven to record two relevant items relating to Bakewell in 1841 that I acquired many years ago.

The items in question are two manuscript letters (no address wrappers, alas) written and signed by William Godby, the Post Office Surveyor, and sent to the postmaster of Bakewell; they are dated 30th June 1841 and 19th July 1841.

The first letter details the changes consequent upon the withdrawal after 5th July 1841 of the Derby/Manchester mailcoach (via Bakewell) and the Bakewell/Sheffield horsepost. From 6th July 1841 a mailcart service was to start running from Chesterfield to Buxton, supplying the latter place with its London correspondence. [See order of 5JUL1841 in MM110/8.]

The first part of this letter is illustrated below.

Derby
30th June 1841.

Dear Sir,

I beg to acquaint you that the Derby and Manchester Mailcoach now running thro' Bakewell will travel for the last time on Monday next the 5th of July, & the Ride from Bakewell to Sheffield will also be discontinued after that day, it must return to Sheffield on the afternoon of the 5th as usual, but will not be used afterwards. - The following Arrangements will thereupon come into operation on the 6th of July, to which I request your

The letter continues:

"The whole of the Bags now sent by the Mail Coach to be discontinued, and a Mail Cart to be established from Chesterfield to Buxton which will supply Bakewell with its London and other correspondence. It will leave Chesterfield at 5.30 am, reach Bakewell at 7 and Buxton at 8.30. - To be despatched from Buxton at 4.30 pm, Bakewell at 6, and to reach Chesterfield at 7.30 pm. Your London Bag will be received by this route on the morning of the 6th and must be returned thro' Chesterfield in the Evening. A Bag to be made up for Buxton at 7 am on the 6th to contain letters for its own delivery. Leek & Newcastle may be sent forward to Buxton at the above hour, but to Chesterfield at night; and all other letters posted at Bakewell, except those ordered to go in the London Bag, must be sent to Chesterfield, for which Office you will make up a Bag at 6 pm on the 6th July which you will have previously received from Chesterfield on the Morning of that day. Please forward in the Bag to Chesterfield a List of your Delivery.

"Stony Middleton and Hathersage will be served altogether from Bakewell on and after the 6th, and the Bags to both Places must be made up and despatched from your office at 7.30 am or as soon as the Letters can be sorted after the arrival of the London Bag; they will be returned in the afternoon. The Tideswell & Castleton Bags must also be despatched at the same hours as the others (7.30 am.) and will likewise be returned in the afternoon. It is not at present decided whether or not these sub-offices shall be served by Foot Messengers or Horse Posts but you shall be further informed previous to the 6th July. ..."

The 19th July 1841 letter is rather shorter but equally interesting. It starts thus:

"The Postmaster General has been pleased to authorise the establishment of Horse Posts from Bakewell to Hathersage through Stoney Middleton, and from Bakewell to Castleton through Tideswell; the former at an allowance of £70 per annum and the latter at £80."

Exact details of the daily timings for these villages' mailbags are given, to enable them to fit in with the Chesterfield connections. The posts were to be dispatched as soon as possible after the arrival of the mailcart from Chesterfield, with that to Hathersage taking 1¾ hours and that to Castleton taking two hours. The return post was to leave Castleton at 3.30 p.m. so as to reach Bakewell at 5.30 p.m. Similarly, the dispatch from Hathersage was to be at 3.45 p.m., calling at Stoney Middleton at 4.45 p.m.

The map on MM121/4 shows Bakewell's strategic position for the mails in northern Derbyshire, and the locations of these villages. I hope these letters will add to our understanding of this important stage in the development of Derbyshire's country mails caused by the arrival of the railways in the county.

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NOTTINGHAM POST OFFICES

by Alan Marshall

In response to the engraving of the Derby post office shown by Harold Wilson (MM120/5) I now show engravings, though not from illustrated notepaper, of two of the old post offices of Nottingham.

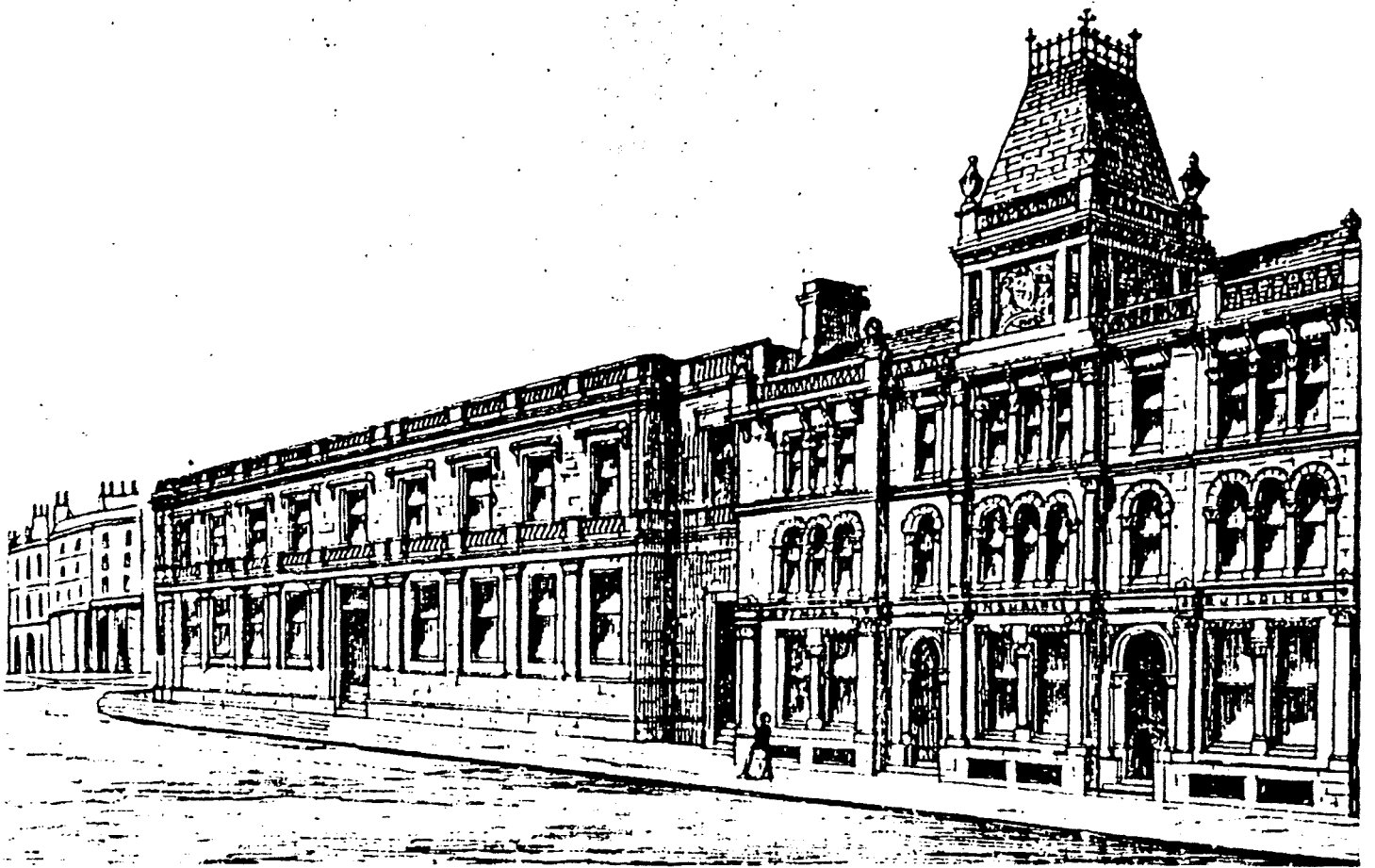
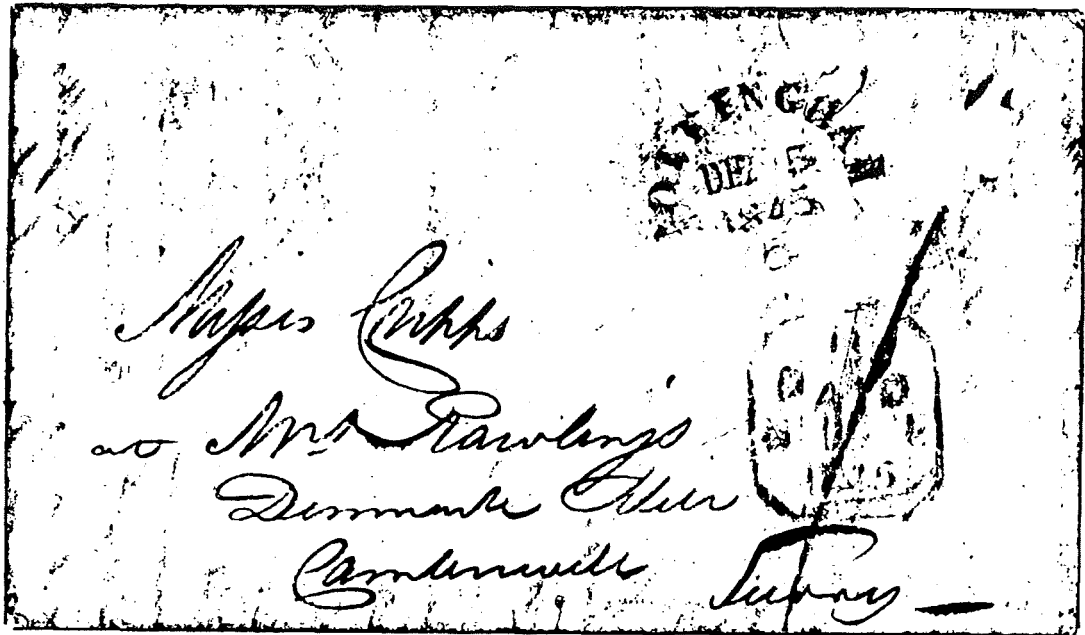
The first one shows the office on Albert Street which was used from 1848 to 1869. It was erected by the Corporation at a cost of £4000 and stood on the site now occupied by the recently enlarged Marks & Spencer store. The first corner stone was laid by William Cripps, the mayor of Nottingham, on 14th October 1847.

William Cripps was a merchant who lived in the Park, a wealthy part of the town at the time, adjacent to the Castle. A letter from William Cripps is included since it displays one of the traveller stamps of Nottingham. This has been recorded used on only one day - 5th December 1845. It is a family letter to the Misses Cripps and refers to the danger from icebergs on a voyage from St Johns, Newfoundland on board the Hibernia.

The second engraving is of the post office in Victoria Street which was used from 1869 to 1898 and was the first Crown Office to be built in Nottingham. A third storey was added at a later date to the building which otherwise remains externally as it was, and along with the adjacent building collectively called the Imperial Building.



A letter from William Cripps showing
the traveller of 5th December 1845.



THE VICTORIA STREET POST OFFICE AND THE IMPERIAL INSURANCE BUILDINGS

NOTTINGHAM MARITIME MAIL

by Alan Marshall

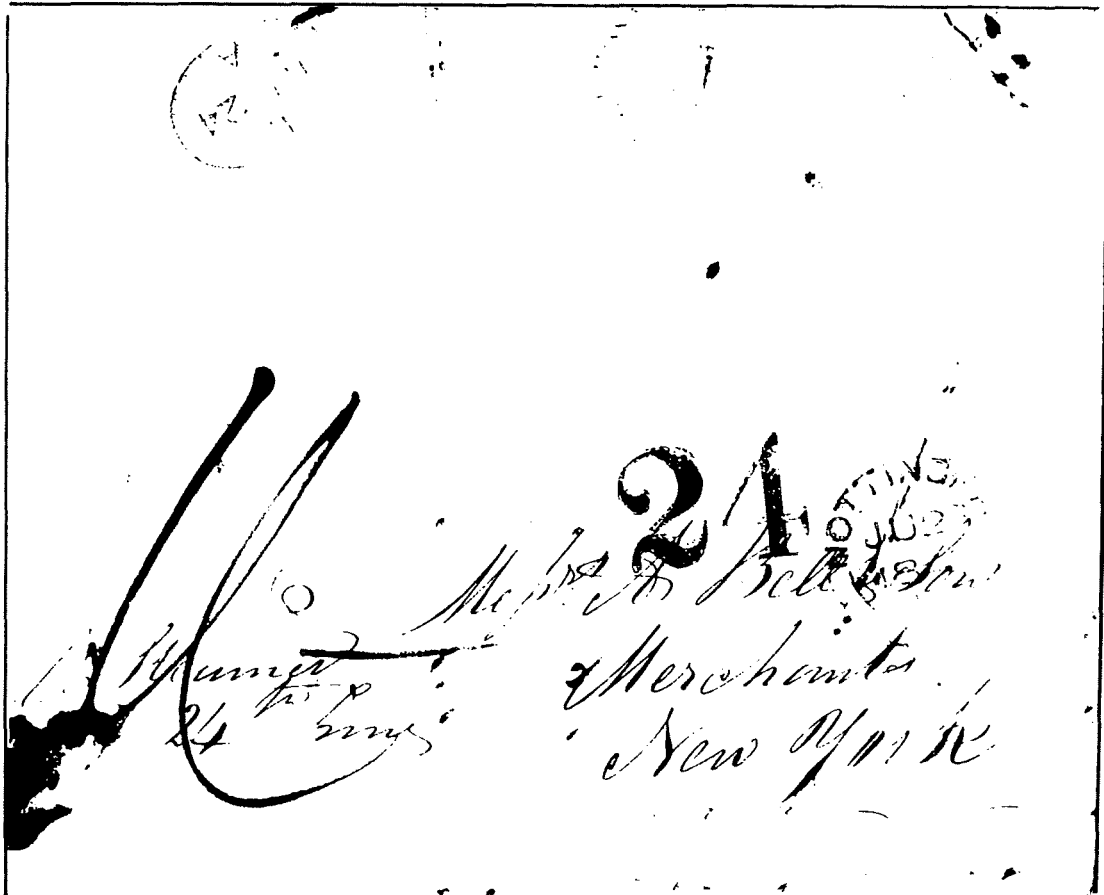
Nottingham certainly has difficulty in making any connection with maritime mail. However, not to be outdone, the letter illustrated below does strike a claim.

The letter is from Bayley & Shaw, a Nottingham company of fellmongers, leather dressers and glue manufacturers, and discusses the trade of chamois skins regarding the strong state of the U.S.A. market compared with the unsettled state of Europe.

The letter left Nottingham on 23rd June 1848 (cds in blue) and carries a manuscript "per Steamer" in the bottom left corner as well as an oval Liverpool datestamp of 24th June on the reverse. The departure from Liverpool on the 24th June was on the Cunard vessel "Caledonia" which arrived in New York on 8th July. The "Caledonia" was one of the first four Cunard Line ships and this was its last westward voyage prior to it being sold to the Spanish Navy.

Of more interest however, is the fact that this item was in the first consignment of mail to arrive in the U.S.A. after the passing of an Act on 27th June 1848 imposing an additional charge of twenty-four cents (one shilling) on all mail carried by packet from the U.K. This was in relation to an additional one shilling charge applied on U.S. letters into the U.K. from June 1847. Appropriately, it is known as the 'reprisal' or 'retaliatory' rate and is found on mail to the U.S.A. only during the six months from July to December 1848.

On 23rd January 1849 an Anglo-U.S.A. postal treaty ratified a one shilling (24 cts) per ½ oz rate made up of U.K. Inland 1½d (3 cts), U.S. Inland 2½d (5cts) with sea postage of 8d (16cts) to the country providing the packet.



CONTRACT PAYMENTS AND OTHER MAILCOACH STATISTICS

by Christopher Beaver

'Yearly and Quarterly Allowance of Mileage to Mail Contractors' is the heading of a page among the Walsingham papers evidently dating from 1789 (1). Listed there are the amounts agreed to be paid to just eleven proprietors who then ran mailcoaches on twenty-eight routes, together with this explanation of how the figures were calculated:-

'The ordinary Terms are one penny per Mile each way for an every day Conveyance, and a deduction of one per cent towards defraying the expense of Fire Arms and other incidental charges connected therewith; but Bristol and Chichester is paid for six Journeys only per week; Bristol and Oxford at a fixed rate of £200 p annum; and Hull and York at the price of the old Mail Conveyance £4.13.4 per Mile per Annum.' There is an additional note: 'NB. The Fractions of a Penny are never inserted in the Warrants.'

In the same source actual calculations for each route are written by the same hand. The Bristol and Oxford and the Hull and York had no deduction for firearms:

Bristol & Oxford	Hull & York
Contracted for at £200 p Annum	4 . 13 . 4 40 miles
[£150 p Quarter]	10
(If this contract had been at 2d a	46 . 13 . 4
double mile with a 1% deduction,	4
payment would have been	4) 186 . 13 . 4 [p annum]
£258.19.4¼ p.a.	46 . 13 . 4 [p quarter]
£64.14.10 p.q.	

Two other routes were less than once a day. Notice here division by 6 instead of 12 is because payment is at 2d per double mile.

Bristol & Chichester	Ludlow & Worcester
52 [weeks]	29 miles 3 days a week
<u>6 [days]</u>	52
312	<u>3</u>
<u>120 [miles]</u>	156
6240	<u>29</u>
312	1404
6) 37440	312
2) 0) 624 / 0	6) 4524
312	2) 0) 75 / 4
<u>3 . 2 . 5</u> 1pcent off	37 . 14 . -
4) 308 . 17 . 7	<u>7 . 6¼</u> 1 p cent
<u>77 . 4 . 4</u> p quarter	4) 37 . 6 . 5¼ [p.a.]
	<u>9 . 6 . 7¼</u> p qr.

The remaining calculations, with one exception, are for a year of 365 days; a quarter's payment therefore as if for 91¼ days, and no allowance made for the additional day in a leap year. The exception is the first payment, for thirty-four days only, for a coach to Glasgow.

Liverpool & London	Glasgow & Ferrybridge
205	228 miles
<u>365</u>	<u>34</u> days
1025	912
1230	<u>684</u>
<u>615</u>	6) 7752
6) 74825	2) 0) 129 / 2
2) 0) 1247 / 0 . 10	64 . 12
623 . 10 . 10	<u>12 . 11</u> 1 pcent off
<u>6 . 4 . 8½</u> 1 p cent off	63 . 19 . 1 (for 34 days)
4) 617 . 6 . 1½	
<u>154 . 6 . 6¾</u> p quarter	

There is a twenty-ninth calculation, which is also for the Glasgow and Ferrybridge route, but for a year and a quarter, set out in the same way as the typical Liverpool and London example.

The earliest list of payments seen is for the quarter ended 10th October 1788 (2), where among the twenty-six routes are Bristol & Oxford £50, Bristol & Chichester £77.4.4, Ludlow & Worcester £9.6.7, Liverpool & London £154.6.6. Probably not expected is a Sheffield & London £122.14.2 (that is the due amount for 163 double miles) and no Leeds & London. However there is also a note from Charles Bonnor, John Palmer's deputy, informing the P.M.Gs that the route was shortened thus from 5th July 1788 to 31st January 1789, no reason being given. The two routes not on the 1788 list began that year, the first of them surely before October, the Glasgow & Ferrybridge and the York & Hull.

Another rather lengthy note, this time by Charles Godby, Inspector of Missent and Dead Letters, attempted to explain how the rates of payment had evolved (3): *'The postmasters were paid in General for the Riding Work before the Establishment of the Mail Coaches either for a three days post in the week or a six days post. They were paid £2 pr. mile for a three days post and £4 pr. mile for a six days post being rather more than 3d pr. mile for 6 journeys but in order to keep up a six days post to and from London in many instances it was necessary they should perform 7 journeys a week. The calculation being made by the week gives only 364 days in the year, so 3d pr. mile for 3 journeys pr. week (that is to and from being only 1½ pr. mile each way) gives £1.19.0 pr. mile pr. annum. The Deputies were paid £2 pr. mile pr. annum being an even sum and that is found to be 1¾ pr. mile pr. annum for one journey pr. week so 6 journeys is £4 & 7 journeys £4.13.4. This is properly termed the general Rate of Allowance for Riding Work on the principal roads, for the Deputies on the North Road as far as Tuxford were paid £4 pr. mile for carrying the Mails and £4 pr. mile from bringing them back being rather more than 3d pr. mile each way which is £7.16.0 pr. annum. On other Roads they were frequently allowed 1d pr. night for waiting at the end of a Stage sometimes for once a week and sometimes oftner rather than paying for two journeys instead of one.'*

It was in 1790 that Lord Walsingham provoked John Palmer by declining to sign a warrant for the first payment for a Carlisle to Portpatrick 'diligence' negotiated by Thomas Hasker at 4d a double mile. The P.M.Gs referred the matter to the Treasury and in the absence of a response Palmer gave notice to the contractors of other expensive coaches from Exeter to Falmouth and to Plymouth, where even more expensive rides had to be substituted. In the event there were payments at 4d a double mile in the early 1790s to Dumfries and Portpatrick, but apart from a few Scottish routes (and the prestigious Royal Mails to Cheltenham in 1788 and to Weymouth almost each season from 1789 to 1805) the normal rate remained 2d a double mile until 1799. That was when the first of several general alterations occurred because of fluctuating prices of fodder and horses. Remeasuring of roads undertaken by John Cary had earlier caused many alterations in distances contracted, usually in 1794. The deduction intended to cover the cost of arming mails ceased in 1803.

After about 1800 there was a tendency for the responsible officers to negotiate contracts for carrying mail on branch routes by stagecoaches in place of horseposts wherever roads had been sufficiently improved. Because such coaches were licensed to carry more outside passengers than the lightweight and purpose-built 'patent' mailcoaches supplied for the main routes, the cost to the G.P.O. was less, and exemption from paying tolls was a real attraction to coaching proprietors, provided the timing required did not deter travellers. Turnpike trustees were less enthusiastic. In due course a parliamentary commission was appointed to investigate.

Thomas Hasker was questioned by the Mail Coach Exemption Committee on 10th April 1811 and the gist of his responses can be briefly summarised. The horsing contractors are generally paid 1½d per mile if the coach in use is licensed for four inside and two outside passengers, he told them. (John Besant's 'Patent' coaches were originally built to carry only the driver and guard outside, and by this date the improved design allowed two passengers as well, at roughly half the fare for insides.) If the coaches to be used are allowed to carry four outsides the payment is only a penny a mile, 2d a double mile. However, Hasker explains, in Scotland, because passengers are few, the G.P.O. generally pays 2d a mile, 4d a double mile, and for one route, that between Carlisle and Portpatrick, even 3d a mile, that is 6d a double mile.

Legislation allowed tolls to be charged on fourwheeled vehicles carrying mail in Scotland from May 1813, while in England and Wales similar legislation was probably averted by the withdrawal during 1812 of a number of what were then termed third and fourth class mailcoaches - those provided by the contractors and not purpose-built for G.P.O. use (4).

The most familiar list of mailcoach routes in the U.K., transcribed as Appendix A of one of the information sheets available from P.O. Archives since 1952, *'Mail Coach Services 1784-1846'*, contains eighty-two routes existing at the time of its original compilation, which is given as 'c. 1814 (4)'. Dates of establishment as written on the original, but not all correct, are given for fifty-nine of them, from London-Bristol in the first-class on 2nd August 1784 to London-Birmingham among the third-class on 25th May 1812. Of the twenty-three first-class eighteen have a London terminus and three more can be regarded as extensions of them, the Bristol-Birmingham and Liverpool-York cross routes making up the total. These are all served by *'patent Mail-Coaches and carry 4 inside and 2 inside passengers'* and between them they cover *'more than ¾ of the number of miles that Mail-Coaches travel.'* As well as such additional information the original source of the list gives the price per double mile paid to the horsing contractors of the three classes regulated by the Mailcoach Office at the time of its compilation, and that was apparently between 5th August and 10th October 1812 in response to an injunction from the Treasury to the G.P.O. delivered on 9th July to abolish *'irregular'* mailcoaches. The price for twenty of the first-class coaches is given as 3d a double mile, that is with the distant exceptions, all at 4d, of the Carlisle-Glasgow, Edinburgh-Aberdeen, and Exeter-Plymouth routes.

None of the twenty-seven second-class routes has a London terminus as listed. These are *'also patent Mail Coaches and carry 4 inside and 4 outside passengers. Inverness and Aberdeen is a Diligence and carries only 3 in and 2 out.'* Contractors of thirteen are paid at 3d a double mile, nine at 2d, the Edinburgh-Dumfries at 4d, with the Inverness-Aberdeen as well as the Carlisle-Portpatrick now at 6d. The York-Hull remains still at the old price £4.13.4 per single mile per annum and the Exeter-Falmouth at simply £690 p.a., this figure unchanged since its re-establishment in 1799 and equivalent to more than 4½d per double mile.

Third-class are coaches owned by the contractors and *'have occasionally been established from ... 1785 to the present time ... Some of them carry as many outsides as the Act permits and others are limited to 4 in and 4 outsides ... which are marked with the letter a'* Fourteen of the twenty-three in this category are so marked. Twenty-one are paid 2d per double mile, including the London-Exeter (Foreign) marked as once a week. The exceptions are London-Harwich (Foreign) paid £1050 p.a. for two journeys each way a week, and the newly started London-Birmingham (5), which was via Coventry, paid £351.2.6 p.a. Others not specified were three or four times a week, five in the case of the Worcester-Ludlow, and several were in fact London auxiliaries paid only for the named parts of their routes on which mailbags were carried, Ware-Wisbech, Stilton-Boston, and Ipswich-Yarmouth.

Fourth-class mailcoaches were established locally by surveyors or postmasters. Payments to the contractors are not given for any of the nine listed, and dates of establishment are stated to be *'not known'*. These include, for example, Birmingham-Walsall and Shrewsbury-Aberystwyth. Several of them, and third-class too, were abolished in 1812, some indeed shortly before the list was compiled. The figure of 220 mailcoaches running in 1811 noted by Herbert Joyce is the number of vehicles then being supplied and maintained by the Vidlers, for they, on the first and second class routes, were being driven between eleven and twelve thousand miles a day which he also mentions. Richard Blake found some further figures relating to the time when a new contract was being prepared for Finch Vidler and Edward Parratt following the death of John Vidler, junior, in 1826 (6). *'At that time Vidlers employed 180 men and boys, 35 of them assigned to the wheelshop. They had 200 coaches in operation with 80 in reserve. Each cost about 140 guineas to build and had a life expectancy of seven years. In order to maintain this level, about thirty-six new coaches were built each year, On the Edinburgh road ten coaches were allocated, six in use and four in reserve, strategically placed along the route. The rough calculation for each road was three coaches for every hundred miles.'*

Confusion has arisen because it has not always been clear just what was being counted. A page in Post 59/30 written at the G.P.O. in 1821 makes a precise comparison, no doubt using its own records, showing the change over the previous twenty-four years: *'In 1797 there were 36 Mail Coaches travelling 8350 miles per day and 193 guards. In 1820 66 Mail Coaches travelling 12760 miles per day and 265 guards.'* Here it was not the number of coaches in use, patent or otherwise, but rather the number of different routes that was assessed - regardless of the 'class' of coaches used or the frequency of the service. London to Edinburgh may have counted as one 'mailcoach', as did Worcester to Ludlow which was three times a week each way in the first year, five times in the second; but London to Exeter via Bath was probably counted as two, and London to York, York to Newcastle, Newcastle to Edinburgh may have been three.

ENGLAND.
SECOND CLASS.

MAIL COACHES of the SECOND CLASS.	NAMES of the BUILDERS.	The Inside Sitting Dimensions.	Number of Outside Passen- gers allowed.	Number of Horses.	Rate of Speed per Hour.	Names of the Towns the Mail Coaches Start from and Arrive at.	Number of Miles Travelled.	TOLLS each Trip.	Rate per Annum of Mileage, and per Double Mile.	
									Per Annum.	Per Mile.
Abergavenny and Merthyr	Crouch -	to side	4	2	6 5	Abergavenny & Merthyr	20 -	{ no tolls	£. s. d.	4. d.
— Newport	{ Lewis & Wil- liams -		4	2	7 4	— Newport	22 -	payable.	121 13 4	- 4
Ashburton and Kingsbridge	Collins -		4	2	8 -	Ashburton & Kingsbridge	21 1	ditto	160 12 8	- 5
Ashby and Burton	Miles -		4	2	6 3	Ashby and Burton	9 -	ditto	64 15 -	- 4
Bangor and Pwllheli	Brown -		4	2	7 4	Bangor and Pwllheli	30 -	ditto	130 17 4	- 3
Barnstaple and Ilfracombe	Luxmore -		4	2	6 2	Barnstaple & Ilfracombe	11 -	ditto	66 18 4	- 4
Bath and Cheltenham	Williams -		4	2	9 2	Bath and Cheltenham	49 -	ditto	372 12 -	- 5
— Devizes	Williams -		4	2	8 -	— Devizes	21 6	ditto	165 7 9½	- 5
Birmingham & Leaming- ton	Mucklow and Chapman -		4	2	8 1	Birmingham and Lea- mington	24 1	ditto	146 15 -	- 4
Birmingham and Shrews- bury	Waddell -		4	2	9 -	Birmingham & Shrews- bury	45 -	ditto	205 6 -	- 3
Birmingham and Tam- worth	Mucklow and Chapman -	from back to front, 4 feet 6½ inches;	4	2	6 3	Birmingham and Tam- worth	15 -	ditto	68 8 8	- 3
Birmingham and Wor- cester	Waddell -		4	2	8 4	Birmingham and Wor- cester	26 -	ditto	118 12 4	- 3
Birmingham and Yarmouth	Smith -		6	4	9 -	Birmingham & Yarmouth	200 1	5 s.	1,521 15 8	- 5
Bolton and Blackburn	Waude -		4	2	8 -	Bolton and Blackburn	13 -	no tolls	98 17 -	- 5
Bridport and Taunton	Ward -		4	2	9 2	Bridport and Taunton	33 2	payable.	303 8 -	- 6
Bristol, via Bitton, and Bath	Williams -		4	2	7 -	Bristol, via Bitton, and Bath	13 -	ditto	59 6 -	- 3
Canterbury and Deal	Steady -		4	2	6 -	Canterbury and Deal	18 -	ditto	82 2 4	- 3
Cardiff and Merthyr	Crouch -		4	2	8 3	Cardiff and Merthyr	25 -	ditto	114 1 -	- 3
Carmarthen and Cardigan	{ Mucklow and Chapman -		4	2	8 -	Carmarthen and Cardigan	29 -	ditto	220 10 4	- 5
Carnarvon and Barmouth	Farr -		4	2	6 1	Carnarvon and Barmouth	47 2	ditto	215 11 4	- 3
Chester and Hartford	Smith -		4	2	10 -	Chester and Hartford	33 4	ditto	101 17 8	- 2
— Woodside	{ Jones & Her- bert -		4	2	10 2	— Woodside	15 4	ditto	141 8 8	- 6
Cold Blow & Haverford- west	Williams -	from cushion to floor, 1 foot 3½ inches; from back to front, 4 feet 6½ inches;	4	2	6 -	Cold Blow and Haver- fordwest	12 -	ditto	73 - -	- 4
Devonport and Launceston	Elliott -		4	2	8 -	Devonport & Launceston	28 -	ditto	170 6 8	- 4
Doncaster and Hull	{ Reid and Sea- ton -		4	2	7 6	Doncaster and Hull	49 3	2 d.	300 7 -	- 4
Exeter and Budleigh Sat- terton	Ward -		4	2	7 5	Exeter and Budleigh Satterton	15 2	no tolls	69 11 4	- 3
Exeter and Dartmouth	Hayman -		4	2	8 -	Exeter and Dartmouth	40 -	1 s. 4½ d.	243 6 8	- 4
Falmouth and Penzance	Elliott -		4	2	7 4	Falmouth and Penzance	25 -	no tolls	114 1 -	- 3
Grantham and Nottingham	Butler -		4	2	8 -	Grantham & Nottingham	24 -	payable.	145 - -	- 4
Hull and Patrington	{ Hustwick and Bean -		4	2	7 5	Hull and Patrington	16 -	ditto	73 - -	- 3
Ipswich and Yarmouth	Wright -		8	4	8 7	Ipswich and Yarmouth	54 -	ditto	240 7 4	- 3
Lancaster and Clapham	Dunn -		4	2	7 4	Lancaster and Clapham	20 -	1 s.	91 5 -	- 3
— Liverpool	Dunn -	from roof to top of cushion, 3 feet 4 inches; from cushion to floor, 3 feet 5½ inches;	4	2	8 4	— Liverpool	54 -	no tolls	- no pay.	- no pay.
Leeds and Halifax	Haworth -		4	2	9 -	Leeds and Halifax	18 -	payable.	82 2 4	- 3
— Pontefract	Miles -		4	2	10 -	— Pontefract	13 -	ditto	98 17 -	- 5
Leicester and Ashby	Lake -		4	2	6 3	Leicester and Ashby	17 -	ditto	77 11 -	- 3
Leominster and Presteign	Waude -		4	2	7 -	Leominster and Presteign	14 -	ditto	63 17 4	- 3
London (day) and Bir- mingham.	Wright -		5	4	10 1	London (day) and Bir- mingham	108 4	ditto	165 - 2½	- 1
London (foreign) & Dover	Bradley -		8	4	9 -	London (foreign) & Dover	73 -	ditto	500 - -	- 1 ½
Louth and Gainsborough	Markham -		4	2	7 6	Louth and Gainsborough	36 -	1 s.	219 - -	- 4
— Grimsby	Waude -		4	2	8 -	— Grimsby	16 -	no tolls	146 - -	- 6
Manchester and Bolton	Carburn -		4	2	8 -	Manchester and Bolton	11 -	payable.	83 12 8	- 5
— Colne	Waude -	from roof to top of cushion, 3 feet 4 inches; from cushion to floor, 3 feet 5½ inches;	4	2	8 -	— Colne	30 2	ditto	230 - 4	- 5
— Derby	Newton and Bromley -		4	2	9 7	— Derby	64 -	ditto	359 0 8	- 4
— Glossop	Newton and Bromley -		4	2	7 4	— Glossop	15 -	ditto	91 5 -	- 4
Manchester and Staley- bridge	Brice -		4	2	7 -	Manchester and Staley- bridge	8 -	ditto	36 10 -	- 3
Minehead and Taunton	Goodwin -		4	2	8 -	Minehead and Taunton	25 -	ditto	114 1 -	- 3
Norwich and Cromer	Tooley -		4	2	7 4	Norwich and Cromer	23 -	ditto	87 8 8	- 3
— Yarmouth	Ceroburg -		4	2	8 4	— Yarmouth	24 -	ditto	146 - -	- 4
Rochdale and Bolton	Farr -		4	2	7 3	Rochdale and Bolton	13 -	ditto	69 6 -	- 3
Salisbury and Christchurch	Bradley -		4	2	8 -	Salisbury & Christchurch	27 -	ditto	205 6 -	- 5
Sheffield and Gainsborough	Brown -		4	2	7 -	Sheffield & Gainsborough	33 -	ditto	200 15 -	- 4
Shrewsbury and Newtown	Jones -		4	2	8 -	Shrewsbury and Newtown	32 -	ditto	146 - -	- 3
Southampton & Lyminster	Crouch -		4	2	8 4	Southampton & Lyminster	18 -	ditto	109 10 -	- 4
Swansea and Merthyr	Hayman -		4	2	7 -	Swansea and Merthyr	32 2	ditto	245 4 8	- 5
Taunton and Exeter	Jacobs -	Height from roof to floor, 4 feet 7½ inches;	Taunton to Liver- ton - 8 Tiverton to Exe- ter - 4	4	8 3	Taunton and Exeter	37 2	ditto	120 7 8	- 3½
— Sidmouth	Perry -			2	8 -	— Sidmouth	27 -	ditto	123 3 8	- 3
Wotton and Chalford	—			2	7 4	Wotton and Chalford	12 -	ditto	109 10 -	- 6

How long four classes of mailcoach were distinguished as on the 'c. 1814 list is unclear. For forty-seven years the firm in Millbank supplied and maintained patent coaches for all the main routes. During the last year of their contracts, 1835, a summary of *'Information relating to the Mail Coach Department'* (7) distinguishes only two classes, of which the First 'are the regular Patent Mails furnished by Mr Vidler', and the Second are 'Coaches furnished by the respective Country Contractors.' *'Number of Mail Coach Contracts in England and Scotland - 116. 62 1st Class, 54 2nd Class'* Of these 116 contracts payment for three are at 2d per double mile, one at 2½d, thirty-six at 3d, forty-three at 4d, twenty-four at 5d, four at 6d, one at 7d, one at 8d, two at an annual sum, and one at no charge. An allowance extra to the contract payment is made in ten instances. The largest is for the London-Birmingham via Banbury contractors, others are for the 'Redburn and Woburn' section of the Chester mail and the 'Redburn and Stoney Stratford' part of the Holyhead via Shrewsbury. The distances involved are precisely calculated, though in fact not all routes were seven times a week, as: *'Number of (single) Miles travelled daily, By 1st Class 13148, 2nd Class 3350, (total) 16,498.'* Surprisingly no precise figure was available concerning the number of coaches involved: *'It is presumed that there are between two and three hundred Coaches used on the 62 lines of Road supplied with 1st Class Mails. Perhaps the number of Coaches used on the 54 lines of Road supplied by 2nd Class Mails may be 63.'* The number of guards employed on the coaches is, however, stated precisely: 253; in addition there are *'33 pair horse 2nd class Coaches on which the Coachmen act as Guards'*, paid by the contractors, but uniform *'supplied by the Department.'*

Whether that is the total of pair horse coaches is not stated; most likely there were still a few among the First Class since there were four specified in a list of routes to be provided with new coaches from 6th January 1836. Applications were being invited from coach building firms which would construct the vehicles to a new specification to travel between them something like 13,238 single miles on sixty-eight routes in three districts of Great Britain - Southern, Midland and Northern (8). In due course the first two districts were awarded to a consortium - Wright, Horne and Williams, the third to another - Croall and Wallace.

One of the most detailed of the Returns submitted to the various parliamentary enquiries of this period is dated 4th April 1838, is headed *'As to Mails, Mileage etc'* and lists separately all the *'Mail Coaches of the First and Second Class'* in England, Scotland and Ireland (9). This has fifty-nine first-class routes in England (and Wales), six of them two-horse, the remainder four-horse, travelling 6282 double miles; sixteen in Scotland, three of them being two-horse, increase the mileage to 7439. The second-class routes, sixty-six in Great Britain, of which seven were four-horse, the remainder two-horse, and travelling 4275 double miles are provided for by named provincial contractors. Four outside passengers has become the norm on both first- and second-class, but only three are allowed on twenty-two main London routes. Other exceptions, all of which are four-horse second-class routes in England, are few, one carried five, one took six, and three were allowed eight. Larger numbers of outsides had long been permitted on heavier stagecoaches and within another three years, while the first-class mails were restricted still to three or four, the second-class mails included forty-two routes allowed eight outsides.

As for the payments to the horsing contractors, the last column on the extract reproduced on the previous page from the Return of 4th April 1838 gives clear evidence of the variation, between *'no pay'* and 6d per double mile, that is ignoring the London and Dover Foreign. The highest payments on first-class routes were 9d per double mile for both the London and Woodside (which finished the next day) and the Carmarthen and Pembroke.

Between 1791 and 1846 the volumes of Post 6 contain among the 'Incident Bills' a record of payments authorised by the Mailcoach Office of the G.P.O. such as these:-

<i>Mr Thomas Willson for conveying the Liverpool Mail one quarter to Oct. 10 1791</i>	154. 6. 6
<i>Mr John Vidler for Drawing Oiling Greasing etc the Mail Coaches from January 5 1792 to Jany. 5 1793</i>	852.18. 6
<i>Mr Edwd. Parratt for drawing cleaning oiling and greasing the Mail Coaches One Quarter to January 5 1828</i>	618.12. 8
<i>Mr. Wm. Chaplin for conveying the Liverpool Mail one quarter to July 5 1837</i>	76.11. 3
<i>Messrs Wright Horne & Williams for the Hire of Mail Coaches for the Midland & Southern Districts for one quarter to April 5 1838</i>	4526.15. 4

Following John Besant's death in 1791, his patent coaches, built by the Vidlers and their partners (Edward Parratt was brother-in-law of John Vidler junior), were according to the contracts to be supplied only to mailcoach contractors. Apart from those specifically reserved for the seasonal Royal Mail to Weymouth, 1789 to 1805, the G.P.O. did not hire them themselves. The contractors who ran them were actually joint owners of them with the Millbank firm to whom they paid a rental, originally 2½d a double mile, but the coaches reverted to being that firm's property when they were replaced or a contract ended. Such remained the arrangement right through to January 1836, the design of the coaches of course being adapted and improved as the years went by.

The fluctuations in payments by the G.P.O. for horsing and driving first-class coaches can be illustrated by the example of the Liverpool Mail, always via St Albans, Daventry, Coventry, Lichfield, Newcastle-under-Lyme and Warrington (but not on the same roads between these last two throughout), a typical prosperous route, among the first to be established and among the first long-distance ones to give way to the railway. From 25 July 1785 until the introduction on this road of patent coaches, likely to be in late 1787, payment for 205 miles, at £4.13.4 per double mile per annum, would have been £239.3.4 a quarter. On the table following the payment figures have been extracted from Post 6 and are all for one quarter unless stated. Until 5th January 1803 they show the 1% deduction towards the cost of arms. Distances and rates per double mile are calculated but conform with other evidence. A similar table can be drawn up for any route for which the G.P.O. made such payments, until at least 1846 if it continued until then.

Until	5 . 4 . 94	£ 154 . 6 . 6	=	205 miles	a t 2 d
	10 . 10 . 99	155 . 1 . 7	=	206	2 d
	5 . 7 . 00	310 . 3 . 2	=	206	4 d
	10 . 10 . 01	155 . 1 . 7	=	206	2 d
	5 . 1 . 02	232 . 12 . 4	=	206	3 d
	10 . 10 . 02	155 . 1 . 7	=	206	2 d
	5 . 1 . 03	232 . 12 . 4	=	206	3 d
	10 . 10 . 15	234 . 19 . 4	=	206	3 d
	5 . 1 . 18	313 . 5 . 10	=	206	4 d
	27 . 11 . 25	234 . 19 . 4	=	206	3 d
	18 . 9 . 28	313 . 5 . 10	=	206	4 d
	5 . 1 . 36	308 . 14 . 7	=	203	4 d
	5 . 4 . 36	77 . 3 . 8	=	203	1 d
	5 . 7 . 37	76 . 11 . 3	=	201m 3furlongs	1 d

Then mailcoach to Birmingham, on to Liverpool by Grand Junction Railway:

Until	21 . 5 . 38	£ 123 . 15 . 2	=	108m 4f	a t 3 d
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Then mailcoach Denbigh Hall to Birmingham until London & Birmingham Railway fully opened:

Until	30 . 9 . 38	£ 103 . 19 . 0	for 132 days = 63 miles	a t 3 d .
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2. Post 97/4/ page 585.
3. Post 97/5/ page 397.
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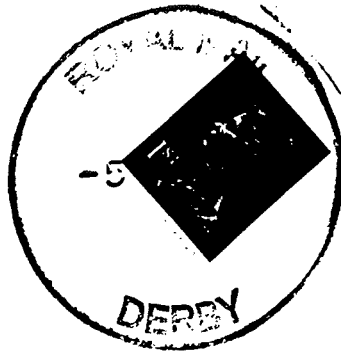
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DAVID GLOVER

We regret to announce the death of our member David Glover of Hitchin. We would like to point out that this is not our member David Glover of Wisbech.

TAILPIECE

This rather large postmark has appeared recently on a couple of items from Derby. Why is such a large postmark needed?



THE NEXT MIDLAND MAIL

After the various delays to the production of this issue, I hesitate to tempt providence by saying when the next issue will be produced. However, it should appear sometime in January. I hope that it will include a further article on 'Mail by Rail' but that depends on the length of closure of P.O. Archives over the Christmas/New Year Holiday. So all articles will be welcomed by:

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