



# MIDLAND MAIL

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



President: Mr W.J. Calladine

Chairman:  
Mike Young

Treasurer:  
Trevor Clewley

Secretary:  
Elizabeth Lewis

Number 75, May 1992

Reader power will be coming to Midland Mail. At the Annual General Meeting it was decided that, in future, the winner of the Jon Baker trophy, which will be awarded to the author of the best article appearing in Midland Mail, will be decided by a ballot amongst the members. The only items for which you will not be allowed to vote are articles produced by the Editor and the Treasurer's accounts. There will be more about this in the last issue of this year.

No doubt many members, like me as a schoolboy, had a dictionary which had as an appendix a long list of abbreviations. It occurs to me that some such list is needed for postal historians. In my early philatelic day, I could cope with f.d.c. and u.m. though it was probably my preference for f.u. that lead me into postal history as it was the use to which the stamps were put that interested me rather than their production. Soon I became familiar with E., E.L. and at a later date U.D.C. However what am I to make of the information that the Leicester M.L.O. has now added a C.F.C. (something to do with the ozone layer?) to its 2 A.L.Fs, F.C.T., S.E.G. and 3 A.S.Ms? We also have offices going over to E.C.C.O. and using S.I.Ds. In a number of visits to the Bishop Street B.O. in Leicester I have failed to detect any offensive odour. So if some kind person is able and willing to com-pile a list of abbreviations for postal historians, I will gladly publish it in this journal. At least it will disperse my fog of ignorance. I should add that my natural inclination is to leave out the full stop, but as a young boy I was brainwashed into believing that abbreviations should have a full stop unless they end with the last letter of the word. The result is that I am incapable of any consistency.

FOR POSTAL HISTORY

ESPECIALLY G.B., TRANSATLANTIC, MARITIME, WESTERN EUROPE, PRE 1900

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BY THE OLD RIVER BRIDGE AT HUNTINGDON

JOINT MEETING OF OUR SOCIETY WITH THE SHROPSHIRE AND WELSH SOCIETIES

Each Society was well represented at this well attended meeting which took place at Shrewsbury on 11th April. It opened with Welsh postal history presented by Geraint Jones, commencing with a 1565 document, the earliest known to mention the carriage of mail into Wales. This was followed by a range of covers amongst which were to be seen many Money Letters; the use and abuse of the franking privilege; a variety of rates including the Menai and Conway Bridges' additional 1d; and the only two Welsh forces' rate covers that are known. Penny and 5th Clause Posts, together with unofficial penny posts leading up to the 4d and 1d U.P.P. were then shown, concluding with a range of Welsh ship letters.

Mike Champness took over with what he described as "Odds and Sods", beginning with packet and ship letters amongst which were included home packet and coastal services with appropriate cachets. He then went further afield with a letter from some early settlers in Australia describing the price of horses, kangarooing (slow after foxhunting) and complaints about the aborigines stealing crops and spearing people who looked after sheep. Wethen saw a variety of foreign ship letters and packet markings together with wreck covers from all parts of the world.

Nearer home were various missent markings, including Anglesey, Shrewsbury and Kirkwall. The morning's entertainment was completed with a miscellany of items too varied to describe in a few words.

After lunch Mike continued his "Odds and Sods" with Scottish local cancellations as used up to 1860 including manuscript cancellations and very large hand-stamps used to cancel several adhesives at one time. Then followed in rapid succession station postmarks, including a Flaxton thimble, ride letters, undated circles including incorrect and corrected spelling, printed and handdrawn envelopes, wafer seals, labels of various types affixed to covers and a range of fancy valentines, some with their original envelopes.

The afternoon concluded with a few displays from other members present; a brief summary of which is:-

Eric Lewis - Items to which the post office objected, commencing with a 1946 cover bearing the slogan "A Happy Christmas and a new Government soon", the latter portion of which the post office quickly obliterated.

Derek Lang - Silk cards from WWI with many scarcer items under the general title of "Vulgarity in the Post!".

• Roger Broomfield - Undated circles of Wales including offices outside Wales such as Pennybont, Walton and Leintwardine.

Dave Tarry - Early Mauritius stamps and covers including a Post Office Mauritius, unfortunately marked "Forgery", and some large blocks of Mauritius stamps.

Sadie Cole - Start of post office numbering in 1844 for Radnorshire with queries on why some places changed numbers i.e. Knighton, Pennbont. E60, 61 and 62 used along the railway line in the year it opened.

Mr T. Wigmore - Small selection of airmail covers used by a Mr Phillips in 1932, plus airmails used on Jersey Airlines in 1937 and covers carried on the routes from G.B. to Hungary and Sierra Leone as well as the Empire Mail Scheme.

Richard Farman closed the displays with a card addressed to "The Bucks Head at Shresbuy" where we used to meet, and a triangular "705" of Shropshire.

I would like to thank ELizabeth and Eric for kindly providing this report.

## THE ANNUAL GENERAL MEETING AND AUCTION

Although illness and other commitments meant that some familiar faces were missing on 2nd May, there was still a good attendance for our AGM and auction.

The meeting began with the minutes of the 1991 AGM being taken as read. The Chairman then reviewed the activities of the past year. He said that the principle of joint meetings was working well, and that our current project, the penny post book, was progressing nicely, but asked members to support the Coordinating Editor who is doing a magnificent job. He finished by thanking all the officers of the Society for their efforts. In the absence of Trevor Clewley, the Treasurer's report was read by Elizabeth. There was a small surplus on the year's activities, so the subscription would be unchanged at £5. The Editor thanked all those who had contributed to Midland Mail, and said that the last issue of this year would contain an index covering the issues since the last one. The Coordinating Editor reported on the progress of the current project and asked members to let the County Editors have usage data of penny post items in their collections as soon as possible.

When we came to AOB, Chris Beaver, on behalf of all the members, thanked all the officers for their efforts. It was then decided that from next year there will be a 20p lotting fee on items in the Society's auction, in addition to the 10% commission, as unsold lots give no return to the Society but still take up space in the catalogue. In future the winner of the Jon Baker Trophy will be decided by a ballot amongst the members after the publication of the November issue. The AGM closed with the presentation of the trophies:- pre-1840 to Denis Salt; post-1840 to Harold Wilson; post-1939 to Eric Lewis; Jon Baker Trophy to Denis Salt.

This year saw a new face on the auctioneer's rostrum, our Chairman, who dealt with the lots in a manner that would have been the envy of a certain firm in Derby. The unaudited realisations were:-

|     |       |     |       |     |       |     |       |     |       |     |       |
|-----|-------|-----|-------|-----|-------|-----|-------|-----|-------|-----|-------|
| A   | 0.40  | B   | 1.10  | C   | 1.40  | D   | 1.60  | E   | 7.00  | F   | 0.50  |
| G   | 14.00 | H   | 7.50  | J   | 7.50  | K   | 1.50  | L   | 0.50  | M   | 6.20  |
| N   | 1.60  | O   | 2.50  | 1   | 9.00  | 4   | 6.40  | 5   | 12.00 | 6   | 6.00  |
| 7   | 3.20  | 9   | 4.00  | 10  | 3.60  | 13  | 8.00  | 14  | 3.00  | 15  | 15.00 |
| 16  | 7.20  | 19  | 15.00 | 21  | 6.50  | 22  | 3.50  | 27  | 7.50  | 28  | 1.30  |
| 29  | 1.00  | 30  | 1.90  | 31  | 22.00 | 32  | 7.00  | 33  | 1.80  | 36  | 7.00  |
| 37  | 5.00  | 38  | 32.00 | 43  | 9.50  | 50  | 4.00  | 51  | 7.00  | 52  | 5.00  |
| 53  | 0.80  | 54  | 1.20  | 55  | 2.00  | 56  | 0.80  | 57  | 0.75  | 58  | 13.50 |
| 60  | 45.00 | 61  | 0.80  | 63  | 6.50  | 64  | 10.50 | 65  | 4.00  | 66  | 2.25  |
| 68  | 4.75  | 69  | 2.60  | 70  | 5.50  | 71  | 12.00 | 72  | 4.75  | 73  | 15.00 |
| 76  | 1.60  | 78  | 2.40  | 79  | 1.50  | 80  | 1.50  | 81  | 4.20  | 83  | 4.00  |
| 86  | 4.75  | 88  | 34.00 | 89  | 3.25  | 90  | 3.20  | 91  | 10.00 | 92  | 16.00 |
| 93  | 5.00  | 97  | 2.25  | 98  | 2.00  | 100 | 2.00  | 101 | 2.00  | 103 | 4.40  |
| 104 | 2.50  | 105 | 2.50  | 106 | 2.75  | 108 | 3.00  | 109 | 8.60  | 110 | 5.00  |
| 112 | 6.00  | 113 | 3.00  | 114 | 12.00 | 117 | 2.00  | 118 | 6.00  | 119 | 3.00  |
| 122 | 1.75  | 124 | 1.50  | 125 | 1.75  | 126 | 5.00  | 129 | 1.90  | 130 | 2.00  |
| 131 | 2.80  | 132 | 1.25  | 134 | 2.00  | 135 | 1.80  | 136 | 1.00  | 137 | 2.00  |
| 138 | 0.50  | 139 | 1.25  | 141 | 0.75  | 142 | 0.60  | 143 | 0.75  | 144 | 1.50  |
| 145 | 2.60  | 146 | 0.60  | 147 | 1.50  | 148 | 1.00  | 149 | 10.50 | 151 | 7.50  |
| 154 | 1.00  | 155 | 1.40  | 156 | 0.75  | 158 | 1.60  | 161 | 1.00  | 162 | 6.50  |
| 163 | 2.00  | 164 | 3.00  | 166 | 2.50  | 168 | 9.50  | 169 | 4.20  | 172 | 0.80  |
| 173 | 4.40  | 174 | 1.00  | 175 | 3.20  | 176 | 1.00  | 177 | 5.60  | 178 | 5.50  |
| 179 | 5.50  | 180 | 6.00  | 181 | 2.40  | 183 | 1.00  | 184 | 3.20  | 185 | 11.50 |
| 187 | 6.50  | 188 | 1.20  | 190 | 3.40  | 191 | 2.40  | 192 | 4.50  | 193 | 4.00  |
| 194 | 2.80  | 195 | 3.00  | 196 | 2.60  | 197 | 2.50  | 198 | 3.20  | 199 | 17.00 |
| 200 | 18.00 |     |       |     |       |     |       |     |       |     |       |

It should not be forgotten that an auction such of this involves an enormous amount of work - typing and posting the list as well as bringing the material along on the day. Our thanks are due to Elizabeth and Eric for their efforts.

CORRESPONDENCE

Alan Godfrey has come across an advertisement which was printed in the Warwick Advertiser on 2nd & 9th June 1821, and which appears to confirm the timing of the change of route of the mailcoach from Banbury to Birmingham in that year as described by Chris Beaver in his article "Back to Banbury Cross". The advert reads:-

WARWICK ARMS HOTEL  
COACH OFFICE, WARWICK

The Public are most respectfully informed that a  
New Royal Mail Coach  
TO LONDON

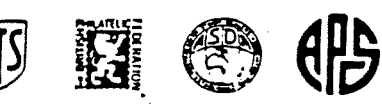
Sets out from the above office every Afternoon at six o'clock precisely through Leamington Spa, Southam, Banbury, Buckingham, Aylesbury, Tring, Two Waters and Watford to the Green Man and Still, Oxford Street, and King's Arms, Snow Hill where it arrives at Seven o'clock the following morning.

VYSE, MASH, GRIFFIN and Co. Proprietors

Who respectfully hope that as the Mail has been put upon this Road for the Accommodation of the inhabitants and visitors of Warwick, Leamington and its vicinity it will meet with their support, which the proprietors feel it their duty to solicit.

The proprietors will not be accountable for any Parcel or Passenger's Luggage if above the value of five pounds, unless entered as such and paid for accordingly.

Parcels 1½d per lb - small ditto 1s each

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                      |
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| <p>Sir Geo. Williamson, BNA.; Kenneth Perrin, Hong Kong Treaty Ports; Harold Macmillan, West Africa, BWI. and General; Dr. Mathew Carstairs, World Postal History; Stanley Cohen, Canada; Sir John Fitzherbert, West Indies Postal History; Stephenson Stobbs, Boer War Postal History; John Dodd, Morocco Agencies and Crimean War Postal History; The 'Cymru' Collection of Wales; The 'Mermaid' Collection of Ireland; The 'Zurich' Collection of Newfoundland.</p> <p>— These are but some of the more celebrated collections entrusted to us in recent years — and one of the reasons why so many of the world's leading collectors and top buyers are subscribers to our Catalogues.</p> |                                                                                      |
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RAIKES' PROGRESS?

by John Calladine

The paths of two men of distinction, Robert Raikes and Samuel Woodcock, crossed at Gloucester in the 1790s. Raikes' father founded in 1722 the Gloucester Journal, one of the leading provincial newspapers. The younger Raikes used the paper to further his philanthropic aims. He had become concerned that children in the slums of Gloucester ran about the streets, neglected and untaught. With the help of a curate, he set up a school in Sooty Alley, one of the worst areas of the city, in 1780 and so began the Sunday School movement for which he worked tirelessly all his life and which became his crowning achievement. Samuel Woodcock is now well known to us (see MM71/4-11). He was an outstanding Post Office Surveyor from 1787 to 1822 and, from 1776 to about 1800, was also postmaster of Gloucester.

During the 1790s, Raikes published two books for a Reverend Llewellyn who was minister of the Burgess Street Meeting House in Leominster, Herefordshire. They corresponded regularly for a period of five years or more and proof pages of the books passed between them. In February 1792, Raikes wrote to the Reverend Llewellyn:

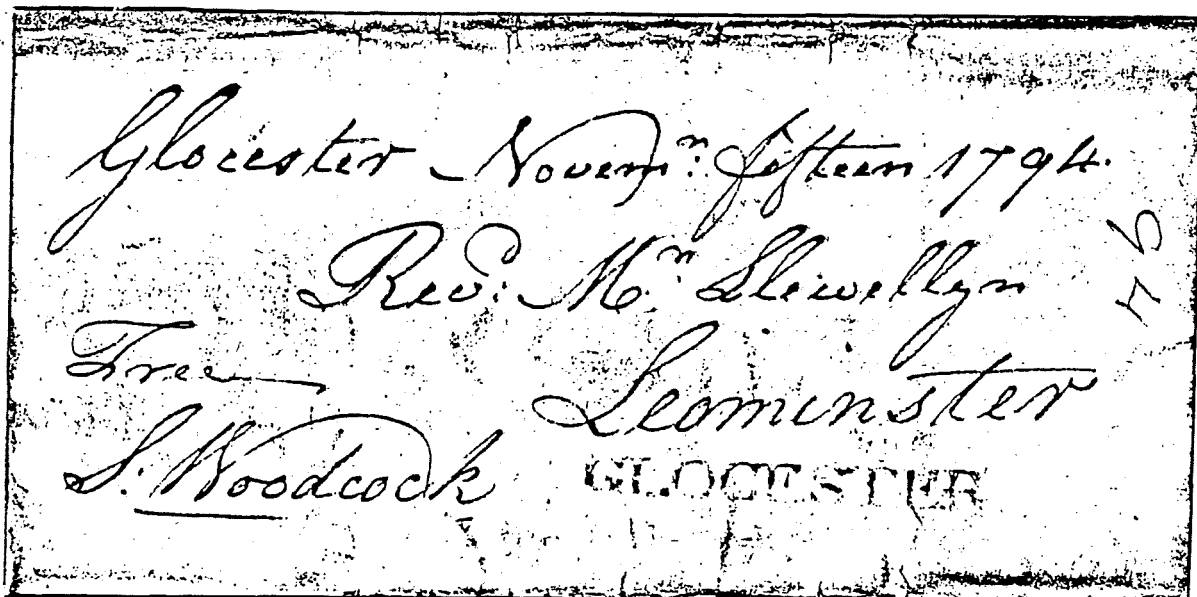
"Good Sir,

I am happy to have it in my power to preserve the intercourse between us without expense."

In May, he made his point more clearly:

"Don't put yourself to the charge of paying postage..." he wrote, "If you direct under cover to Samuel Woodcock, Postmaster, Gloucester, the letters will always come free to me. When Mr Woodcock is absent, I cannot avail myself of his name to frank my letters to you but yours to me will always come free."

And so, almost unbelievably, letter after letter from Robert Raikes to the Rev Llewellyn passed through the post free, duly franked "S. Woodcock". Later that same year, when Samuel Woodcock was away - presumably on his surveying duties - Robert Raikes found himself paying 4d, 8d or even 1/- postage on his letters to Leominster. Once or twice he found another gentleman to help him as a few letters are franked "Pitt" but generally Samuel Woodcock provided the all-important signature. A letter of 1794 is illustrated.



If Raikes, a man of piety, and Woodcock, a Surveyor of integrity, combined to defraud the Post Office of revenue over many years, what can be left to surprise us?

ALCESTER HANDSTAMPS

Alan Godfrey has kindly sent a list of postmarks of Great Alne in response to the article which appeared in the last issue. The dates shown are based on his own examples and are unlikely to be complete. Some of these postmarks were supplied by Peter Sharpe.

Alan has also included a copy of the Great Alne/ Alcester RSO rubber. Although this is a cut-out, it is the only one recorded by the Railway Philatelic Group. Since John Donaldson's book was published (1988), Alcester post office has changed to agency status and now doubles as a sweet shop. Fortunately the sorting office remains unchanged.

|                                              |       |       |           |
|----------------------------------------------|-------|-------|-----------|
| AULCES/TER (Seriffed letters)                | 24x10 | Black | 1759-1787 |
| ALCESTER/105 (Mileage Mark)                  | 38x12 | Black | 1809      |
| ALCESTER (Mileage removed?)                  | 44x4½ | Red   | 1829      |
| AULCESTER (UDC, Serif letters, twin arcs)    | 24    | Red   | 1829-1840 |
|                                              |       | Black | 1841-1846 |
| 755 (Barred numeral cancellation)            |       | Black | 1844-1858 |
| ALCESTER (Twin arc cds used as backstamp)    | 25    | Black | 1846-1849 |
|                                              |       | Blue  | 1849-1852 |
| ALCESTER (cds used as backstamp, no time)    | 19    | Blue  | 1858-1859 |
|                                              |       | Black | 1864-1868 |
| ALCESTER (cds used as backstamp, no time)    | 20    | Black | 1876-1880 |
| ALCESTER (cds used as backstamp, time code)  | 21    | Black | 1891      |
| ALCESTER (cds cancellation, clock time)      | 21    | Black | 1921      |
| ALCESTER/K.G. (Skeleton)                     | 24    | Black | 1901      |
| ALCESTER/S O (Skeleton)                      | 24    | Black | 1907      |
| ALCESTER/WARWICKSHIRE (Skeleton)             | 36    | Black | 1912      |
| ALCESTER (Double circle, long thick arcs)    | 24    | Black | 1904-1909 |
| ALCESTER (Double circle, long thick arcs)    | 24    | Black | 1909-1927 |
| ALCESTER/WARWICKSHIRE (dc, short thick arcs) | 26    | Black | 1927-1942 |
| ALCESTER/WARWICKSHIRE (dc, short thin arcs)  | 26    | Black | 1942-1971 |
| ALCESTER/WARWICKSHIRE (Counter cds)          | 23    | Black | 1952-DATE |
| ALCESTER WARWICKSHIRE 2 (Counter cds)        | 23    | Black | 1990-DATE |
| ALCESTER/WARWICKSHIRE (Rubber, large type)   | 29    | Black | 1968      |
| ALCESTER/WARWICKSHIRE (Rubber, small type)   | 30    | Black | 1989-DATE |
| REGISTERED/ALCESTER WARWICKSHIRE (Oval)      | 31x25 | Black | 1990-DATE |
| ALCESTER D O/B49 5AA (Used on s.o. mail)     | 31    | Black | 1991-DATE |
| ALCESTER P.D.O./                             |       |       |           |
| WARWICKSHIRE B49 5AA PHG 0789 762893         | 39    | Black | 1992      |
| (Used on redirected mail)                    |       |       |           |

ALCESTER MACHINE CANCELLATIONS

## KRAIG MACHINE

|                                      |       |           |
|--------------------------------------|-------|-----------|
| ALCESTER/WARWICKSHIRE (5 wavy lines) | Black | 1965-1967 |
|--------------------------------------|-------|-----------|

## UNIVERSAL MACHINE

|                                      |       |           |
|--------------------------------------|-------|-----------|
| ALCESTER/WARWICKSHIRE (7 wavy lines) | Black | 1971-1974 |
|--------------------------------------|-------|-----------|

## SLOGAN POSTMARKS

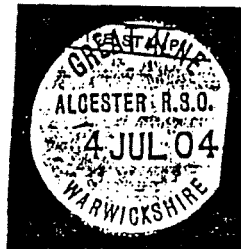
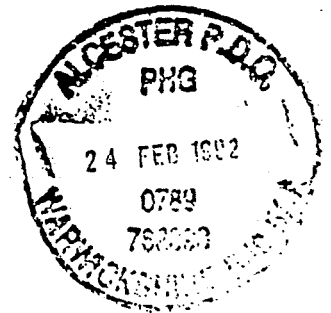
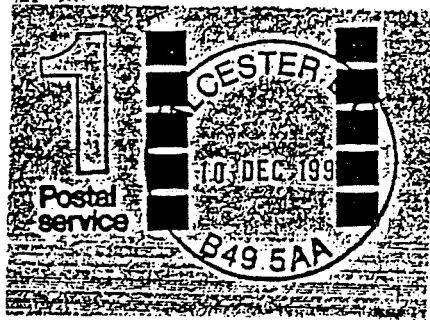
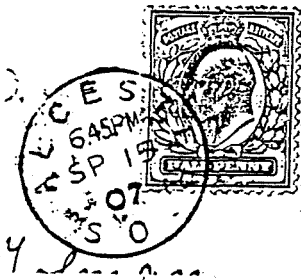
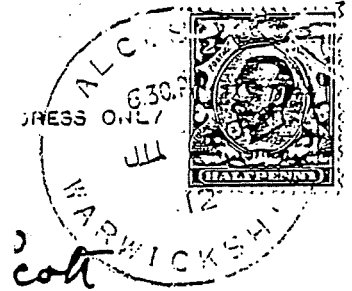
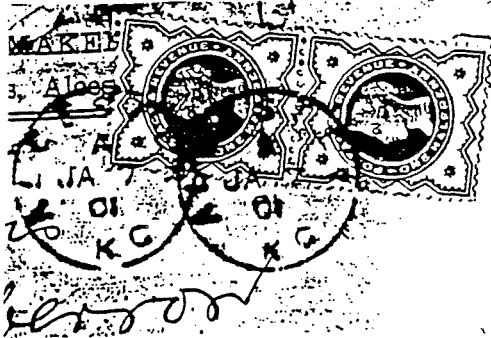
|                                   |       |           |
|-----------------------------------|-------|-----------|
| Remember to use your Postcode!    | Black | 1976-1979 |
| Be properly addressed POSTCODE IT | Black | 1980      |
| Pass on your Postcode             | Black | 1989-DATE |
|                                   | Red   | 1990      |

ALCES  
TERALCESTER  
103

ALCESTER



((755))



## G.B. POSTAL HISTORY

ALSO: Some Foreign, Ephemera, Post Boxes - etc.

Wants Lists - for specific items or for general  
interests - will receive my personal attention

**JIM HAMMOND**

5 Staverton Rd, Daventry  
Northants. NN11 4HL.  
Tel. Daventry (0327) 71842

THE SURVEYORS' JOURNALS (Part 1)

Articles by Chris Beaver in MM54,62 & 63 have described fully the development of the system of surveyors. I am not sure at what point it became customary for them to submit an account of their activities each month but the earliest surviving journals date from the middle of 1792. Some of those from 1792 & 1793 appear to be missing, or to be more accurate, I have not been able to find them. Up to 1809 the surveyors with whose doings we are concerned are Messrs Saverland (North Wales District), Western (Midland District) and Woodcock (South Wales District). Apart from a small part of Northamptonshire, those districts covered those areas in which this Society is specifically interested. However it was not unusual for the surveyors to help out one another. On one occasion in 1793, when all the surveyors were fully occupied it was necessary for Freeling to travel to Newbury to attend to the installation of a new postmaster. Mr Woodcock was based at Gloucester; Mr Western at Derby; whilst Mr Saverland lived at Claybrook, near Lutterworth, far from the centre of his district.

We begin with Mr Woodcock who on 11th August 1792 went to Cheltenham to inspect that office as well as the working of the branch to Tewkesbury. The only matter of note was that there were a number of Dead Letters which had been in the office longer than the regulations stipulated. However the postmaster said that letters were frequently addressed to the visitors there sometime before they arrived. In those circumstances Mr Woodcock felt that it was right for the postmaster to keep them longer so as to have a better chance of disposing of them. Freeling agreed. On the following day, he returned to Gloucester and was employed until the 15th in:

"getting handbills printed, cautioning Carriers etc. against the illegal collecting and delivering of letters, which I have circulated thro' my District - and will certainly use every means in my power to detect offenders. Having had occasion to observe that Post Boys and Riders with the Mails under their care are often negligent in their duty and more solicitous to procure parcels etc for their own emoluments than to attend to the bags, I inclose for the inspection of the Postmaster General a specimen of a handbill addressed to them, which I submit to their Lordships, if circulated amongst them may do some good, many of them not being aware of the punishment they are liable to for neglect of Duty."

On the 15th August he set out to inspect the Worcester office and the various branches connected with it. His report, covering the period up to 3rd September, and showing how thorough he was, was reproduced in full in MM49 so I shall only mention it very briefly here. He visited the offices at Worcester, Ledbury, Hereford, Leominster and Ludlow. The possibility was raised of opening a "regular receiving house" at Malvern, and ordered a new handstamp for Leominster.

During the first two weeks in September, he remained at home, "carrying into effect such measures as I thought most likely to promote the future good order of my District." Amongst these measures was the drawing up of way bills for those stages where none existed, which included Ludlow-Leominster, Ludlow-Bishops Castle, Gloucester to Ledbury through Newent, and Woodstock-Banbury. He asked if he could order the bills to be printed at Gloucester or some other convenient place. Freeling wrote in the margin: "certainly".

Mr Woodcock then went on to comment on the franking system:

"It is too common a thing for Members of Parliament to send to their friends in different places Covers dated agreeable to their wishes, as from the town where that friend resides, when at the same time perhaps the privileged person is 40 or 50 miles from the place it is dated from at the time he writes the superscription. This is an evasion of the Act frequently practised, and cannot easily be detected by the Deputy Postmasters. Another circumstance is the great number of Pacquets sent to or received from various Banking Houses in town (where there is a privileged partner) by the same Post. A Member it is true is restricted from franking more than the weight of 2ozs but that is of little avail while (as I apprehend) they may multiply Pacquets

not exceeding that weight to any number they please. By this means some pounds weight may be sent to or from the same house by the same Post. I know some instances in the country where all the Silk Stockings of the family are sent up to London to be washed under cover of a Member's franks."

As he often did, Freeling wrote a comment in the margin:

"It was certainly the intention of the Act that the Member sh<sup>d</sup>. be at the place the cover is dated from but the Act does not express as such & therefore if a frank is put into any Town, with the whole of the superscription written properly & dated, it signifies little where the Member is, for the postmr. wd. certainly not be justified in charging it, according to the present construction of the Act."

The remainder of September was spent in Gloucester. However the journal for that time makes interesting reading:

"Conceiving that some general head of Instruction conveyed to many of the most Ignorant Deputies in writing might be serviceable to them in the proper discharge of their duty - have written to them accordingly. Vizt - to be very carefull on the arrival of the Mail or its departure to look over the bags with attention and see that all is right in and out and nothing left behind - To take care and get the business of their Office as forward as possible that the Mails might not be detained - In making up London or other Posts to be very exact in taxing, tyeing up etc and always to search their letter box the last thing before they make up - To be regular in making out their Accounts and sending up Vouchers to the G.P.O - To keep their Bye Vouchers neat and clean so as to be always fit for Inspection - To be very accurate in their short letter account if they keep any - To exchange fresh and correct lists of deliveries with the Offices they correspond with so that all letters may be properly charged by one Office on another, and the Postage be duly and fairly accounted for to the Revenue - To be very carefull to forward all missent letters by first Post and to prepare occasionally lists of the directions of such letters lying in their Offices the owners of which cannot be found and fix them in the window or some other conspicuous place for the Publick inspection - &c - &c -

I flatter myself some good may arise to the service by enforcing such general Instructions, and hope their Lordships will not think my time has been misemployed in attending to it -

I would beg leave here to submit it to their Lordships that if Alphabetical lists of all the Post Towns & Principal places were printed on a large sheet with one Column for the tax to be inserted, and another (wider) for the name of the Post Town to which letters for such places are to be sent, to be filled up at their leisure by the Surveyors so as to suit the different Offices in their districts, it might be of great use to the Deputys in the proper charge and circulation of letters in general."

By the last part Freeling wrote that this was the same idea outlined by him in a minute (the number of which is illegible) and which was to be acted upon as soon as possible.

For virtually the whole of October, Mr Woodcock was in Wales. Whilst at Aberystwyth the postmaster there informed him that he had distributed the printed caution to carriers. However he had reason to think that one carrier was still taking letters to Shrewsbury and intermediate towns. Mr W. told him to have the person watched carefully, and if detected to lodge a complaint against him and inform Mr W.

At the beginning of November he investigated complaints about the circulation and delivery on the road between Bristol, Bath, Tetbury and Cirencester. Although all was in order at the first two places, he was told at Tetbury that the bye bag for the sub-office at Dunkirk had once been left behind. The guards complained that the small bags for the sub-offices were worn and not labelled. When Mr Woodcock found this was so he ordered new bags from Bristol. Whilst at Tetbury he ordered the bye and way letters passing between Dursley, Tetbury and Malmesbury, which were not

accounted for, to be sent by way of Wotton-under-Edge and included in the Short Letter Account of that office.

He was at home engaged in routine work from 3rd to 12th November when he went to Ross to investigate a complaint made against the postmaster. While there he ordered that the bye bag for Monmouth should be sent on a Tuesday instead of Wednesday.

After he had returned to Gloucester on 15th, he sent another query to Freeling:

"..it frequently happens that letters directed to persons at a particular place (chiefly watering places) reach the place of destination after the party are gone, who on their departure usually leave directions with the Postmaster where to forward them. In such cases I wish to be satisfied whether those letters in addition to the first tax are liable to a second charge to be put on at the office they may be forwarded from - or whether they are to be sent with the original tax only. In some offices particularly Bath, it is customary to make the surcharge. If this is right it should be made a general rule - as it may bring some increase of revenue - but having doubts in my own mind as to the legality of it (except in the London Office) and not observing any clause in the Act which particularly applies to it - I hope I shall not be thought troublesome if I request the opinion of those better informed."

He remained in Gloucester for the rest of the month dealing with routine matters. As he was the postmaster of Gloucester, it is almost certain that when "at home" he spent time in the office there. In this particular journal he mentions opening and examining the bye bags for mistakes in taxing and circulation. There was still time to make another suggestion to their Lordships. It was that a timepiece should be provided on those branches where the riding work was required to be done with "particular regularity and exertion" such as Oxford to Gloucester and Birmingham to Worcester, for the clocks varied so much at different places it was impossible to know whether time was kept or not.

At the beginning of December he took the opportunity to arrange the materials for "the intended Surveyor's book as far as relates to my district." (Is this the one described in MM71/4-11?) And another query was made of London:

"..When a line of voucher was opened between Oxford and Gloucester, thro' Witney, Burford, Northleach and Cheltenham - and the Tewkesbury London bag was sent from Cheltenham, it was not thought expedient that Tewkesbury should open a voucher with the same towns. But letters between Oxford etc have continued to be forwarded thro' Gloster, tho' the letters between Cheltenham and Tewkesbury only are sent direct and included in a short letter Voucher."

That seems to be an example of letters between two post towns being treated as Short Letters! However he went on to point out that if Tewkesbury opened a voucher with Cheltenham and the towns to Oxford the postage in some instances would be reduced, for example the 4d tax for Worcester to Cheltenham via Gloucester would become 3d if the letters were turned at Tewkesbury. Freeling commented that it was necessary that letters from Oxford and places between there and Cheltenham for Tewkesbury should be sent by the same route as the London letters.

His final report for the year included yet another query. It appears that he had been told that redirected letters were to carry a second charge. He wanted to know how the postmasters were treat such letters in their accounts. A marginal note in Freeling's hand reads:

"The forms now preparing for Dead, Missent, Retd. letters will explain all this."

The earliest Journal of Mr Western that I have been able to find is that for July 1792. In the first part of the month, he was at Rochdale and Manchester from where he issued instructions to a number of offices about incorrect charges. The only two items which concern us: that Ashbourne was to tax the Irish letters to Chester only (I do not know the reason for this.); and the Inland Office was to send the newspapers for Tideswell to Buxton and never to Derby.

He went on:

"Complaints having been made of the bad manner in which the town of Ashby de la Zouch is served with letters went there, also to Loughboro', Atherstone and Hinckley to inquire into it and reported thereon to his Majesty's Postmaster General."

I have looked at virtually every sheet of paper in Post 40 of that period but have not been able to find that report!

After his return to Derby, he left for Newark where he made out a table of the rates of postage to and from that office. This was two months before Mr Woodcock was putting forward the idea. From Newark he went to Lincolnshire to investigate the advantages of introducing a mailcoach to Lincoln or Barton. Then he went to London for consultations about the introduction of the York and Liverpool mailcoach. He also reported on an application from Buxton to have an express post from Leek to carry the London bag.

His travels during August need not concern us as from London he went to York, Leeds and Manchester before returning to Derby near the end of the month. Within a few days he again set out for Lancashire by way of Buxton and Macclesfield where he learned that letters arriving at Liverpool by the mailcoach from York were not delivered that evening. So he went to Liverpool where he found that the postmaster was averse to sending out a handbill, telling people to call at the office, as the number of people doing so might impede the dispatch of the London bags. He wrote to Mr Saverland, in whose district Liverpool was, who then gave positive directions for the issue of the handbills.

Somehow on his way to Westmorland and Cumberland he managed to read the Leicester Journal for he recorded that he had written to Mr Hasker that he had seen in the Leicester paper a mailcoach advertised to start from Leicester to Melton Mowbray on the 11th October. He wanted to know if this was true for if it were, it would be necessary to alter the route of some of the Melton letters so that they "might go as equally quick and be guarded all the way." He also reported on "the propriety of arming the riders with pistols".

His business in Cumbria is probably of little interest to use but on his way back he went to Manchester to give directions for "the arrangement and also for the accounts necessary to be kept for ascertaining the propriety of establishing a penny post there." It is also of note that he again went to Liverpool to check on the delivery of letters from Scotland. We shall come across a number of instances where a surveyor acted in another's district. His final call before returning to Derby on 17th October was at Leeds where he also made arrangements for accounts to be kept as part of an investigation of the possibility of opening a penny post there.

After several weeks on the road, there was little rest for, as well as distributing the caution to postboys in his district, he was soon reporting to the P.M.G. on: the rides performed between 6 p.m. and 6 a.m.; the employment of innkeepers as postmasters; the practice of coasting vessels carrying letters; applications from several postmasters for an increase in salary.

From 4th to 7th November he was at Leicester and Melton regulating the letters to and from those places. He reported to Hasker that the coach from Leicester to Melton often took more than three hours, and was generally an hour later than the ride had been. He ordered a number of changes in circulation. Letters from the

Birmingham, Chester and Liverpool line of road for Leicester and Melton were to be sent via Northampton. Litchfield was told to send letters that might come by the Liverpool coach for Northampton, Harboro, Leicester and Melton to Coventry to be sent through Daventry so they might gain a day. He corrected a number of charges to Leicester: from Lutterworth 4d not 3d; from Hull, Chester and Liverpool 6d not 5d; from Newcastle under Line 5d not 4d; from Walsall 4d not 5d. Then he made out a "table of the rates of postage to & from Leicester & all parts of England." (Any member who should come across this totally valueless and uninteresting document should send it to the Editor forthwith. He may be able to find room for it.) Finally he wrote to Nottingham that the rider was on no account ever to miss out Bingham on the journey to and from Newark. In his journal for the last fortnight of November, Mr Western records that he had repeated this warning.

Early in December he went to Loughborough and to "the different places where letters are left on the road by the mailcoaches" (presumably Kegworth and Cavendish Bridge) and reported that it did not appear advisable to have bags made up at Loughborough as Hasker had suggested. His next call was at Nottingham and Bingham to inquire into a complaint made against the postmaster at the latter place. After three days at home he set off for Oakham, Northampton, Wellingborough and Kettering to regulate the ride between Wellingborough and Oakham. However he goes on to say that the ride was to be relinquished by the deputy of Kettering and Mr Thoamas of Wellingborough was to perform a ride from that place to Rockingham and back every day. The last two words may be significant for up to the end of 1792 Oakham had only a three-day post. Whilst engaged on this business he wrote to correct some charges: Birmingham and Lichfield to Wellingborough 4d not 5d; Harborough to Stafford 5d not 4d; Leicester to Alcester 5d not 4d.

From Northamptonshire he went on to London where he remained until the end of the month. He reported on the Dunstable office (surely not his district). He wrote to all the deputies in his district that when they received letters for people who had gone to another town, they were, on forwarding such letters, to tax the full postage from their office to the place to which they were redirected, in addition to the first charge, through which they were to draw their pen and add it to the fresh tax so giving a total charge which they were to initial. It is possible that he had received such directions as a result of Mr Woodcock's enquiry in November. However there is a comment in the margin, probably made by Freeling, "Quere? why not charge first postage - (illegible)". For the last part of the year he was at the Inland Office where he opened all the bags from the offices in his district and wrote to various deputies about their errors. He also reported on the feasibility of opening penny posts at Manchester and Leeds.

Mr Saverland began his journal for the last part of July 1792:

"Not having been in London the last Winter, as is customary, to open the Bags from the Country to cheque the Deputies, & more effectively to observe the attention they pay to my Instructions, I came to London for that purpose on Friday the 20th July.." He was engaged in this until 2nd August. The next three pages of the journal contain a list of all the errors he found. It is surprising to find amongst the list of offices mentioned Dunstable, Towcester and Stoney Stratford. Of the last he wrote:

"This Deputy Mrs Forfeit keeps an Inn, complains of being underpaid, which she certainly is, & not caring whether she has the Office or not except as a kind of recommendation to the House, employs the Waiter to do the business."

I cannot find a journal for the first part of August but on the 15th he set out on a long journey through Warrington; Manchester which he left at 3 a.m. for Carlisle where he arrived late that night; Dumfries from where he went to Stranraer and whilst on the road spoke to the innkeepers about the working of a diligence; then on to Port Patrick from where he sailed by packet to Donaghadee where he arrived at 2 a.m. on

the 22nd. He spent that day examining packet accounts before starting to retrace his steps at 2 a.m. on the 23rd!!

Again I cannot find a record of Mr Saverland's activities until the 28th September when he set out for Liverpool, to enquire into delays at Woodside Ferry. On his arrival at Lichfield he found the Liverpool coach full, so not wanting to waste a day there he continued on to Chester from where he went on to Liverpool the next day. After he had inspected the post office there, he went to find out why the mail of the previous day which had arrived at Woodside at 6 a.m. had not been delivered at Liverpool until after 8 a.m. The ferry-man said that the delay was due to there having been no wind and the boat had drifted a considerable way down the river. The tenant of the inn at the ferry, who was responsible for the mails, had promised to provide a rowing boat but had failed to do so. The upshot was that responsibility for the mail was given to another person, and a Deal built, four-oared cutter was provided to take the mail across in "calms & light winds".

From Liverpool, Mr Saverland went by way of Knutsford to Birmingham, which he reached on 12th October, where he reported on the "case of the Deputy of that place, & his Letter & Statement to Mr Freeling. Three days later he left for Coventry and then home.

It appears that the remaining journals for 1792 have not survived, apart from that covering the last fortnight of December when he was in the Liverpool area.

(To be continued)

# **GREAT BRITAIN 1580-1901**

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PLACES IN WHICH A PENNY POST IS ESTABLISHED  
BEYOND THE POST TOWN TO WHICH THE LETTERS ARE ADDRESSED

by Rev Christopher Beaver

A Return to the House of Commons ordered on 10th February 1837 and intended to include all Provincial Penny Posts in Great Britain and Ireland was completed on 27th February (Post 71/23/No. 9). The Return is arranged in just three sections - England and Wales, Scotland, Ireland. In each the places where there were then Penny Posts are ordered according to their initial letters, generally in the alphabetical order of their post towns; 5th Clause offices and local posts of London and Edinburgh are not included, but Dublin's are. If an office was served from more than one post town it appears again - Brierly-hill four times for example.

The very first entry "Aberdare and Merthyr Tydvil", with "Abergavenny" in the second column headed "Post Towns under which the Penny Post is established", illustrates an important feature of this list. Though not explained, such an entry usually appears to mean that the penny rate applied between Aberdare and Merthyr Tydvil, sub post town and receiving house, and not between the post town and the receiving house. Sub-offices within towns, in accordance with the wording used as the title of this article, are not listed, but occasionally "Town delivery" is printed in the second column with the name of the town in the first. Some of the ten, all in England, might not be expected: Birmingham, Brighton, Bristol, Cheltenham, Leeds, Liverpool, Manchester, Plymouth, Shifnal and Worcester.

The Midlands' extracts which follow have been sorted into county and post town order, for ease of study as well as abbreviation, and some spelling corrected. Comparison is encouraged both with Oxley's "The English Provincial Local Posts" (1975), which attempted to give years of establishment and cessation of each office, and with the Return listing all kinds of office with their mileages to London late in 1837, from which a Midlands' list was given in MM72/8-11. There may have been some unintended omissions on the present list, and there may be instances where an intended office was not yet or never was established or where mention of a place in a report has been wrongly interpreted as implying the existence of an office. In the nine months or so between the preparation of the two Returns many new offices opened and new post towns were created.

The evidence contained in this Return confirms many of the findings and suppositions included in the draft accounts prepared for this Society's book on the Local Posts and even adds a few unsuspected details. Previous writers on the subject do not appear to have discovered its existence.

Bakewell: Castleton. Derby: Belper, Duffield. Matlock Bath: Matlock Town.  
Wirksworth: Matlock. Sheffield: Dronfield.

Cheltenham: Town delivery, Cakebridge, Charlton Kings, Winchcombe.  
Cirencester: Cross Hands, Daglingworth, Edgeworth, Painswick with Misserdine & Edgeworth. Coleford: Mitcheldean, Newland. Dursley: Berkeley, North Nibley.  
Gloucester: Mitcheldean & the Lea, Newent, Redmarley, Westbury.  
Minchinhampton: Nailsworth. Moreton-in-Marsh: Blockley. Newnham: Blakeney, Westbury. Tewkesbury: Upton-on-Severn. Wootton-under-Edge: North Nibley.  
Bath: Cross Hands. Chippenham: Cross Hands, Marshfield. Chepstow: St. Briavel's.  
Highworth: Cold Harbour. Monmouth: Abbey, Newland.

Hereford: Letton, Weobley. Ledbury: Malvern Wells. Leominster: Bodenham.  
Ross: Harewood End, Whitchurch.

Ashby-de-la-Zouch: Appleby, Measham, Overseal, Sheepy, Twycross. Hinckley: Bedworth, Market Bosworth, Nuneaton.  
Melton Mowbray: Eastwell, Goadby, Harby, Saltby, Stonesby, Waltham.

Daventry: Braunstone, Buckby. Peterborough: Crowland, Thorney, Whittlesea.  
Thrapstone: Briggstock, Lowick, Sudborough.

Newark: Newton. Bawtry: Tickhill.

Oswestry: Llanfyllin, Llanymech, Llansaintffraid, Llanhairdr, Llanyblodwell, Meiford.  
Shiffnal: Town delivery, Broseley, Ironbridge, Wenlock. Shrewsbury: Ironbridge & Broseley, Ironbridge & Wenlock. Whitchurch: Handley, Malpas.

Bilston: Willenhall. Lichfield: Alrewas, Barton. Newcastle: Audley, Betley, Madeley.  
Stafford: Penkridge. Walsall: Cannock & Bloxwich, Penkridge, Willenhall.  
Wolverhampton: Brewood, Brierly-hill, Penkridge, Willenhall.

Atherstone: Appleby, Measham, Nuneaton, Sheepy, Twycross.

Birmingham: Town delivery, Brierly-hill, Castle Bromwich, Edgbaston, Erdington, Handsworth, Knowle, Oldbury, Shirley Street, Smethwick, Solihull, Sutton Coldfield, Tipton, West Bromwich, Wednesbury.

Coventry: Allesley, Bedworth, Brinklow, Foleshill, Kenilworth, Meriden, Nuneaton, Stonebridge. Kineton: Wellesbourne. Stratford: Bidford, Feckenham, Wellesbourne.  
Warwick: Kenilworth, Knowle, Solihull. Chipping Norton: Long Compton.

Bromsgrove: Feckenham. Dudley: Brierly-hill. Malvern: Malvern Wells.

Stourport: Ombersley.

Worcester: Town delivery, Broadwas, Kempsey, Ombersley, Powick, St. John's.

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BIRMINGHAM POST OFFICE

The following is a copy of Appendix 67 of the Second Report from the Select Committee on Postage, 1838.

## (1.)—BIRMINGHAM POST-OFFICE.

The following Statement shows the time of Arrival and Departure of the various Mails.

| ARRIVAL.                |         |                                                                  | DEPARTURE.                                   |         |
|-------------------------|---------|------------------------------------------------------------------|----------------------------------------------|---------|
| H.                      | M.      |                                                                  | H.                                           | M.      |
| 4                       | 25 A.M. | Bristol - - - - -                                                | 9                                            | 20 P.M. |
| 5                       | 48 A.M. | London - - - - -                                                 | 8                                            | 50 P.M. |
| 7                       | 0 A.M.  | Sutton, Messenger - - - - -                                      | 7                                            | 15 A.M. |
| 7                       | 50 A.M. | Banbury - - - - -                                                | 6                                            | 50 P.M. |
| 10                      | 23 A.M. | Chipping Norton, Mail Cart - - - - -                             | 3                                            | 0 P.M.  |
| 11                      | 30 A.M. | First G. J. Railway - - - - -                                    | 5                                            | 45 A.M. |
| Noon                    | -       | Bilston, Messenger - - - - -                                     | 2                                            | 30 P.M. |
| 4                       | 30 P.M. | Second G. J. Railway - - - - -                                   | 11                                           | 15 A.M. |
| 4                       | 30 P.M. | Sheffield - - - - -                                              | 5                                            | 30 A.M. |
| 5                       | 2 P.M.  | Yarmouth - - - - -                                               | 7                                            | 45 A.M. |
| 5                       | 50 P.M. | Leamington - - - - -                                             | 7                                            | 0 A.M.  |
| 5                       | 15 P.M. | Oldbury, Mail Cart - - - - -                                     | 7                                            | 15 A.M. |
| 6                       | 0 P.M.  | Halesowen, Messenger - - - - -                                   | 7                                            | 15 A.M. |
|                         |         | Castle Bromwich, Messenger - - - - -                             |                                              |         |
|                         |         | Great Barr, Messenger - - - - -                                  |                                              |         |
| 6                       | 20 P.M. | Tamworth - - - - -                                               | 7                                            | 0 A.M.  |
| 6                       | 45 P.M. | London, <i>via</i> Birmingham and Chester, to Holyhead - - - - - | 7                                            | 38 A.M. |
| (With Foreign letters.) |         |                                                                  | (With letters, passing through London only.) |         |
| 7                       | 55 P.M. | Worcester - - - - -                                              | 7                                            | 0 A.M.  |
| 8                       | 30 P.M. | Stourport - - - - -                                              | 6                                            | 30 A.M. |
| 8                       | 31 P.M. | Holyhead - - - - -                                               | 6                                            | 23 A.M. |
| 8                       | 40 P.M. | Third G. J. Railway - - - - -                                    | 2                                            | 15 P.M. |
| 11                      | 45 P.M. | Fourth G. J. Railway - - - - -                                   | 6                                            | 45 P.M. |

A second bag for London is despatched by the midnight mail, and arrives there in time for an afternoon delivery.

On Tuesdays and Fridays a Foreign bag is forwarded to London, by a mail which leaves Birmingham at half-past 12 at noon.

The letter-box is closed at 8 p.m. for the despatch of the London and Bristol mails, and half an hour before the departure of any of the other mails.

The delivery at the office window commences at about half-past seven a.m., with the letters brought by the Bristol and London mails. Letters brought by the other mails are ready for delivery in 30 minutes after their arrival, until eight p.m., at which period the delivery window is closed. At half-past nine p.m. it opens again for the delivery of letters arriving by the Stourport, third railway, and Holyhead mails, and it continues open until ten p.m.

There are two general deliveries by letter-carriers within the town: the first commencing at half-past seven a.m., and the second at about a quarter after five p.m., except on Sundays, when there is no afternoon delivery.

When any delay occurs in the arrival of the mails a corresponding delay will necessarily occur in the delivery.

THE DEFEAT OF THE EXTRA POST PLANS

by Rev Christopher Beaver

It was an ambitious and far-reaching Plan which Henry Burgess, economist and banker of Miles Lane in the City of London, proposed early in 1819. From the beginning Francis Freeling was opposed to it, as to many another innovation. Burgess was convinced his Plan would meet evident needs of the business community and found powerful allies in government. Above all he was determined and persistent. Not until more than three years later was Freeling confident that he had won the battle. Had the result been different this episode would have featured prominently in the histories of the Post Office. Instead neither Burgess nor Extra Post is so much as mentioned in the standard works.

Two relevant newspaper quotations have been published in Midland Mail. The first in 58/16 from the Leeds Mercury gives an impression of part of what was intended in 1819. The other in 66/4-5 from the Observer reports Burgess' advertisement in 1821 of the "London and Manchester Light Express" as an example of what was possible, though it was to carry two passengers instead of mail. From these it is evident that the purpose was to make available a regular post between certain great commercial centres of the country at a maximum practicable speed, timed to suit the interests of businessmen. It would be a first class service at a price they would be prepared to pay. What these newspaper extracts do not reveal is the scale of Henry Burgess' Plan, the pros and cons of the ensuing debate, or the result of the trial. Here follows a summary of such evidence as has been found.

By far the most useful source is the Parliamentary Papers assembled in preparation for a vote on the Extra Post Bill and printed on 31st May 1821; of twenty-eight items listed thirteen are quoted in full. The Journal of the House of Commons gives the course of events between May and July that year when the Bill was before the House. Post 42 (most of the Post 40 material is "wanting") gives the negative reactions of Freeling and the Mailcoach Office at almost every stage together with hints of the difficulties the Postmasters General experienced; it is not easy to judge how much they were involved.

Before outlining Burgess' original Plan it is helpful to sample the evidence the House of Lords extracted from Freeling in 1820 in an effort to discover how the Post Office had dealt with difficulties businessmen experienced. In 1812 the merchants of Halifax appealed for an earlier arrival of their mail from London (delayed for a cross-country connection) because their rivals of such towns as Leeds, Wakefield, Rochdale and Manchester, already in possession of the London prices of two days previously, were able to ride over to trade in Halifax and other markets hours before they themselves could know those prices. As a result Freeling forbade the postmaster of Leeds from handing out letters before 7 a.m. in summer and 8 a.m. in winter (a rule he had not been observing). The merchants there now found they were in even worse difficulties because they could not have the prices before setting out for such places as Halifax in time for the market. There was no easy answer to that kind of problem. Later, in 1817, the rule was relaxed for the merchants of Leeds, whom Freeling allowed to have their letters at 6 a.m., and by that date the mail was reaching Halifax usually between 6 and 7 a.m. Equally important for businessmen was whether or not you could reply to a letter on the day you received it. Many of the large industrial towns of Yorkshire and Lancashire were at a particular disadvantage at this period because of the timing of their mails. A more expeditious conveyance than a mail coach would be a boon, especially if it were timed to leave London as soon as the Stock Exchange etc. closed. Post Office arrangements were apparently inflexible and Freeling's "principles" appeared unreasonable and unfair in practice, so that he was earning himself the reputation of an autocrat.

Henry Burgess submitted his Plan in manuscript form and "in a private manner" to several distinguished Members of Parliament. It seems all the reactions were

positive. Robert Peel's response approving the idea is dated 5th February 1819. In printed form this Plan occupies twenty-five pages and is dated the 27th of that month. Light machines with two horses would leave the G.P.O. every evening at six with nothing but the extra mail and a guard on for each of the principal towns of Great Britain, travelling at the rate, including stoppages, of 11 m.p.h. The returns would reach the G.P.O. at 10 a.m. The charge would not exceed double the existing postage rates. It would be at the option of the writer "to send his letter by the present mail establishment or by that of the Extra Post." The web of routes under six headings can be seen on the map, three of them from London, three cross-country: 1) The Northern and its branches reaches Glasgow and Edinburgh as well as Liverpool and Hull; 2) The Dublin is through Birmingham and Holyhead; 3) The Western is through Bristol, Exeter and Plymouth to Falmouth; 4) The North-Western is from Falmouth to Manchester and Liverpool; 5) the Eastern is from Liverpool to Hull; 6) the Irish is from Manchester and Liverpool to Holyhead.

When on the same road these would be in the same carriage. Extra Post letters would require an extra delivery in London but not at most towns, and if so an extra penny would be charged to cover the cost. An Extra Post machine would have two wheels and weigh no more than 9 cwt. The expected revenue (for the number of additional letters expected as well as the timings are calculated in detail) is £300,000. The map shows three concentric arcs, at 110 miles, 160 miles and 230 miles from London, to illustrate the advantages of the Extra Post. The first shows the distance beyond which no reply can be sent to London on the day a letter is received by direct mail-coach. Between the second and third arcs a reply to a London letter sent on a Monday cannot be received until Friday by mailcoach but will be received on Wednesday by the Extra Post, "losing only one day in the transit instead of three."

The Secretary to the Treasury, Mr S.R. Lushington, M.P., having received "strong recommendations" from several towns to implement the Plan wrote to the P.M.Gs on 27th July 1819. The reply of 18th August suggests that Mr Burgess should contract to make an experiment, but pours cold water on every aspect of the plan and sums up Freeling's objections in five cautionary sentences: 1) There are doubts as to its practicability for any length of time; 2) As a Post Office measure it is not expedient and the produce may not cover the expenditure; 3) It is an abandonment of the established principle of the P.O. of a fair degree of accommodation open and common to all, and even if carried to its full extent it must be partial in its operation; 4) Instead of the alleged advantage to commerce and manufacture the acceleration of part of the correspondence only may be the cause of general confusion and evil to business, in which feeling we understand some of the principal merchants etc. in London participate; 5) It will be insecure and may injure the General Post establishment and consequently the Revenue of the country.

The next summer Burgess responded with a memorial, referred to as his second pamphlet, printed on 2nd May 1820. This included a list of twelve propositions for the regulation of the Extra Post, now reduced to the parts linking London with the whole of the manufacturing and commercial parts of Yorkshire and Lancashire. A table of postage rates proposes, for a single letter:-

|                                   |      |                                   |      |
|-----------------------------------|------|-----------------------------------|------|
| not exceeding 100 miles           | 12d. | above 230 not exceeding 300 miles | 18d. |
| above 100 not exceeding 160 miles | 14d. | 300                               | 20d. |
| 160                               | 230  | 420 miles                         | 21d. |

Double and treble etc. letters as in the old Postage Acts.

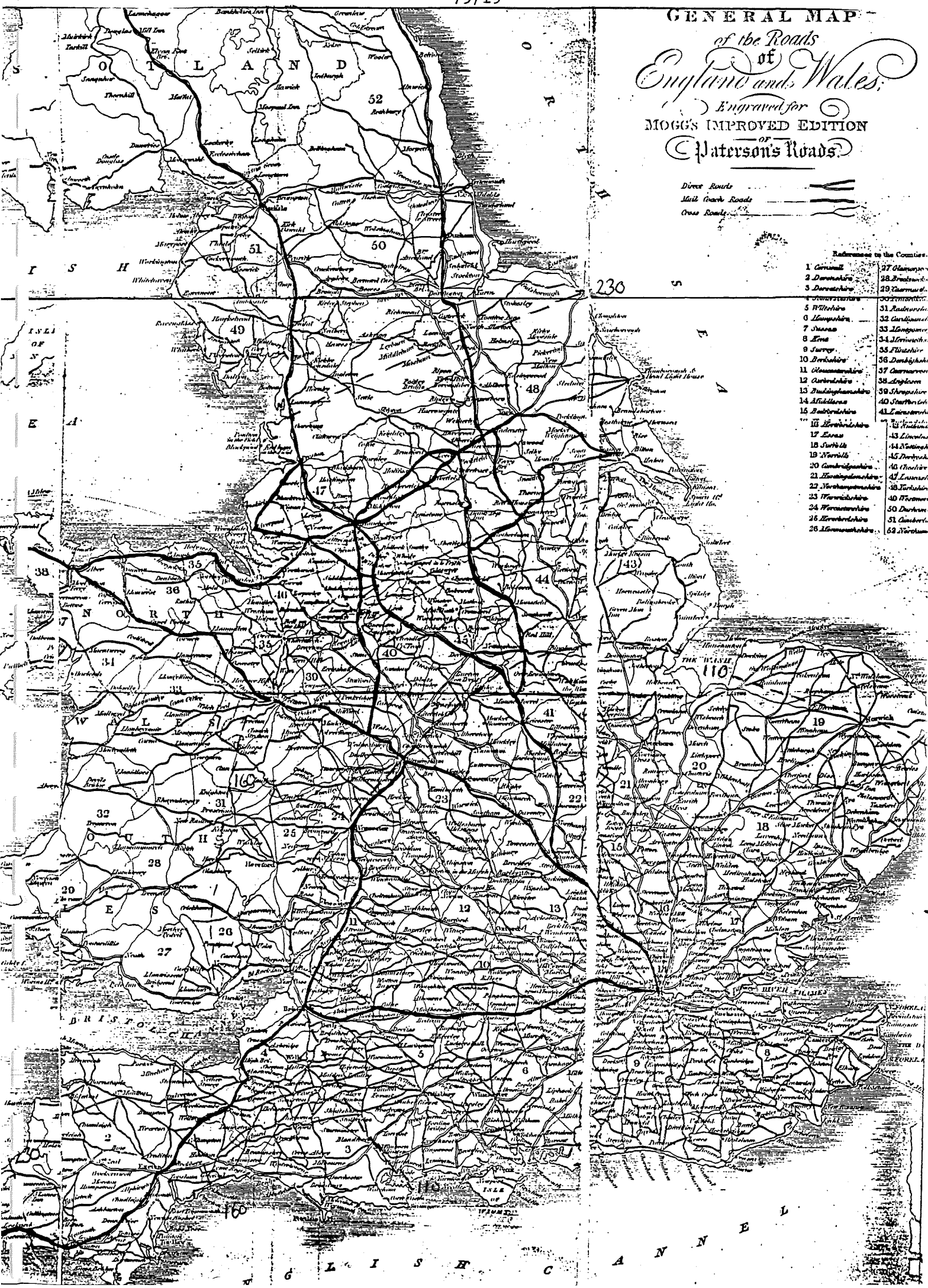
Plainly Burgess was intending a new Act would allow for the expansion of his farm to the whole of Great Britain. In mid-June he arranged a meeting with Freeling at the G.P.O. and was received with "courtesy"! He suggested an initial two week experiment to Liverpool and Manchester only, but with a view to contracting to farm the Extra Post generally for seven years. Freeling stressed that it was the "Principle" of no special favours that made it impossible for the P.M.Gs to support such a plan, yet "if the Government should think it fit to order the experiment, it was our duty to afford every right assistance and cooperation."

GENERAL MAP  
of the Roads  
of  
England and Wales;  
Engraved for  
MOGGS IMPROVED EDITION  
OF  
Paterson's Roads

Direct Roads  
Mail Coach Roads  
Cross Roads

References to the Counties.

|                     |                     |
|---------------------|---------------------|
| 1 Cornwall          | 27 Gloucestershire  |
| 2 Devonshire        | 28 Hampshire        |
| 3 Dorsetshire       | 29 Herefordshire    |
| 4 Somersetshire     | 30 Wiltshire        |
| 5 Wiltshire         | 31 Radnorshire      |
| 6 Monmouthshire     | 32 Cardiganshire    |
| 7 Sussex            | 33 Montgomeryshire  |
| 8 Kent              | 34 Shropshire       |
| 9 Surrey            | 35 Staffordshire    |
| 10 Berkshire        | 36 Derbyshire       |
| 11 Gloucestershire  | 37 Cheshire         |
| 12 Oxfordshire      | 38 Lancashire       |
| 13 Buckinghamshire  | 39 Shropshire       |
| 14 Bedfordshire     | 40 Staffordshire    |
| 15 Rutlandshire     | 41 Leicestershire   |
| 16 Northamptonshire | 42 Lincolnshire     |
| 17 Essex            | 43 Northamptonshire |
| 18 Norfolk          | 44 Huntingdonshire  |
| 19 Norfolk          | 45 Northamptonshire |
| 20 Cambridgeshire   | 46 Northamptonshire |
| 21 Huntingdonshire  | 47 Northamptonshire |
| 22 Northamptonshire | 48 Northamptonshire |
| 23 Northamptonshire | 49 Northamptonshire |
| 24 Northamptonshire | 50 Northamptonshire |
| 25 Northamptonshire | 51 Northamptonshire |
| 26 Northamptonshire | 52 Northamptonshire |



A few days later Freeling was determined not to attend a meeting of the proponents of the plan at 11 Downing Street. It was postponed for a day or two and the venue altered to Fife House on 24th June in order that Lord Liverpool, the Prime Minister, could attend, and on this occasion he urged Lords Chichester and Salisbury, the P.M.Gs, to attend. Whether they did or not, and whatever they may have said, that meeting must have decided that a Bill be prepared, for shortly after the Secretary to the Treasury wrote to Freeling asking if a clause concerning freedom from tolls needed to be included, and a little later the House of Lords gave an order for particular items of correspondence between the G.P.O. and the Chancellor of the Exchequer, and between the G.P.O. and the merchants of Leeds, selected parts of which were duly sent to the Prime Minister's Secretary.

In the meanwhile Freeling and Charles Johnson, the Superintendent of Mailcoaches prepared the P.M.Gs "observations" dated 1st July to Burgess' "second pamphlet". This response is forthright in its criticism, in particular of the unfairness the Extra Post would cause. For example a result even of the trial would be that the advices of the London markets would reach Liverpool a day earlier than Chester, and Liverpool merchants would certainly use of this advantage by going the sixteen miles to Chester and make "bargains". The whole matter should be considered fully by a Committee of Parliament before so much as a trial Extra Post is allowed. Another fresh thought is that if postage was not to be prepaid the recipient should have the option of refusing to accept a letter sent by the Extra Post.

It would appear that by this time it was too late in the Parliamentary Session for any further progress to be made that year. What went on behind closed doors we are left to guess, as were Freeling and the P.M.Gs.

There is among the Parliamentary Papers a three page statement by Charles Johnson dated 15th March 1821 which dwells at length on Freeling's "principle" which the Extra Post would overturn: "It should never be the object of the Post Office to convey intelligence to one part of the Kingdom in undue proportion of time to others." The prospect of attempting to convey mail at 11 mph is dismissed in terms calculated to alarm the public: "I should rather distrust the man than the horses - I should fear their carelessness and their drunkenness. With or without a guard, the Extra Post cannot be safe." This is not to say that the Mailcoach Department could not provide a second daily post for the provinces nor that in future the speed of the mailcoaches would not be increased: "If double Mail Coaches or extra speed is required, no doubt these things can be had for money, whenever the commands of Government are laid up on us, and for much less money than the Extra Post." However what one must suppose to be the prime concern of Freeling as well as the Mailcoach Office is not omitted or disguised: "The conveyance of mails at greater speeds than coaches can accomplish would throw them into such confusion as might endanger perhaps the existence of a system which Mr. Burgess is himself amongst the foremost to applaud." Further, "In the depressed state of Mail Coach profits arising from the great competition of other carriages.... an invasion of their usual business could not be sustained."

(To be continued)

#### THE NEXT MIDLAND MAIL

It is hoped that this will appear by mid-August. In addition to the programme for next season it will contain the continuation of the two articles from this issue. As for the rest all articles however short or long will be gratefully received by: John Soer 51d, Barkham Road, Wokingham, Berkshire RG11 2RG.

PLEASE NOTE that the first meeting of next season will be on 26th September at Cranham in Gloucestershire. It will be a joint meeting with the Somerset and Dorset Society. An excellent lunch will be available. Full details in the next issue.