MIDLAND MAIL

THE JOURNAL OF THE MIDLAND (GB) POSTAL HISTORY SOCIETY
www.midlandphs.org.uk

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1849 Registered cover from the THREE COUNTIES SHOW – see page 6 for accounts of displays at WORPEX

CONTENTS

Page

2 – From our New Chairman, Comments, etc
6 – May meeting at Worpex
13 – An Update on Bingham
18 – Cross Post to Derby & Local Post to Duffield
21 – P for Privilege from Evesham

Page

3 – April Meeting, Minutes of the AGM and Auction
9 – The Great Cross Post
15 – T.P.O.s at Peterborough
19 – Who Needs E-mail?
22 – Who mailed this mutilated cover to Quebec in 1863?

FROM OUR NEW CHAIRMAN

I am grateful to the Editor for making some space in Midland Mail so that I can thank everyone for electing me as your Chairman for the next three years; and also to say a few words about myself. First though, I must say 'Thank You' to Chris Jackson for his efforts as Chairman over 12 of the last 18 years; a truly monumental service. As a County Editor he will still be at Committee meetings to give me plenty of support and experience.

I was struck by the impressive list of our previous Chairmen and I am aiming to be as good as all of those eminent people. If I manage that I shall be happy; in turn I know I am fully supported by an excellent Committee who will continue to contribute their efforts for all members, and keep the Society in its forward position in national philately.

I have been collecting stamps for nearly 50 years starting at school where one of the teachers ran a Friday lunchtime Stamp Club; soon after our local Stamp Society was formed. Some older people knew that I did too and I was taken along to those first meetings. So began an association with my local Society at Redditch which continues to this day, though no-one told me when I began collecting that my Bank Manager would become a constant friend, sending me letters every month asking for loans; at least that is what I think he is asking, I don't read them.

I progressed (as some would say) into Postal History 25 plus years ago when I was persuaded to join this Society by Mike Young and Chris Jackson. My collecting can be described as haphazard to sublime - not my words! I collect Early GB Line Engraved; the 1935 Silver Jubilee; Cape Triangles; early QEII and finally One Pound values. As for Postal History, I began by starting a collection of Bishop Marks. As that grew, I found another general subject in the Uniform 4d Postage Period and the early QEII stamp collection also began to spill over into Postal History.

Over the years many Society members have suggested that I should become a 'County collector'. With family originally from Birmingham; born and living in Worcestershire; working in Warwickshire, I had a good selection to choose from. The snag here is that all of the material was already taken or spoken for by existing members – whichever of those counties I took up. The fateful day was thus put off for a very long time. Recently though I have succumbed, and have started collecting Cumberland. Despite holding Derek Smeathers responsible for this – although as Derek only collects The Furness Railway I can't point too much blame - this is a county I have a lot of happy connections with over many, many years, so it is a natural choice for me. I now have a 'County collection' in gestation, but it will be a few years before it becomes viewable to any satisfactory level.

Finally I can only repeat my thanks to you, the members, for entrusting me as your Chairman. Our Society thrives on its members, and also on everyone's individual participation, whatever the capacity. Whilst I fully understand that travelling long distances can sometimes be difficult, I do look forward to meeting as many of you as possible at our future gatherings, especially when they are held closer to you.

Malcolm Allinson

The Index for Midland Mail Issues 1 to 190:

The INDEX for all issues of Midland Mail from 1 to 190, the previous issue to this one, is enclosed, so you need no longer fret, frantically searching through all those back numbers for the references for the articles you are writing for the next issues of Midland Mail! Correct? So get researching, reading and writing, *please*!!!!!

The Programme for 2016 /2017:

Enclosed with this edition of Midland Mail you will also find the programme for 2016 / 17. I must confess that the title *Non 1d Inland Letter Rates 1840 – 1897* for the Dudley meeting on 18th February 2017 was suggested by your editor, so in order to avoid unkind remarks from the Twitter trolls (do we have any?), what I had in mind was a showing of covers with ANY RATE OTHER THAN A PENNY between those dates, **excluding** postcards, parcel rates and special services such as registration, express mail, parliamentary notices etc. The 1897 rate was, of course, the "Diamond Jubilee" concession, at 4oz for a penny it was the cheapest letter rate ever reached, so can you find a rate other than 1d from the 1897 rate change?

Feedback:

The only feedback received this quarter was from **Derek Smeathers** who has responded to the photograph John Hine submitted of a post office that may have been in Northamptonshire (see MM 190 / 2). Derek states that he does not know of such an office in the county, so if Derek doesn't know of it in Northamptonshire it isn't there!

THE APRIL MEETING – MINUTES of the AGM and AUCTION REPORT

The 2016 Annual General Meeting was held on 23 April 2016 at St Germain's Church Hall, Birmingham with 20 members and four visitors present. Apologies were received from Stuart Geddes, Clive Jones, John Soer, Martin Scroggs and John Paulson. The minutes of the AGM 2015, as published in Midland Mail No 187, were accepted as a correct record with no matters arising.

The Chairman said that 2015/16 would be remembered as the Society's 40th Anniversary, celebrated with two exceptional meetings. Thanks were due to John Soer and John Calladine for the fantastic meeting at the Great Central Railway, Loughborough in September, comprising an excellent talk followed by a first class buffet on the train. For the second celebration at the December meeting at Burton on Trent, thanks were due to the Programme Secretary, Mel, who, together with Richard, persuaded Michael Lockton to bring his superb display of Exeter Postal History, certainly in the top half dozen displays seen by the Society.

Monthly meetings, always well supported, had covered a variety of subjects including an exceptional display of railway material by John Soer and the origin and development of postcards by Richard. Poor communication by the booked venue had led to the January meeting being cancelled but the recent meeting at St Germain's had once again demonstrated the wide variety of members' collections. The auction 2015 had been disappointing, not helped as many members had *mature* collections and were thus looking for specific items. Producing the auction catalogue was a lot of work for a few people and he hoped that this year's auction would be more like auctions of old.

He wished to record his personal thanks to all the officers and committee members for their support during the year. In particular he wished to thank Mick Gill for his work as Secretary, one of the best secretary's he had ever worked with, John Calladine for his gentle guidance and advice, and Mel who was retiring from the difficult job of programme secretary. He stressed that the success of any society depended on the efforts of the committee and that the MPHS was fortunate to have such an excellent committee. He continued by saying that this was the twelfth time in 18 years that he had given the Chairman's report to the AGM, being Chairman for 12 of the last 18 years. He was pleased to be handing on the responsibility, subject to the agreement of the meeting, to Malcolm Allinson who, he was certain, would fill the post admirably. During his four terms as Chairman he had had the honour to oversee the launch of both the Mileage Mark and County Catalogue books, two memorable high points along with the 40th Anniversary events this year. He ended by saying that many years ago when he took the chairmanship of his local Lions Club for the first time, he asked one senior member how you could judge the effectiveness or otherwise of a chairman. The reply was that as long you handed over the club to your successor in at least as good a state as you received it then you had done a good job. He thought that he had achieved this for the Society but left it to members to decide if he was right. Finally, he thanked members for allowing him to be Chairman for 12 of the last 18 years, each of which he had enjoyed immensely.

The Treasurer distributed copies of the audited balance sheet. As to income, he explained that there were 89 members, including seven new members, and three honorary members. No income appeared for adverts in Midland Mail as the charges discussed at the last committee meeting and the invoices had gone out too late for the payments to be included. Commission from the auction was down just over £100 but there had been some sales of books. Room hire had increased expenditure but this included the agreed cost and subsidy for the hire of the meeting room and buffet car for the anniversary meeting at Loughborough. The increased costs for Midland Mail resulted from there being five issues during the year. Although these additional costs had combined to produce a deficit of £973 he considered that, overall, it had been a successful year and he did not propose an increase in subscriptions. Acceptance of the accounts was proposed by John Calladine, seconded by Brian Atkins and agreed by members.

The Editor had brought Midland Mail No. 190 for distribution. He wished to thank all members who had submitted articles of whatever length during the year and said that the feedback on his editorship to date had been constructive and positive. He had been in charge now for eight issues and hoped that members agreed that Midland Mail had settled down to an acceptable format with a colour scan and a Contents section on the front page. There was now an average of seven colour pages per issue with, in the present issue, two full page adverts and two small ones as agreed by the Committee. He was particularly grateful to authors of articles who adhered to the requested margins and font sizes when sending by e-mail and to those members who provide an e-mail or written report for their displays at meetings. He said that if anyone had submitted an article which had not yet been published it was not being ignored, one difficulty being the need to 'fit' articles to page space. Finally, there was a slightly different article in the latest edition. One new member had written to describe how he had started to collect the postal history of his county and, to fill a space, he (the Editor) had added a few thoughts of his own on the same subject. He wished to encourage this type of article and asked that if members felt so inclined he would welcome their submissions.

On behalf of the Co-ordinating Editor who was ill, John Calladine explained that the Committee had received a full report on the Parcel Post label project at its last meeting. Progress was good with information now received from all County Editors. He was working on the introduction for the book along the lines agreed by the Committee.

On behalf of the Publicity Manager, the Secretary said that reports of meetings had been forwarded to ABPS News, the New Midlander and Gibbons Stamp Monthly. The first two had published reports of the Anniversary meeting at Loughborough but the last was considered a lost cause. Next season reports would be sent to the Philatelic Bulletin rather than Gibbons and he hoped to persuade the Postal Museum to display a copy of the Society's programme.

Alan Godfrey said that the ABPS had issued a new handbook which incorporated the Speakers' Directory. He thought that an update would appear in the next couple of years. Neil Ritchie had taken over as General Secretary and there was a new Scottish Secretary. In reply to a question from Dave Tarry, Alan said that errors in the Speakers' Directory should be referred to the Revd John Walden.

The Chairman said that the President was due to serve until 2017 and the Secretary to 2018. As he was due to stand down Malcolm Allinson had been approached to take on the role of Chairman and had agreed. Malcolm's election was formally proposed by John Calladine, seconded by Pete Elms and agreed by members. As there was no response from members present to a request for a replacement Programme Secretary, the Chairman said that the Committee would take the vacancy forward. As regards all other Officers, Managers, Representatives (except for the MPF representative post which had long been vacant) and County Editors, none had indicated they wished to stand down he proposed all be re-elected en-block. This was proposed by Richard Farman, seconded by Roy Summers and agreed by members. The re-election of Gordon Hardy as Examiner of Accounts was proposed by Malcolm Allinson, seconded by Brian Atkins and agreed by members.

The Programme Secretary gave details of the venues for 2016/17 viz:

10th September 2016 Kington St Michael, Arrive 10.30 Display 11.00am, *Death by Post* Claire Scott;
Afternoon 9 Sheet Displays of *The Unusual*

29th October 2016 Arden School Knowle, Solihull, B93 0PT, 1.30pm Members One Board Displays *Parcel Post*

12th November 2016 Warwick and Warwick, CV34 5DB, 11am Committee Meeting; 1.30pm Richard Farman *Large Items*

3rd December 2016 National Brewery Centre, Burton on Trent, DE14 1NG
10.30am Members Standing Displays, *Some Gems from my Collection,*
2.00pm Nick Wraith *Great Britain Parcel Post 1882-1935*

14th January 2017 St Germain's Church Hall, Birmingham B16 9TD,
1.30pm Members One Board Displays *Instructional Markings*

18th February Black Country Museum, Dudley DY1 4SQ,
1.30pm Members One Board Displays, *Non 1d Inland Letter Rates 1840 – 1897*

11th March Great Central Railway Lovett House, Loughborough LE11 1RW
11.00am Committee Meeting, 1.30pm Brian Atkins *Mail between Shropshire and North America 1796 to 1900*

22nd April St Germain's Church Hall, Birmingham B16 9TD
11.00am Viewing of Lots, 1.00pm Annual General Meeting, 1.30pm Auction

13th May Worpex, Tudor Grange Academy Worcester, Bilford Road, Worcester WR3 8HN,
1.30pm Members One Board Displays, *Choose Your Own Subject*

The Editor of Midland Mail announced that 19 votes had been cast for the Jon Baker Trophy and that the winner was himself for his article *Philatelic Items and Letters Related to the Sandbach Family and Associates* in Midland Mail 189 / 8. The President presented Brian with the Trophy.

As to other business, John Calladine said that as President he did not have much to do but, on behalf of all members, he wished to thank Chris most sincerely for his four terms as Chairman. Malcolm Allinson thanked members for their trust in electing him Chairman and said that he hoped he could follow in Chris' footsteps. He too thanked Chris for his past contribution and said that he would do his best to take the Society forward.

The meeting closed at 1.35pm and, after a short break, the Annual Auction commenced.

Prices Realised for the Auction held on 23rd April 2016

Items provided to the Society for Society funds. First figure auction number, second figure price

A £4 B £4 C £7 D £3

Auction items (if a number is not present then that item didn't sell)

LOT	£
1	150
2	110
4	13
6	3
10	3
11	3
12	10
13	3
14	10
15	5
16	10
17	3
18	20
19	14
20	7
21	36
22	24
23	44
24	3
25	12
26	4
27	44
28	13
31	8
32	6
34	24
35	6
37	17
40	11
42	10
44	24
48	20
49	w
50	6

LOT	£
51	17
52	15
53	28
54	13
55	40
56	30
58	3
59	3
60	6
62	8
63	5
64	5
66	3
67	14
70	19
74	12
76	12
78	5
81	3
83	3
84	8
86	4
87	3
94	5
95	7
98	4
99	3
100	13
102	5
104	7
107	8
108	4
112	8
119	8

LOT	£
124	8
126	7
127	7
128	22
129	14
130	7
131	13
132	13
133	15
134	16
135	7
136	5
137	13
139	6
142	26
143	26
144	110
145	4
146	5
147	3
148	4
149	11
150	15
151	5
152	8
153	6
154	3
158	3
161	34
164	3
165	12
167	3
168	6
171	8

LOT	£
172	85
173	4
174	4
175	5
178	7
179	26
181	20
183	10
184	18
185	3
186	26
187	28
188	10
189	15
190	16
191	17
193	18
195	6
197	4
198	9
199	17
200	4
201	10
202	7
203	17
204	4
205	7
206	3
207	11
209	3
211	8
214	7
215	7
218	18

LOT	£
221	22
223	5
225	12
226	5
227	12
229	7
230	10
231	30
235	4
236	16
237	4
239	4
240	19
241	26
243	13
244	3
245	3
246	3
249	5
251	5
252	16
253	7
255	8
258	8
260	7
261	4
263	8
264	4
266	6
268	3
269	7
270	17
271	15
272	8

LOT	£
275	4
277	20
278	15
280	5
281	4
282	20
283	8
290	75
291	17
292	3
293	16
295	9
298	10
299	6
300	6
303	16
307	22
309	8
310	8
311	8
315	24
317	22
318	11
319	18
320	32
324	370
325	42
326	4
327	9
328	4

Alan Godfrey reported total sales of £3,069 (60.7% of lots sold); 42 successful bidders (22 room, 20 postal) and 12 vendors. Commission to the society (including lotting fees) was £370.70 with 4 lots sold for society funds realising £18. Many thanks to all those who attended the AGM and auction and also to all who bought and sold. A lot of time and effort goes in to producing an efficient, successful auction.

Eric Lewis wishes it to be known that he got the description of Lot 324 wrong, which was pointed out to postal and telephone bidders! It was an INLAND office Bishop mark (County Cat **L1** rated H) and *not* a FOREIGN office one.

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THE MAY MEETING AT WORPEX (Worcester Philatelic and Postcard Society)

Our meeting in Worcester on 14th May is all the more welcome as it not only gives us the fellowship of a meeting but it also gives us the opportunity to examine the stock of a few dealers to add to our collections. 19 members and 2 guests were present to show their one-board displays on any topic of interest to them, not necessarily Midland's postal history.



Alan Godfrey delighted us with six items of hand illustrated mail; the earliest being a pair of fronts sent to Miss Broughill in Pimlico London and believed to be painted by Mr W. G. Fretton of Chapel Fields, Coventry in September 1871, who was a well-known artist and antiquarian who drew many of the old buildings around Coventry. They showed caricatures of a lady and gentleman in period costume with penny reds cancelled by Coventry 223 4VODs. An 1880 front showed a beautifully drawn scene of two boys scrumping apples, posted in Leamington with a 444 3VOD. Also, a postal stationery postcard of 1904 from Kenilworth showed a watercolour sketch of a young man surrounded by clerical gentlemen and the message: *Canons to the right of him, Canons to the left of him, Canons right behind him*!!! His final sheets provided examples of the Kenilworth Penny Post handstamp, including the earliest recorded example used on 22nd August 1839 on the reverse of a poster advertising the sale of Birbury (Birdingbury) Wharf, near Southam and used in the Warwick Penny Post. The other known examples of this mark are only recorded after the introduction of Uniform Penny Postage and Alan showed a part front dated 11th August 1840 with the Kenilworth Penny Post mark and a script No 1 receiving house mark of Castle End.

Robin Jarman showed postcards of the town of his youth – Chipstead, Surrey. Cards included one of the road on which Robin's house was situated, of the railway station and the Old Post Office. He followed these with a postcard of Old Croydon Airport and three cards of Croydon Airport itself.

Brian Atkins had reproduced a 1994 article on the postal history of his home town of Wem in Shropshire. To illustrate this he showed the earliest known cover from Wem dated 1786 but with a **SHREWS / BURY** two-line stamp as Wem was an unofficial receiving office at this time. At some point Wem may have had a 'short letter account' with Shrewsbury and 1805 (to Shrewsbury) and 1808 (to Market Drayton) entires showed Shrewsbury mileages. About 1809 the situation changed and Wem became a sub-office under Shrewsbury and he showed entires from 1811 (earliest known year) to 1825 with the **WEM** straight-line mark in black and red. Wem mileages, mileage removed marks and circular undated mark covers followed as well as a Uniform Fourpenny Post entire and an 1840 1d black cover from Shrewsbury to Wem, concerning a debtor in Shrewsbury gaol. Much of this display formed the basis of his winning entry in the Shropshire Postal History Society competition in 2015.

Pete Elms showed a lovely 1853 Cunard cover from Birmingham to Toronto rated 1/- on departure and 1/4 in Canadian currency on arrival. An 1856 free front followed, together with two 1865 covers from Birmingham to Lyons and Marseilles at the 4d rate both franked with two contemporary 2d blues. An 1865 cover from Birmingham to Constantinople was followed by an 1870 cover from Birmingham to Philadelphia, charged 3d and finally a much travelled cover taking in Shrewsbury and Wellington (Salop) among other places.

Alan Marshall walked us through covers from Bingham from 1795 to 1840. He began with a 1795 entire with the earliest NG12 and the only example of a Nottingham local post. A 1798 wrapper had the only unrated NG12; an 1809 entire had the only known use of NG13 and these were followed by three covers related to the postmaster, John Strong, three 1835 entires, one with the earliest NG16. An 1839 entire had the M missing in BINGHAM and finally an 1839 example of NG18 and an 1840 1d black with NG20. *See Alan's article on Bingham on page 12.*

Mick Gill's first display also took us to Bingham to see postcards offices in the Market Place (unused early 1900s) and Long Acre (unused 1960s) and to Barnstone (not postally used but c1920). There was a card of the Granby office

(1907) and an early 1900s card with the village under heavy snow and the house that was to become the office in 1965. Then to Redmile (in Leicestershire) with cards showing offices in premises used from 1881 to closure in 1993.

Gordon Hardy used a Wirksworth display he had produced for a competition, that place being a centre of lead mining as well as being known for its limestone quarries. Covers dated 1678, 1788 with two-line WIRKS / WORTH, 1789 straight-line, two 1802 mileages, 1815, 1827 and 1833 penny posts and an 1833 from Baltimore to Wirksworth delivered in the local semi-official penny post



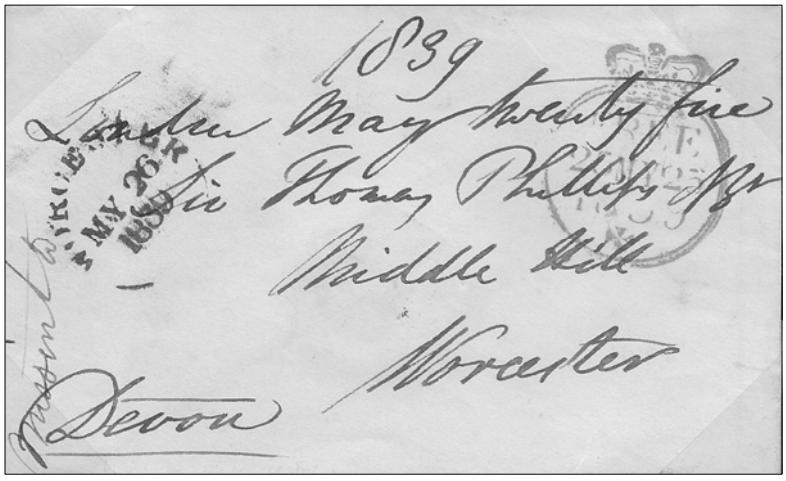
John Soer was vying with Eric to see who can produce the most bizarre items when he show a tape measure, the case of which was marked PARCELS POST and showed an extract from the regulations regarding the size of parcels and possibly dating from 1886-97. A letter sent from Melton Mowbray so that the reverse looked like an envelope was a superb example of origami. Two 1911 Midland Railway postcards sent to a Mr Seal in Markfield informed him that his barrels of Burton beer awaited collection at Bardon Hill station. If all the beer in the first delivery had been consumed in the interval between the two deliveries, the average consumption was 72 pints a day. As this would have been only one of several outlets for beer, the people of Markfield clearly enjoyed their ale. An 1868 telegraph from Ind Coope to a firm in Southwark stated that the barrel corks ordered the previous day were needed urgently. John ended with a number of covers showing the boxed marks applied to letters at stations in Belgium before the letter was taken up by a TPO, along with a postcard of that station. (*Thanks to Malcolm Allinson for the photo of the tape – Ed*)

Guy Bridges showed a 1660 letter from Shrewsbury to the 'High Sheriffe of ye County of Derbys, signed by Col. John Birch, appointed by the Committee for Disbanding the Army, requesting £348-10-09 to pay off a *Troope of Soldiers at Shrewsbury* after the Civil War together with the receipt, dated the same day, from John Mundy High Sherriffe of the County of Derbys, signed by John Lawson, who returned to Shrewsbury with the money and 6 horse troopers. An 1808 Soldiers Concessionary Rate letter from Dover to *Wootton by Ludlow, Shropshire*, would have been delivered by the Ludlow local post. An 1828 London letter had a printed plan of the East India Ship *Roberts, Captain Corbyn* and a Nov 1828 letter written on the *Roberts* lying off Teneriffe addressed to Greenwich Park, Kent with a red-framed PORTSMOUTH / SHIP LETTER and received in London on 9th January 1829.

Roy Summers showed postcards of sub-offices of Wolverhampton including Darlington Street, Chapel Ash, Albrighton, Willenhall Road, Tettenhall, Stafford Road, Snow Hill and Penn.

At this point we were encouraged to have a break to view the above items in detail to return for a second helping.

Paul Bradshaw showed 12 pages of Weedon comprising 1837 covers with the italic *Weedon*; cover with black cds for OC 11 1839, issued in 1838 in conjunction with the opening of the London to Birmingham railway; Sept 1840 1d Mulready to Weedon Barracks; the last known example of the red P1 dated 1 Sept 1841; 1849 2d blue to Daventry; Nov 1849 1d pink to Farthingstone with Fenny Stratford and Weedon cancels (this only in use for 19 days); 1d red Hitchen to Daventry with WEEDON transit dated NO 11 1849; 1d pink (1859), 1d red (1864) covers and KEdVII ½d green on pc to Litchfield with barred numeral **851** cancels of Weedon



A free envelope from London of 1839 with manuscript "Missent to" and a mileage erased datestamp of Worcester (*slightly reduced – Ed*).

John Calladine re-visited the subject of Sir Thomas Phillipps Bt, the notorious bibliophile, of Middle Hill, Broadway, Worcestershire but often quoted simply as "Middle Hill, Worcester", leading to a host of misdirected and missent letters. We saw letters missent to Bewdley, Birmingham, Bromsgrove, Evesham, Stourbridge and Worcester, with examples of different Worcester 'missent' hand stamps struck in black, blue and red inks. There were also unpaid letters to and from Sir Thomas with handstruck '2's.

Richard Farman utilised two boards to show Mulreadys related to Staffordshire, which included a front with MISSENT TO STAFFORD and another to Stone with an Inspector's star. A lovely May date one from Burton-on-Trent with a magenta cross and a twopenny Mulready from Stone with a black maltese cross, plus one with SUTTON COLDFIELD. Finally a late use 2d dated in 1861.

Chris Jackson displayed items relating to the Three Counties show in Worcestershire. The show has its origins in the Herefordshire Agricultural Society which was formed in 1797 and held its first show in 1798, Worcestershire joined in 1894 and Gloucestershire in 1922. Until 1958 the shows were held sequentially in Gloucester, Hereford and Worcester. On the 30th September 1936 the Post Office introduced Mobile Post Offices to provide postal / telegraph facilities at outdoor functions, mainly county and agricultural shows. In 1949 the Three Counties Show was held in Spetchley Park. The Mobile Post Office attended the show on the 13th June, the day before the show opened to the public for the use of exhibitors and those preparing the stands and Chris showed a pre-first day mobile post office cover (see front page) and a first day cover! In 1957 the Three Counties Agricultural Society purchased land at Malvern and set up a permanent showground. The first show held on the site was in 1958 and all shows have been held at the site up to the present day. Chris also showed a series of Registration marks of Malvern dated 1958, 1960, 1963/64 and 1969 to 1971.



A Registered envelope posted at the 1936 show held in Perdiswell Park, Worcester some months before the introduction of Mobile Post Offices. The anonymous registration label has been stamped WORCESTER in purple and SHOW YARD added in manuscript. The Worcester Post Office provided the service at the show for this they were issued with a SHOW GROUND / WORCESTER circular date stamp.

Alan Marshall's second coming was of post-1840 Bingham and included 1841 1d black with NG21, 1841 with NG21 and the only P^{d}1^{d} in red. An 1842 with BINGHAM udc, an 1843 with BINGHAM cds and EAST BRIDGFORD udc, 1847 pse with **584** of Bingham, 1850 1d red cover with 854 in blue and only recording of COLSTON BASSET udc, 1852 only Missent to Bingham (see MM 190 / 7), 1888 pc with 4VODa 656 (sent to Bingham in 1887) and 1906 Bingham skeleton. (*See page 13 of this issue for more on Bingham from Alan – Ed*)

Mick Gill's second display showed post offices in and around Nottingham. We saw the single storey office at Beeston (1919), followed by Bulwell (1907) and Gedling (1950s unused). Next came Nottingham TSOs at Middleton Boulevard (1950s unused), New Lenton (1920s) and Sherwood, formerly Mapperley (not postally used but 1920s) but wwhich also showed two later locations of the office. South of Nottingham came Stapleford (1926), Toton unused 1960s) and finally Radcliffe Road, West Bridgford opposite Trent Bridge Cricket ground (unused 1920s).

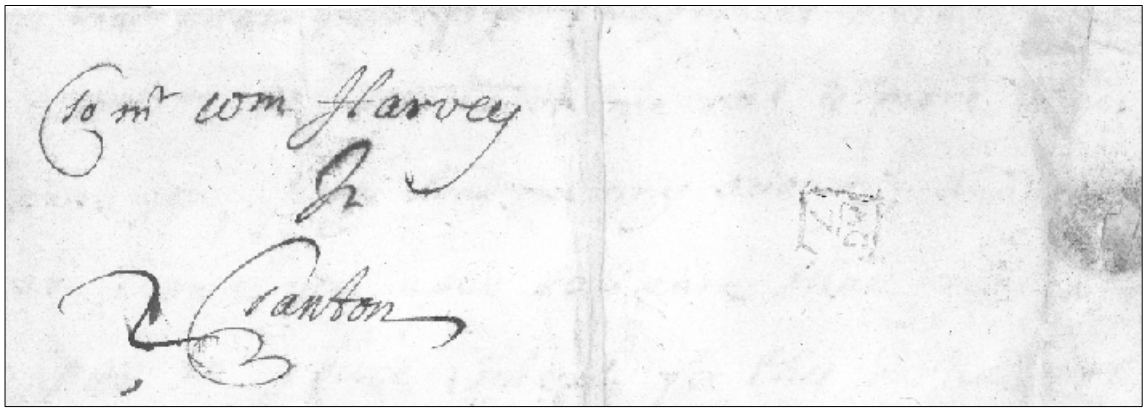
Paul Bradshaw, for the second time displayed 12 pages of Welford comprising, c1820 two invoices for meals from the Talbot Inn. Three undated WELFORD marks, one on an entire to Wantage dated 30th October 1830, a second dated 3rd January 1839 to London and a third on an entire to Daventry dated 4th September 1841. A March 1841 entire had a WELFORD cds also on an entire to Daventry. A wonderful 2d Mulready was used from Welford to Lutterworth on 13th February 1842. Another cds on an entire to Daventry dated 16th December 1845 was followed by a 1d red from Husbands Bosworth to Basingstoke via Welford dated 22nd November 1846. An 1848 envelope prepaid to Daventry with WELFORD cds dated 17th August 1848. A 25th July 1841 cover to Market Harborough had a 1d red on blued paper cancelled with the **857** of Welford and finally a 1d red on a small envelope to Lutterworth dated 2nd March 1856 was cancelled 857 had a green *Missent to Leicester*, four years later than previously recorded.

I apologise if by leaving early I missed out a display from anyone – Ed.

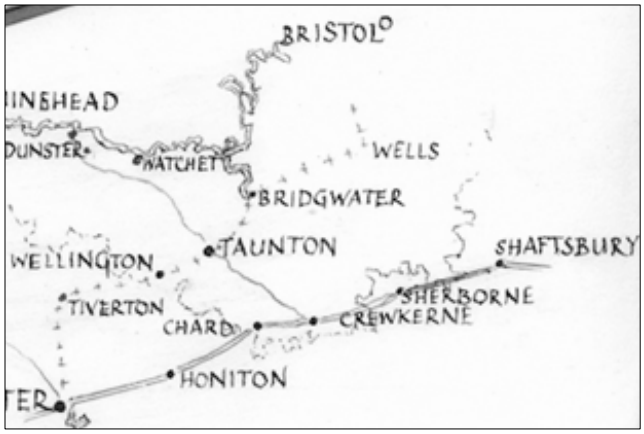
THE GREAT CROSS POST

by Malcolm Allinson

Reading the report of our Christmas 2015 meeting in Midland Mail (MM 189), I was intrigued to see the super illustration of Michael Lockton's Exeter '**E**'. My immediate thought was, "I have one of those and I think it is an earlier date!" We all think that don't we? This clearly needed to be checked out, so an evening's 'research' in the Stamp Room ensued (you cannot rush these things).



Sadly, my Exeter '**E**' (above) is not an earlier date, but incredibly it is the SAME date - August 7th 1700; and it is also addressed to the same recipient, William Harvey in Taunton. I do have to concede though that this '**E**' mark is not as clear as the one we saw in Burton.



Map courtesy of Bath Postal Museum

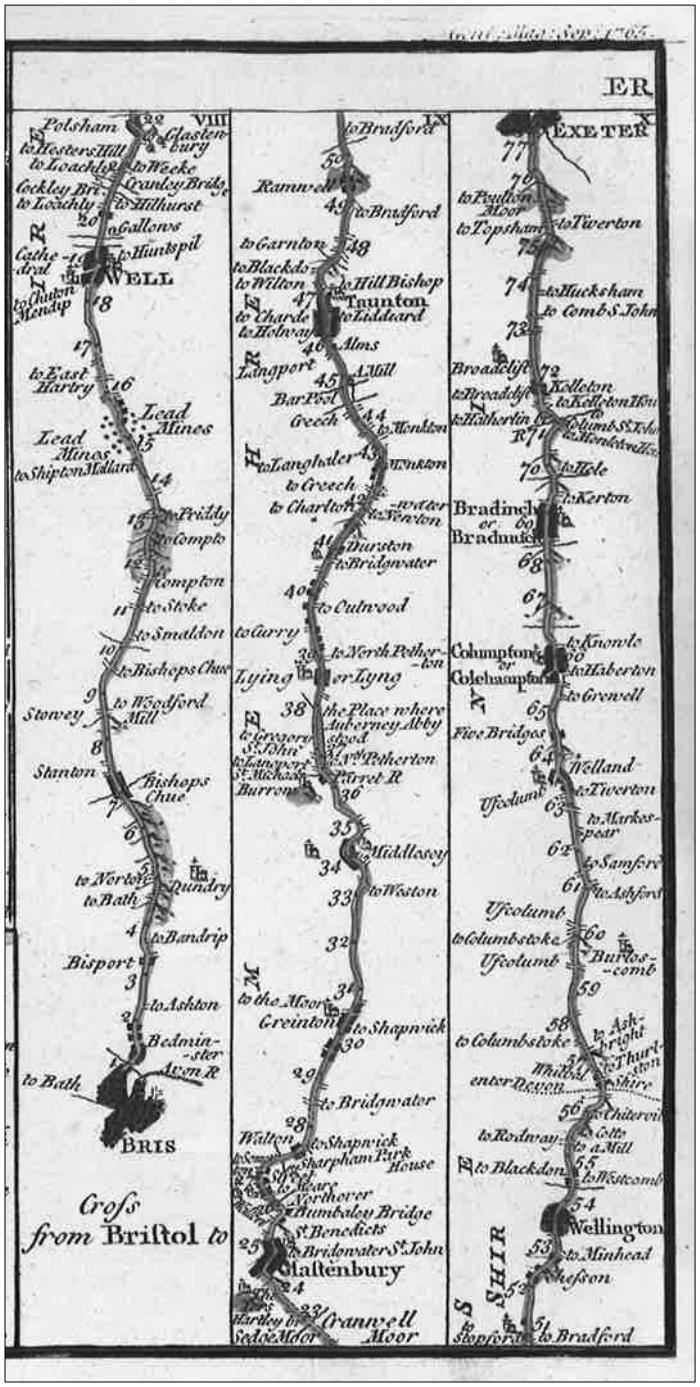
The letter travelled on the Great Cross Post which ran between Exeter and Bristol, and was put off at Taunton 30 miles from Exeter. The postage charge is 2d, which had the letter gone via London as before the Great Cross Post, would have been charged a total of 6d*(1)* - 3d Exeter to London on the West Road (via Honiton, Shaftesbury and Andover) and a further 3d back from London on the **same** road, turning off to Taunton at Crewkerne. It is also clear that it would have taken longer to get there.

The Great Cross Post began in 1696 when a Post was established between Bristol and Exeter. This allowed mail to travel on a direct route from the West Country to northern parts of Britain. One would imagine a great deal of opposition from our staid Postmasters General at that time, and even the Treasury, to such a radical scheme which in effect was proposing to reduce postage revenue. However, because the 'proper' post route was both expensive and inefficient, the consequence was to tempt people into handing mail (illegally) to the many public carriers plying the direct route. Although slow, these carriers' direct journeys were still much quicker than the post-boys via London and also at a much cheaper rate. Clearly, the loss of this revenue galvanised quick action and the Postmasters General's proposal to the Treasury was couched very cautiously. Wisely they identified that such a move would reduce revenue, '*…if the post is established the letters will have to pay but one port* (postage) *instead of two as formerly*'. A letter from Bristol to Exeter, for instance, would, be charged one postage from Bristol to London, and another from London to Exeter; under the new arrangement the letters would not come to London at all, but would just be sent and charged for the distance between the two places. '*This would make a serious diminution in the revenue*.' said our Postmasters General, but '*….. the number of letters will probably be so increased by the means of more expeditious and direct conveyance, as not only to make up for the other loss, but bring in an addition to the receipts*.' and '*…. The tediousness and charge of conveying so few letters under the old system is intolerable*.' In any case The Postmasters General final thrust was quite political, '*….. and supposing it should fail as a financial scheme, the new post will be a great convenience and benefit to trade*.'

The **Notice in Issue 3240 of The London Gazette dated Thursday November 26 to Monday Novemb. 30 1696** announced:

> *'These are to give Notice, That upon Wednefday next the 2d of December [1696] a Poft will go from Exeter to Briftol and continue constantly fo to do twice a Week, viz, Wednesdays and Saturdays from Exeter, and Mondays and Fridays from Briftol, and will pass through the Towns of Tiverton, Wellington, Taunton, Bridge water and Wells at all which places Stages are settled, and Letters be received, and carefully Difpatched and delivered.'*

The Post left Exeter at 4.00 in the afternoon, arriving at Bristol exactly 24 hours later. The return journey left Bristol at 10.00 in the morning and reached Exeter in the same journey time. The 7th August 1700 was a Wednesday so the date on my letter *(above)* fits with the running of the Cross Post *'every Wednesday'* from Exeter. Letters sent on days other than Wednesday or Saturday would have travelled via London and so attracted the higher postage rate. It is safe to suggest that most users were prepared to delay their Bristol mail, as it would still arrive quicker (and cheaper) via the Cross Post.



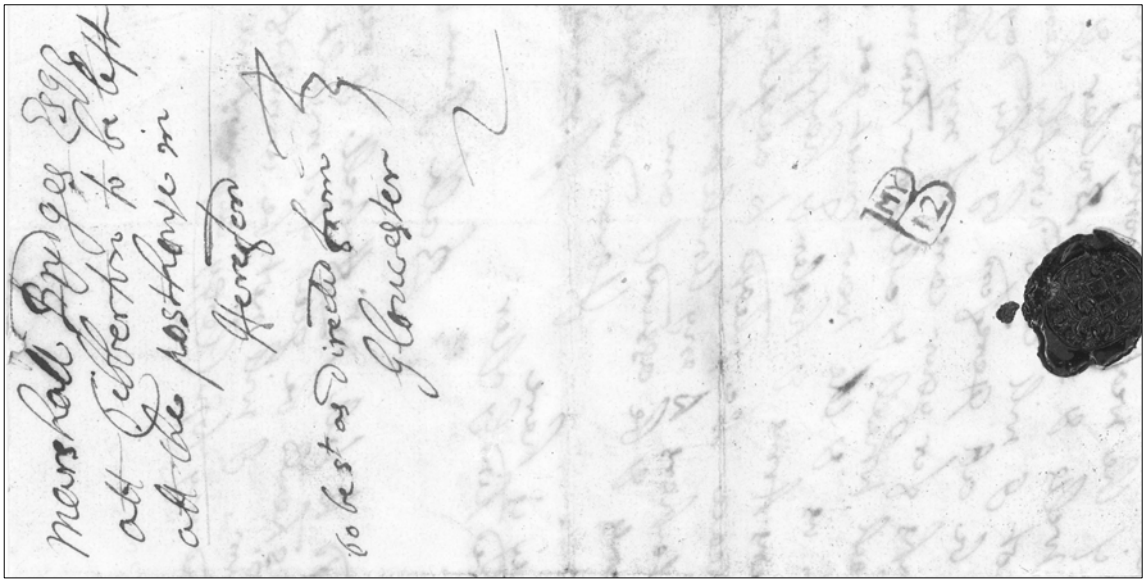
The original estimate for the whole enterprise was £259. 10s a year, with seven stage postmasters each receiving £35. Within a couple of years the Cross Post was making a profit of £250 a year simply because at the new lower postage rate and increase in speed the Post Office re-gained the custom.

The distance between Exeter and Bristol has, at varying times and by varying methods, been measured at anything from 65 to 89 miles. This is understandable when a mile could be anything from 1600 to 2000 yards, and then there is also the measurement of a "yard" to consider; all of this despite a statute mile having been in existence since an Elizabethan 'Statute' of 1593*(2)*.

The road map illustrated here (*from the Gentleman's Magazine September 1765 – so admittedly slightly later than the first Crosspost)* (original scale 1:26,900; or 5 miles per inch) shows the route between the two places and marks the route as "Cross [road] from Bristol". We would recognise this route today as the 'old A38' before the M5 motorway took over transporting us to our West Country holidays. It also gives the mileage as 77 between Exeter and Bristol, which is probably a re-measure since the first stated mileage of 76 miles in 1696.

As we have seen, the Cross Post ran twice a week in each direction. It is incredible to think nowadays that this whole distance was travelled on foot and/or horseback in just one day (24 hours). It is also worth noting that rather than there being one Postboy traversing the whole route, each stage Postmaster along the route also had the responsibility to carry the mail in relays. He or his appointed "lad" had to travel both south and north from his own office twice a week to meet his neighbouring colleague, collect the bag and in turn pass it on in similar fashion after dealing with both incoming and outgoing mail for his area.

The Great Cross Post has been credited to one Joseph Quash, postmaster of Exeter; but it is more than likely that he was just one of many West Country businessmen whose petitions to the Postmasters General, Sir Thomas Frankland(3) and Sir Robert Cotton,(4) brought a favourable response.



Above: BRISTOL town mark used initially for Crosspost mail. Similar in style to the Exeter mark, with a capital letter B enclosing the month and day. The month over day format mirrors the London Bishop Mark "month over day" in use at that time.

The success of the direct route of the Exeter-Bristol Crosspost soon encouraged appeals from merchants and businesses to extend the route north. In 1698 the service was continued to Wotton under Edge ' *for the convenience of the clothing trade'*. It is not known if this was an official extension or not. In 1699 Shrewsbury petitioned that the stage post from Bristol ' *…..may continue to their town*.' This failed to materialise, but the wording does imply that some extension north beyond Bristol had already taken place.

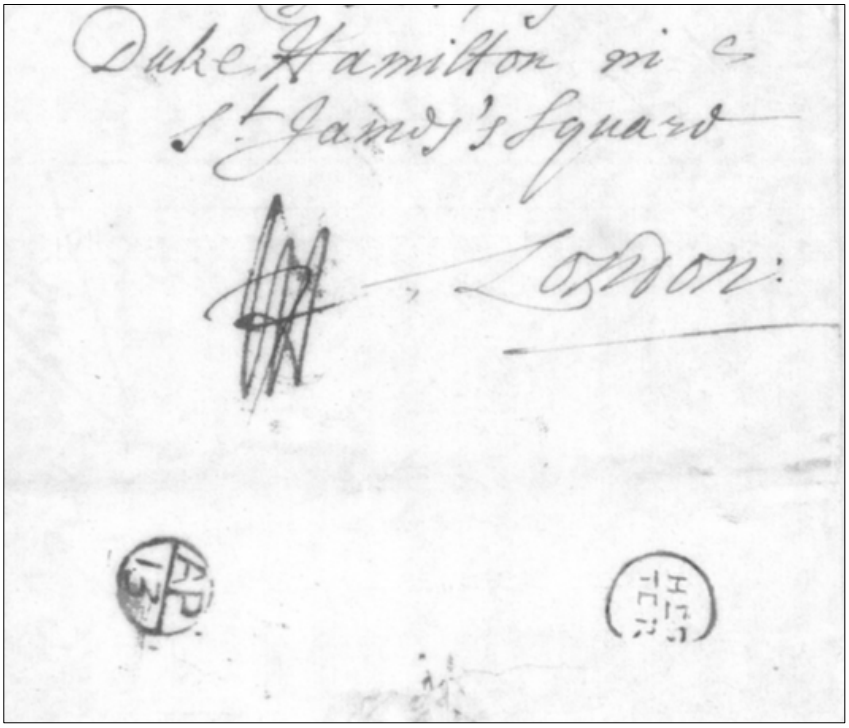
Local Bristol merchants continued to counsel the Government '*...to establish a cross post from this city to Chester*'. Bristol letters to Chester, Shrewsbury, Worcester, and Gloucester had all to be carried via London involving double postage and great delay which stifled any improvement in commerce. Chester or more commonly known then as 'West Chester' was the largest seaport in northern England at that time, trading with Dublin, Scotland and parts of the Continent. Today it seems odd that Chester would be trading with the continent until we remember that moving goods by sea was far more efficient then compared with overland.

The extension of the Crosspost happened fairly quickly; perhaps the Postmasters General took good notice of the increased revenue from the current Crosspost and calculated even greater profits by extending the route to meet the Holyhead Road to Ireland. A Treasury Warrant dated 10 July 1700 instructed the Postmasters General to settle a Cross Post road between Bristol and Chester, and just two months later The London Gazette(5) heralded the new extension:

> *This is to give Notice, That there is a Post settled betwixt Exeter and West-Chester, to begin from Michaelmas next(6), which will constantly go and return twice in every Week through the several Towns and Places following, viz. Tiverton, Wellington, Taunton, Bridgewater, Wells, Bristol, Wootton Underedge, Gloucester, Tewkesbury, Worcester, Kidderminster, Bridgnorth, Shrewsbury, and Whitchurch, so that all Person Trading and Corresponding in those Parts, may send letters and receive Answers by the Post twice a Week to and from any of the Towns aforesaid, or Places adjacent; and letters sent from Exeter on Wednesdays, will be in Chester on Sunday mornings, and Answers returned to Exeter on Wednesday mornings; those sent on Saturdays, will be in Chester on Wednesday mornings, and Answers returned to Exeter on Saturday mornings.*

This extended road was at first called The Great Irish Road. This name only became attributed to the whole London to Holyhead route following Thomas Telford's improvements in the early 19th Century. The extension soon proved worthwhile and the Postmasters General could breathe again. The Post Office reported to the Treasury(7) in March, 1702, that the profit for the first eighteen months of the Chester service had been about £156. The accounts of Henry Pyne alone, the Bristol postmaster, appended to the report in the State papers, show that so far as this part of the

service was concerned, he had received £168 for letters by this post, whilst his expenses had been £60. The declared accounts for 1701-02 (Lady Day to Lady Day 25th March) also showed a figure in excess of £1,200 being '*the deputy Postmaster's charge for letters sent into the cross-roads between Exeter, Bristol, and Chester*.'



*Above: CHESTER town mark introduced for the Crosspost. Dissimilar to both the Exeter and Bristol marks, showing no date. Instead, the word CHESTER appears in full – a large '**C**' with a two line* ***HES/TER*** *inside. Unfortunately this item went to London, indicated by the* ***AP/13*** *Type 1 month over day Bishop Mark. No* ***C/HES/TER*** *marks appear to have travelled on the Crosspost.*

My thanks must go to Chris Jackson and Alan Godfrey for assistance in understanding the published Post Office accounts, and also to John Calladine whose earlier notes and article in MM80 have been inspirational and greatly appreciated. *Any mistakes are my own, and corrections from members are most welcome.* ***MDA May 2016***

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(1) **Act of Parliament 1660** *(12 Car II c.35).*
Single sheet letter rate up to 80 miles - 2d; Single sheet letter rate over 80 miles - 3d. Rates doubled by the sheet.

(2) **Act of Parliament 1593** *(35 Elizabeth cap 10 par III. Feb to Apr 1593.). This Act dealt with standardising lengths generally, primarily in order to regulate selling of various merchandises; cloth for instance sold by the yard. This Act was superseded by 5 Geo IV c.74 – The 1824 Weights and Measures Act.*

(3) **Sir Thomas Frankland** *(2nd Baronet; MP for Thirsk 1685 -95)*

(4) **Sir Robert Cotton** *(MP for Cambridgeshire 1679-95). Also the first occasion when two Postmasters General were appointed jointly*

(5) **Notice in The London Gazette** *Issue 3639 - "From Monday September 23rd to Thursday September 26th 1700."*

(6) ***Michaelmas*** *– Sunday 29th September 1700. Thus the first Crosspost from Bristol to Chester left on Wednesday 2nd October 1700.*

(7) **Calendar of Treasury Books and Papers**: XVIII, 292

Bibliography:

Her Majesty's Mails: History of the Post Office*; Lewins, William. publ. 1865.*

Bristol Royal Mail, The; *Tombs, Robert Charles. publ. 1899.*

British Post Office, The: A History; *Robinson, Howard. publ. OUP 1948.*

AN UPDATE ON BINGHAM

by Alan Marshall

The only example of NG18, dated 2nd July 1839 was originally listed and illustrated in the Willcocks & Jay County Catalogue and is retained in the MPHS catalogue. It can now be placed in the latest recorded column as a further example has been located with an earlier date of just one day!

Secondly, the only known example of the Bingham Handstruck 1, (NG24), dated 10th April 1840 although supposedly in use 1840 – 45 was by chance finally located to be in the National Postal Museum. Now an item has emerged displaying the only Handstruck 2 (Fig 1) to be discovered on a Bingham item to Huddersfield dated 1st December 1841. Additionally it displays a latest recording of the 28 x 4 NG20 mark by 14 months with a difference. The mark does not display the 1 for the 1st December. Was the 1 omitted or not inked and thus not printing? The entire does record both externally in manuscript and internally a date of writing of 30th November.

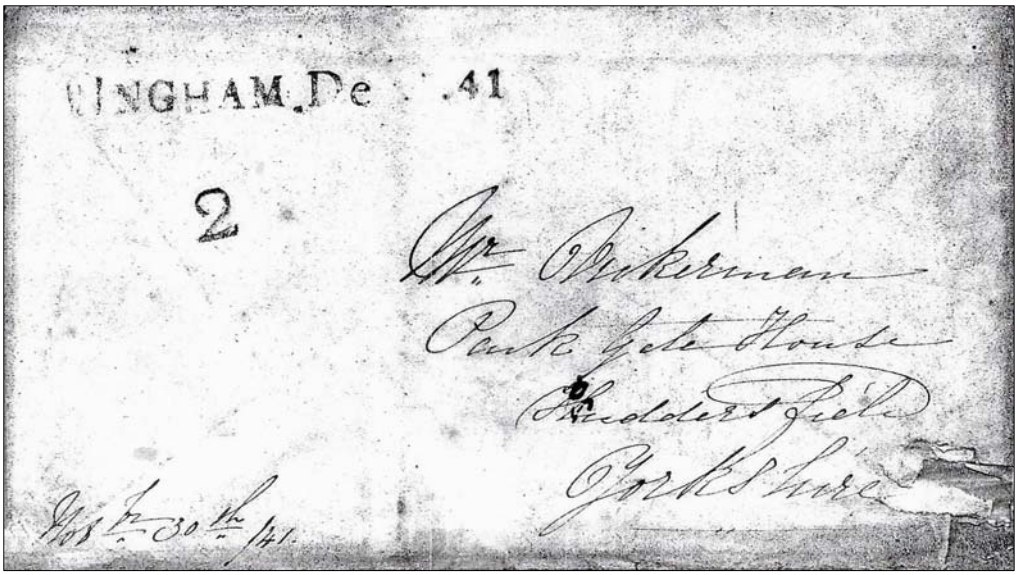


Fig 1, Bingham to Huddersfield, 1st December 1841

Not only is this an extension of the latest date, it also means the date overlaps and is later than the recorded mark NG21, which is a newly discovered mark and not listed in Willcocks and Jay. The Handstruck 2 is very small, fine and very clear and points strongly to it being a printing press number provided by John Stafford, a long time friend of John Strong, the postmaster. John Stafford had founded a printing works and published at least seven books between 1803 and 1813 and by 1822 was in partnership with his father as a printer and printing press manufacturer. Although the entire is considered to have travelled via Nottingham as was normal, there are no marks to prove this. The Handstruck 2 is certainly not a Nottingham mark, neither is it connected with Huddersfield. The private but officially accepted postmaster did not receive a standard type issue stamp until the UDC (NG22) in December 1841 (not recorded until August 1842). Clearly it must be realistic to assume and believe that all the letters and numbers in the Bingham stamp emanated from the Stafford's printing business.

Another item (see Fig 2, on next page) also displays a late date, that of the 30 x 6 (NG21), it being eight days later at 17th April 1841 (NG21 being a newly found mark not listed in the Willcocks & Jay catalogue). Yet again this is a unique mark with the letter a in Bingham missing. Not being inked and thus not printing is questionable. Of more importance is the fact that this is the only Bingham entire reported to date that displays a prepaid P1 in red. The reverse carries a NOTTINGHAM 30mm 18th April seriffed cds and HUDDERSFIELD receiving date stamp of the same date.

A look now to the 35 x 14 (NG16) mark (see Fig 3 on next page) to record yet another latest date by eight weeks from 23rd March 1839 to 29th May, on an entire to Nottingham. Yet again, of more importance is that the letter m of Bingham is missing and with no space left where it should have been placed. Strange that a stamp that has been recorded in use from December 1835 should finally have an important letter missing!

In consideration of any future updates it is suggested that an already catalogued BINGHAM number with an omission / variation as listed above is retained with an added /a or /1 suffix for example.



Fig 2, Bingham to Huddersfield via Nottingham, 17th April 1841

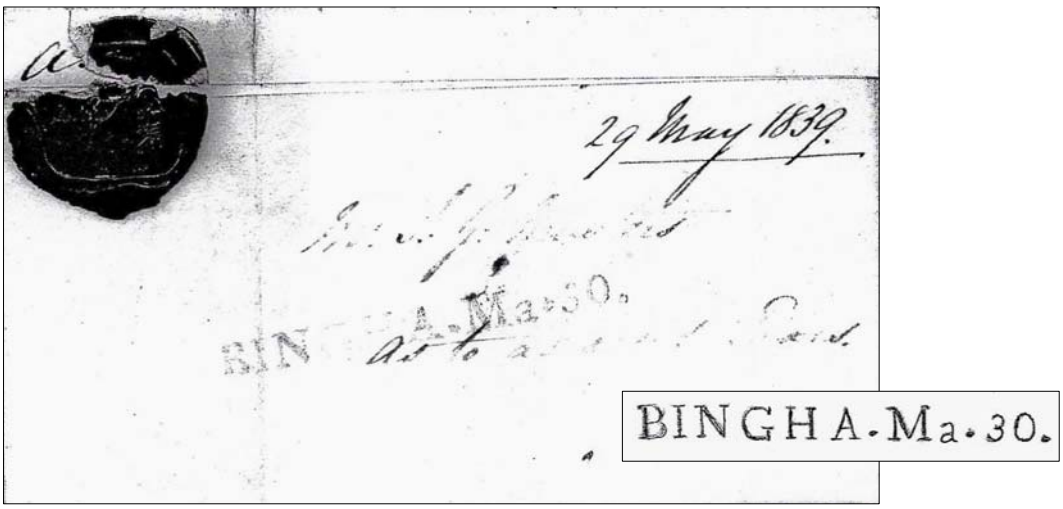


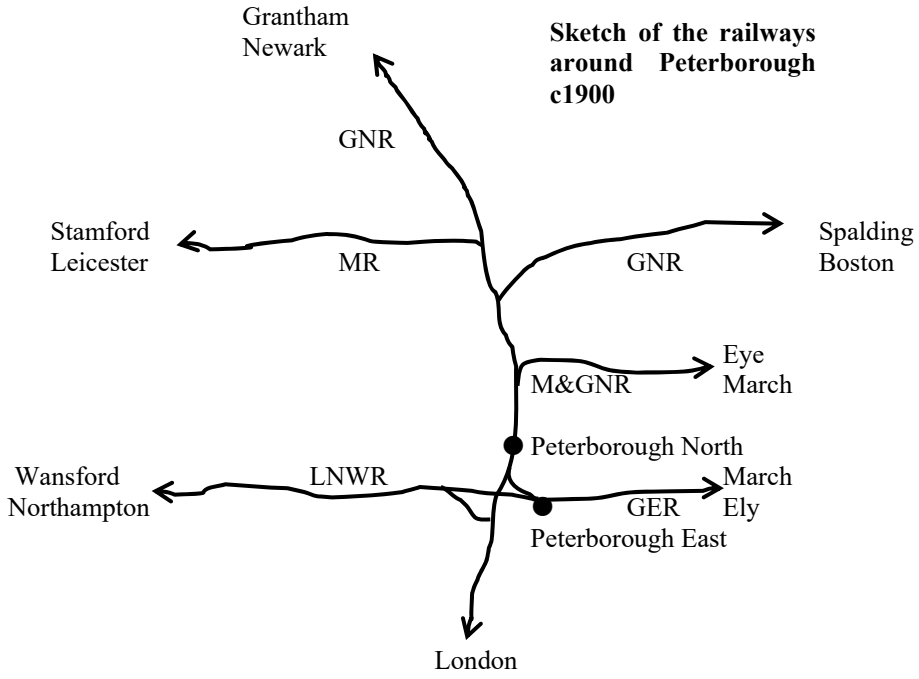
Fig 3, Bingham to Nottingham, 29th May 1839

To conclude, Figs 1 and 2 along with an entire dated 9th April 1841 displaying a 1d Black with a black maltese cross are all between a niece in Bingham and an uncle in Huddersfield, Fig 1 displays the handstamp 2, Fig 2 displays the prepaid P1. An entire 26th September 1840 displays a 1d black with a red maltese cross and the archive item 10th April 1840 carries the handstamp 1. A very good set of one-offs now recorded for Bingham just prior to the end of the use of the private stamps and issue of the Bingham UDC. The niece is requesting financial support of £100 in April and another £100 in December as she is having to leave home as her father is planning marriage and cannot afford to support her. She plans and is successful in taking the post as governess of a ladies boarding and day school – with accommodation.

T.P.O.S at PETERBOROUGH

by Derek Smeathers

There were two railway stations in the city; the first (called PETERBOROUGH) was the western terminus of the Great Eastern Railway and also the eastern terminus of the London & North Western Railway. It opened in June 1845. The other station opened in August 1850 on the Great Northern Railway main line between London and Grantham, and was also called PETERBOROUGH. At grouping in 1923 the first was renamed PETERBOROUGH EAST and the other PETERBOROUGH NORTH.



Sketch of the railways around Peterborough c1900

The Peterborough-London RPO began in 1860 via Ely but the first circular date stamp showed PETERBOROUGH SORTING TENDER and was issued in 1869, the mark in Fig 1 was in use from 1880 to 1908. In 1908 the name was changed to PETERBOROUGH & ELY SORTING CARRIAGE (Fig 2) and the service ended in 1916.

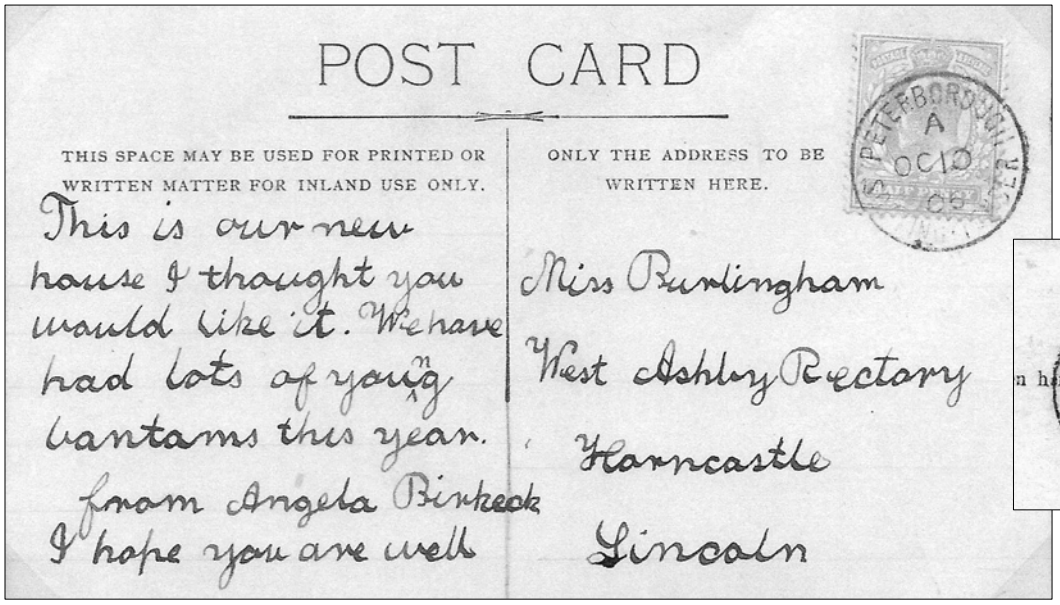


Fig 1



Fig 2

The East Anglian TPO first ran in 1869 between Norwich and London via Ely. An extension to Peterborough (East) from Ely began in 1949 and mail on this route used a different hand stamp inscribed PETERBOROUGH SECT. (Fig 3) or later PE SECT (Fig 4). From 1966 when the East station closed the TPO ran into the North station until the whole service came to an end in May 1990.



Fig 3, E.A.T. P.O. DOWN / PETERBOROUGH SECT.



Fig 4, EAST ANGLIAN T.P.O.-PE.SECT-1

The Grimsby & Peterborough Sorting Carriage first ran in April 1900 from the North station via Newark, Gainsborough and Brigg but this service ended in 1917. The first hand stamps were single and double circles inscribed GRIMSBY & PETERBOROUGH / STG TENDER but in 1905 these were replaced with larger versions of the same type but inscribed GRIMSBY & PETERBOROUGH / STG. CARRIAGE, the 1911 one having larger letters and shorter arcs.



Fig 5, GRIMSBY & PETERBOROUGH SORTING TENDER and SORTING CARRIAGE marks

In the 1860s a new TPO began running between Lincoln and Tamworth to Birmingham and hand stamps show titles LINCOLN SORTING CARRIAGE or LINCOLN S.C. Various changes included a trial extension to Peterborough but at the end of 1965 the whole TPO ended to be replaced at the beginning of 1966 with the Peterborough – Crewe TPO, which consisted of two sections. One from Peterborough was without passenger stock but the other from Lincoln had passenger accommodation, the two were joined at Derby for the run to Crewe. Mail on the Lincoln section was cancelled by hand stamps including LINC.SECT. This train was a vital east-west link, connecting many of the north-south mail routes. Its final run was on 27th September 1991.

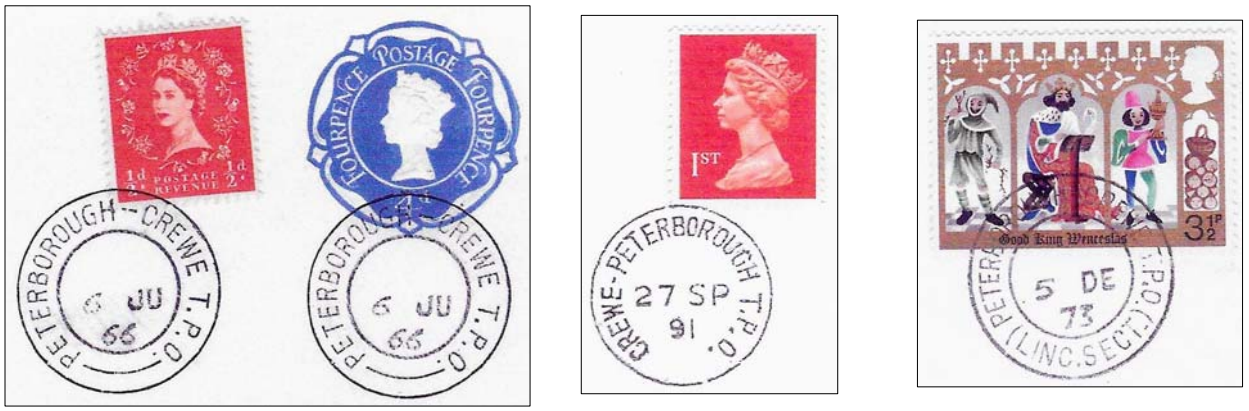


Fig 6, First and Last run postmarks of the Peterborough & Crewe TPO

Fig 7, TPO with LINC.SECT.

The replacement was the Peterborough-Carlisle TPO, which began on 30th September 1991 and covered much of the old service. It was a circular service beginning and ending at Peterborough via Crewe, Carlisle, Newcastle, York and Doncaster. A similar service ran in the opposite direction. The last run of this service was on 31st May 1996 when the Royal Mail had probably already decided to break their long Travelling Post Office connections.

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THE CROSS POST FROM MARKET DRAYTON TO DERBY AND LOCAL POST TO DUFFIELD

by Guy Bridges

Illustrated is a pair of letters both to Driffield near Derby. The first letter (Fig 1) was written by Robert Clive at Moreton Hall on 5th June 1776 and is endorsed *by Stone & Lichfield*. The two-line **DRAY** / **TON** (SH295), on the reverse, is recorded from 18 OCT 1731 to 8 JUN 1778, by which time it was wearing – it had a long life. It was charged 3d, the rate for over 2 post stages but less than 80 miles under the Act of 1765.

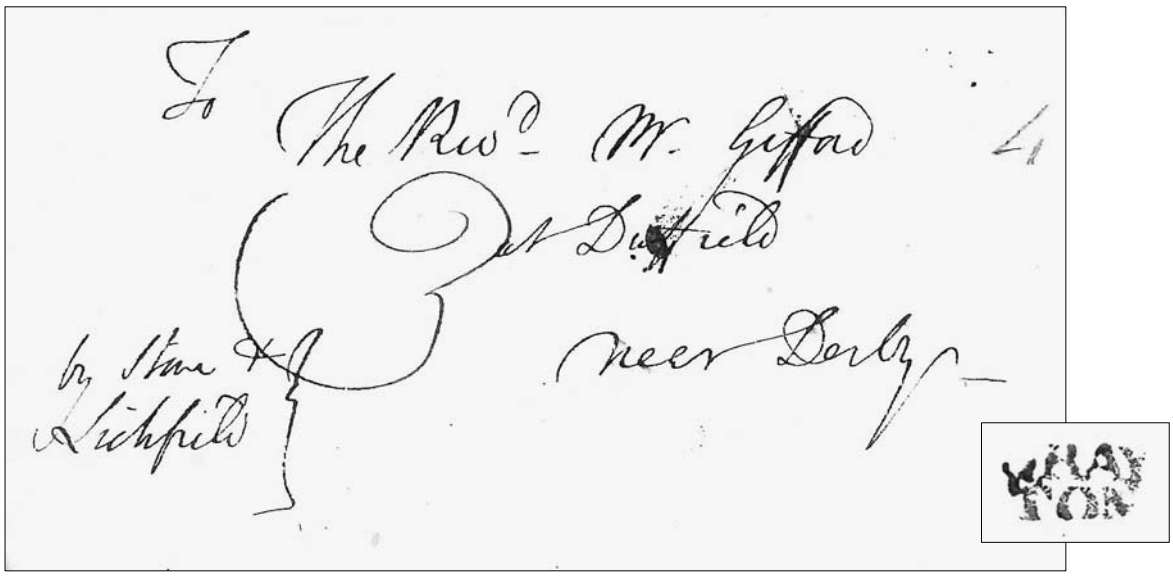


Fig 1, June 1776 entire from Market Drayton to Duffield, near Derby

When it was receive at Derby it was charged an additional 1d for the unofficial local post delivery to Duffield, evidenced by the marked **4** at the top right.

The second letter (Fig 2) was written on 26th December 1788 and endorsed *By Stone & Burton*. The straight-line **DRAYTON** (SH302) on the reverse is recorded from 24 JUNE 1788 to 10 MAR 1794. The letter was charged 4d, the increased rate for over 2 but not above 80 miles from 31st August 1784. However, on this occasion the additional charge (*if any – Ed?*) for delivery to Duffield was not marked on the letter.

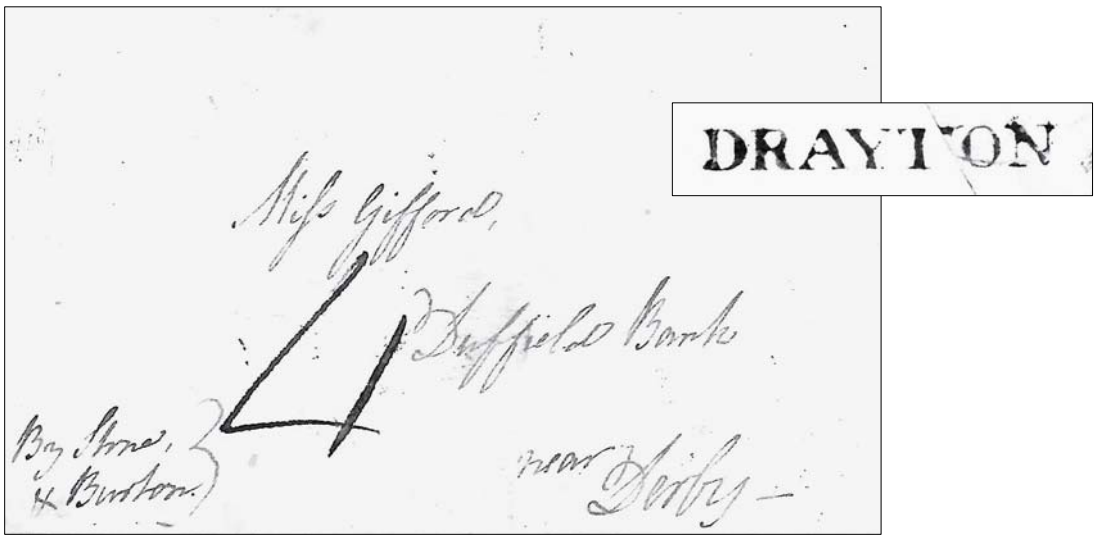


Fig 2, December 1788 entire from Market Drayton to Duffield, near Derby

Was the same route to Derby used in 1788 or was there a route avoiding Litchfield? – Ed

WHO NEEDS eMAIL?

by John Soer

At a first glance, the postcard shown in Figure 1 is a fairly common official postcard of the Midland Railway. However, inspection of the address side (Fig. 2) shows that is an example of the more scarce correspondence card – used by officials of the Company to answer queries, complaints etc. The message may or may not have been written by a railway employee, but it was certainly not an official message for the sender, writing to his young lady? He says that he is not going to work that afternoon and they can go for a walk if she so wishes.

Although he wrote the card at 9.30 a.m., he was clearly confident that the card would arrive by 2.15 – 2.30 p.m. The card was posted soon after writing for the adhesive was cancelled at 10.15 a.m.

One hopes that they enjoyed their walk, even if it was February.

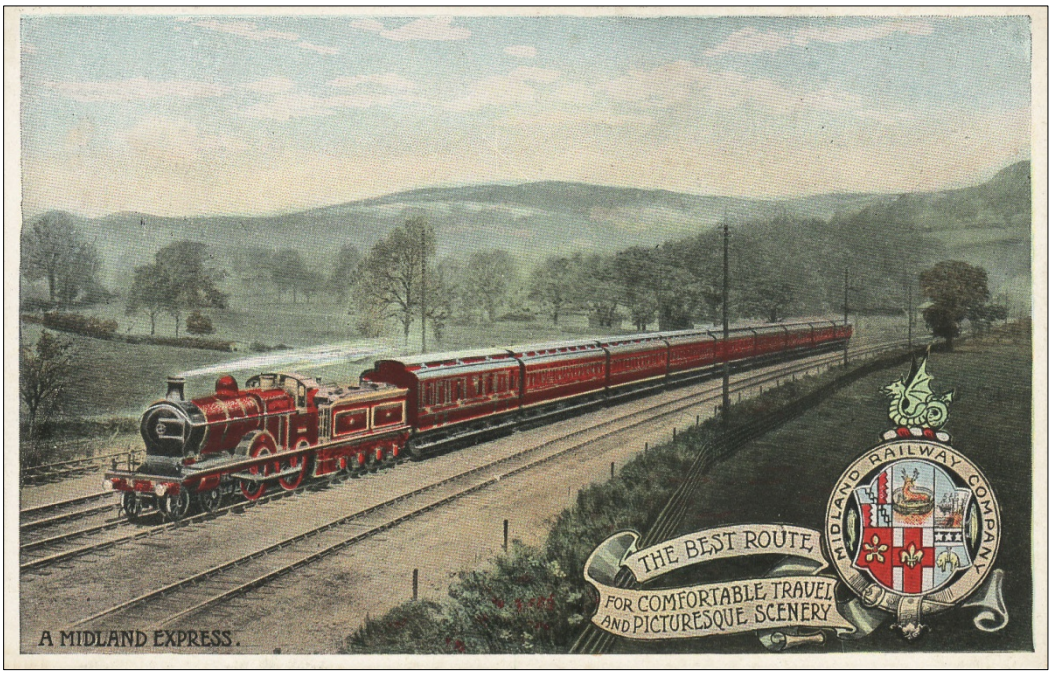
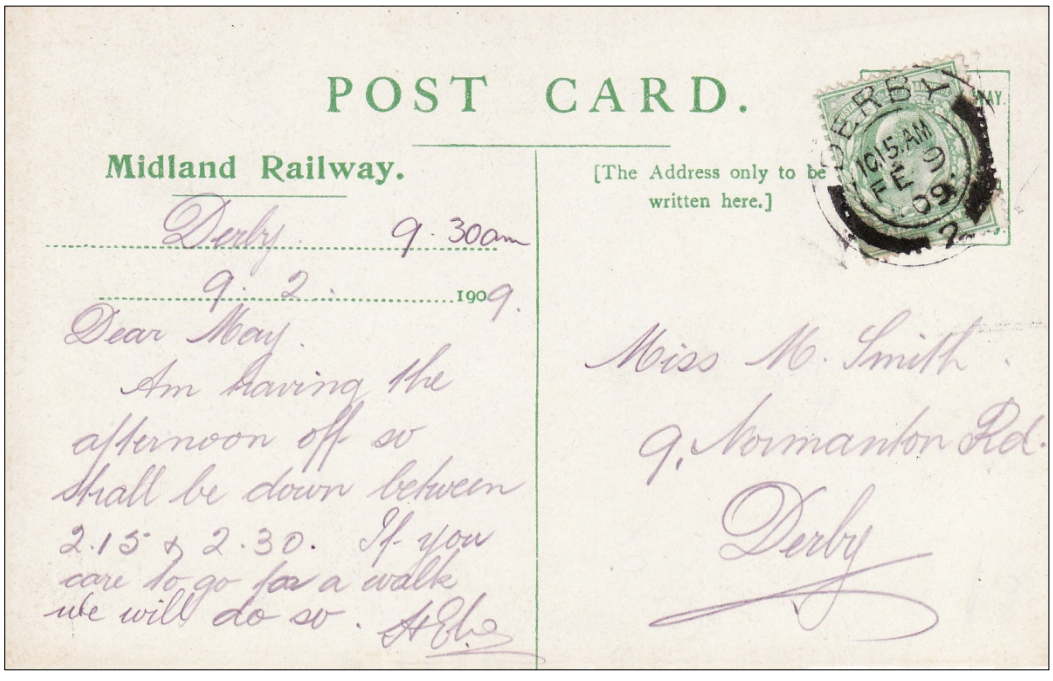


Fig. 1


POST CARD.

Midland Railway.

[The Address only to be written here.]

Derby 9.30am

9.2 1909.

Dear May.
Am having the afternoon off so shall be down between 2.15 & 2.30. If you care to go for a walk we will do so. A Ed

Miss M. Smith.
9, Normanton Rd.
Derby

Fig. 2



Cavendish House
153-157 London Road
Derby DE1 2SY

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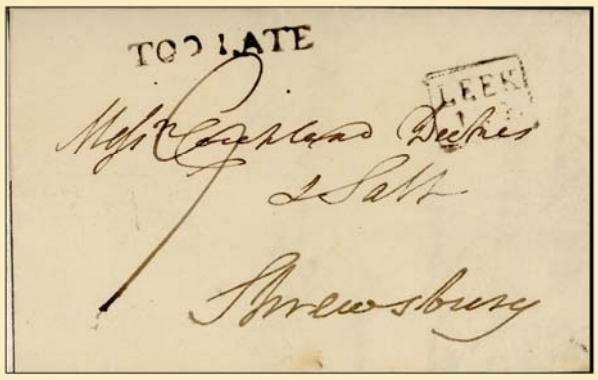
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P for PRIVILEGE FROM EVESHAM

by Eric Lewis

Eric has submitted a July 1751 entire letter from Evesham (Worcestershire) to The Hon Andrews Windsor. Windsor had been an M.P. (Bramber 1710 – 1715 and Monmouth 1720 – 1722[1]) but was not at the time of the letter, which is franked Montjoy. In February 1739 the Hon. Herbert Windsor (a relative?) succeeded to the peerage as Baron Montjoy (1703 – 1758)[2] and it was probably he who franked the letter, which shows a distinct manuscript **P** for privilege.

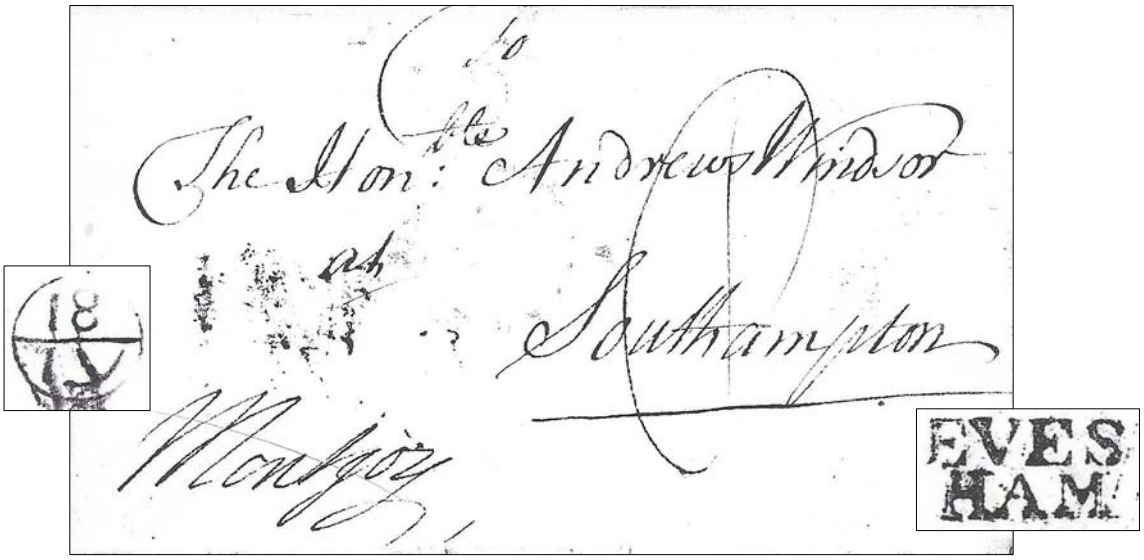


Fig 1, 1751 entire to Southampton with EVES / HAM an Bishop mark on reverse

The size of the EVES / HAM mark is 25mm x 13mm, which is slightly larger than the 24mm x 12mm record of **WO300** (1751 – 1753 without day or month) in The British County Catalogue of Postal History (Midlands Edition) published by the Midland (GB) PHS in 2013. The entire passed through London on its way to Southampton as evidenced by the 18/JY Bishop mark.

1. http://www.historyofparliamentonline.org/volume/1715-1754/member/windsor-hon-andrews-1678-1765
2. https://books.google.co.uk/books?id=aB0IAAAAQAAJ&pg=PA581&lpg=PA581&dq=Herbert+Windsor+Montjoy&source

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WHO MAILED THIS MUTILATED COVER to QUEBEC, CANADA in 1863?

by Brian Atkins



The 21st April 1863 cover originated at Combermere Abbey, five miles north-west of Whitchurch, Shropshire on the road to Nantwich and just over the county border in Cheshire. At the time letters to Canada were charged 6d (Treasury Warrant of 23rd March 1854) but the cover has been mutilated with two stamps removed, a 2d blue and probably a 3d rose as the only 3d stamp available was the 3d rose, plate 2, state 2 issued on 1st May 1862, a scarce stamp. The cover was carried on the Allan Line *Norwegian*, which left Liverpool on 23rd April, picked up the mails in Morville (Londonderry) the next day and arrived at Quebec City on 8th May 1863 as per the above date stamp.

Henry James Morgan (1842–1913), whose father immigrated to Quebec from Scotland in 1838, was a Canadian public servant, who began as a page in the Legislative Assembly in 1853. In 1867 he was appointed to the Canadian Department of State, responsible for keeping state papers and in 1873 he was promoted to be in charge of Canadian state records. From 1875 to 1883 he had the title *Keeper of the Records*; the first to hold this position. He compiled directories and bibliographical records by sending questionnaires to potential subjects who had some often tenuous connection with Canada. He filed the replies in their envelopes. He effectively began the Canadian Who's Who!

Combermere Abbey is a former monastery founded in the 1130s by Hugh Malbank, Baron of Nantwich. After the dissolution it was acquired by Sir George Cotton and, eventually, became the home of Field Marshall Stapleton-Cotton, 1st Viscount Combermere, whose statue is in front of Chester Castle. In this case the letter is missing so we don't know who was writing to him, or do we? At first I thought it was (indeed, it may still be!) Colonel Wellington Henry Stapleton-Cotton, 2nd Viscount Combermere (1818 – 1891), the only surviving son of the 1st Viscount's three marriages. He was commissioned into the 7th Hussars in 1837 and served in Canada, where the regiment took part in suppressing the Papineau Rebellion (1837) led by Louis-Joseph Papineau, when French Canadian militants rebelled against the British and gave French Canadians one of their first nationalist heroes.

However, a Lord Combermere (as Morgan describes him) features on page 486 of Morgan's book *Sketches of Celebrated Canadians and Persons Connected with Canada*, first published in London in 1862, republished in Montreal in 1865, two years after the above letter, and which is now searchable on-line at https://archive.org/stream/cihm_38173#page/n465/mode/2up/search/Combermere. The 1st Viscount (1773 – 1865) is written about in connection with Sir Charles (later Lord) Metcalfe who was with the East India Company; in 1848 Metcalfe became Governor-General of Canada. Combermere is mentioned because he led the British army at the Siege of Bharatpur during Metcalfe's tenure at the East India Company. The odd thing is I can find no reference to the 1st viscount! So which of the Viscounts Combermere wrote to Morgan? My guess (and that is all it is) is that it is the first Viscount who died at the age of 92, two years after the cover was sent; the address looks as though it was written by a 90-year old hand and he is referenced in the book, whereas the first viscount appears not to be!