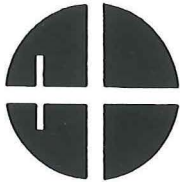


MIDLAND MAIL



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



President: John Soer

Chairman:
Roger Broomfield

Treasurer:
Elizabeth Lewis

Secretary:
Eric Lewis

Number 102, December 1997

I must apologise to members for the very late appearance of this issue. I am sure that they will understand if for once I have placed my own interest before that of producing Midland Mail. For so long, my book on Leicestershire postal history has been close to being finished but never seeming to get any nearer to appearing in print that I had despaired of ever seeing it so. Consequently, I took the decision this summer to devote the bulk of my spare time to completing this work. I hope that members will feel that the result makes up for the delay to this issue.

NEW MEMBERS

We extend a warm welcome to the following collectors who have joined our Society in recent months. A note of their main postal history interests is shown. Why not get in touch with them, via the Editor, if you have similar interests.

Albert Bayliss - Oxfordshire postal history.
David Glover - Shropshire to 1840.
Bill Hicks - mainly the Leominster area.
Mel Matthews - Study of Post Boxes.
Martin Nicholson - general postal history.
Mark Samwell - coloured cancellations of the Line Engraved Period.
Arthur Wilson - anything and everything G.B. in the Edward VII Period.

My apologies to those above who joined prior to the last issue; a welcome to you was inadvertently missed out.

1998 ANNUAL GENERAL MEETING AND NEXT COMMITTEE MEETING

The Annual General Meeting will be held at Carrs Lane Church Centre on 25th April, commencing at 1 p.m. It will be preceded by a committee meeting at 11 a.m. Please note the above date and times in your diary now.

In April, Roger Broomfield, our Chairman, and Eric Lewis, our Secretary, will have completed respectively their three and five year terms of office. Consequently, nominations, duly seconded, for these positions are required prior to the AGM with of course the agreement of the members nominated.

MATERIAL FOR THE ANNUAL AUCTION

In order that catalogues can be sent to our overseas members in good time for them to submit bids it is necessary to have auction lots in by 14th March at the very latest, i.e. the date of our March meeting.

It would however be appreciated if you could submit lots before that date, perhaps at the meeting on 7th February or by post to Mrs E. Lewis at 27 Rathbone Road, Smethwick, B67 5JG.

Please include full descriptions together with estimated market values and your reserve price, or state no reserve. If you wish, the actual lots can be brought along to the auction but in this case please also state the condition of each item based on 'Poor', 'Good', 'Fine', or 'Superb' and also indicate clearly the number of items in each lot.

A gift of any surplus material that you may care to give to be auctioned for Society funds would, as usual, be much appreciated.

STAMPEX AWARDS

Congratulations to the two members who won awards at Stampex.

Roger Broomfield was awarded a large silver-gilt medal for his 'The Undated Postmarks of Wales 1840 to 1860'. Harold Wilson's 'Travelling Post Offices of Great Britain & Ireland' earned a small silver-gilt while his display on 'The Undated Marks of the TPO's' won a large silver-gilt. Harold was also awarded the William Ferris cup for research.

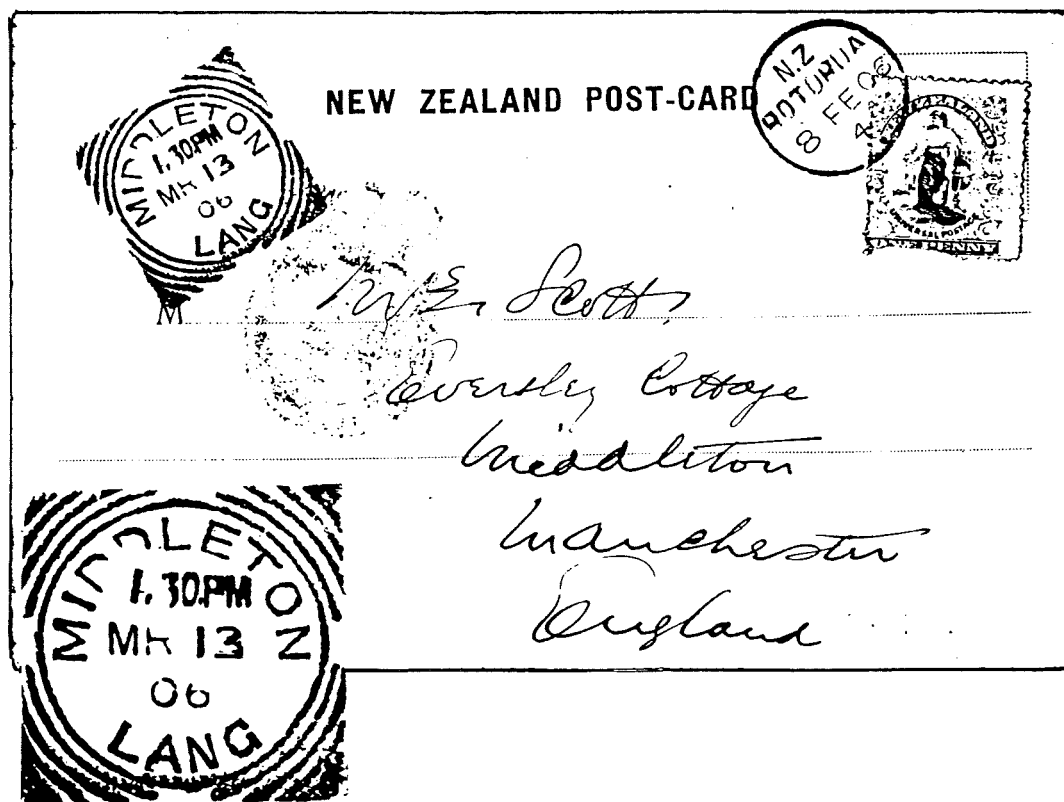
MILEAGE MARKS AND MAIL ROUTES PROJECT

As readers of 'Midland Mail' will have noted from the published information on mailcoach routes and timebill mileages, research for the Society's current project is proceeding well. However, we have still not received a comprehensive response to the plea for detailed information about mileage marks in the collections of the wider membership.

If you have **any** examples of mileage marks from Midland towns, **please** pass the details to the relevant County Editor or to the Co-ordinating Editor (21 Abbotbury Road, London W14 8EJ). Simple proformas are available if you would like a copy. You know you will feel guilty if, when the results of the project are published, there are gaps in the information which you could have filled!

CORRESPONDENCE

So far there has been no confirmation or otherwise of the 'LOUGHBOROUGH' double circle that I mentioned in the last issue. However, Richard Farman has sent a copy of the "squared circle" of Middleton in Lancashire in which the abbreviated spelling of the county is quite clearly given as 'LANG'. This is too clearly defined to be a stray piece of dirt etc. sticking to the die.



THE SEPTEMBER MEETING

The meetings which consist of nine-sheet displays by members invariably provide an entertaining afternoon with a wide range of material on show, and our September meeting was no exception when members showed their recent acquisitions. The variety of material was wide-ranging but in the space available I can do no more than pick out one or two items from each display.

Chris Beaver started the new season with various items from Staffordshire including a mileage erased mark in green of Wolverhampton, and a letter sent from Uttoxeter to Leek charged 8d as it was sent through Rugeley, Lichfield and Derby. John Calladine's material was notable for the interesting contents of the letters but two Great Cross Post letters, the first type mileage of Fairford and a Parcels Post label (21st March 1884) of Stourbridge were among those of postal interest. We can always rely on David Hardwick to produce something utterly esoteric on these occasions and you cannot get much more esoteric than "Recent material from the Daventry S.O". Though one member thought that the first item had come from the Daventry Tesco - it was something to do with bar codes and TPO's. A very unusual item was a Collection List showing the Byfield cds but with the SID used on the following day, nicely dating the introduction of the latter handstamp.

Richard Farman was intent on covering as large an area as possible with his items which included a 'free letter' larger than an A3 sheet sent from London to Sandbach as well as a very large political cartoon. Somewhat smaller in size was a letter of the Uniform 4d Post about a person being transported for life. The Society has always been somewhat elastic in its definitions (mainly certain Staffordshire members who think that 9 = 18) and Derek Smeathers defined recent as "within two years". Among the material he had acquired in that time were two very early Castle Ashby items and a very late use (April 1878) of a Northampton Spoon. Another Spoon - the first recut of that used at Dudley featured in Chris Jackson's items from Worcestershire along with a card which arrived in Moscow (7/1/1906) before it had left London (1/10/1906) - something to do with a change of calendar. John Bradnock produced two contrasting pieces - a FDC from Redfern Park D.O. and a letter sent from Usk to Ludlow (55 miles) which had been sent through London (258 miles).

Eric Lewis showed us some of a mixed lot brought at an auction - three envelopes which he found contained illustrated letters and a patent for a device to prevent people taking items out of letter boxes were of particular note. The 'Ram's Head' Paid mark of Derby and various POW material from Derbyshire were shown by Harold Wilson. Two illustrated letter sheets from a firm in Carrs Lane were produced by Elizabeth Lewis as was a letter addressed to "Mr Woodward, deceased" trying to sell him a home insurance policy.

If we thought that a mileage erased mark of Shrewsbury of 1838 represented a late usage, Guy Bridges then produced another strike, this time from 1850. He ended with a twopenny Mulready - the only one recorded from Shropshire. In the material with which Roger Broomfield rounded off the afternoon were a straight-line mark of Leominster used in 1831, a first type mileage mark of Bromyard and a 1774 mark of Ross with a tall 'R'.

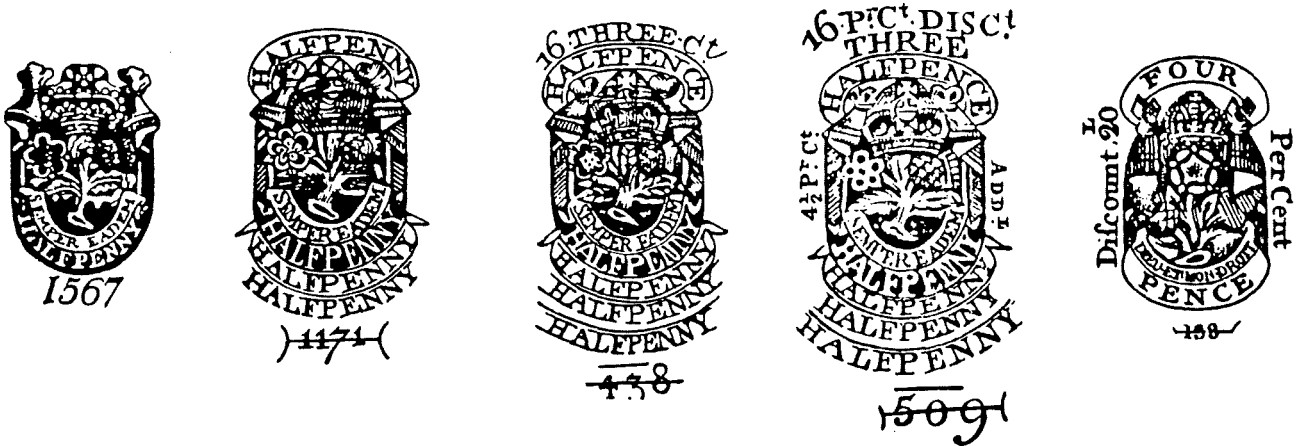
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THE OCTOBER MEETING

"Signs of the Times" was the title of Eric Lewis's display on 18th October which was devoted to old newspapers. At first this might appear to have nothing to do with postal history but Eric showed that there are several links. He began with a study of the newspaper tax stamps which were introduced in 1712, the various designs reflecting increased rates of tax and discounts. Some of these are shown below.



Each of the Post Roads of England was under the control of a Clerk and they acquired the privilege of franking which extended to newspapers. Each of the clerks built up a profitable sideline trading in newspapers which they purchased in London, transferring them under their frank and selling them to various postmasters. Shown below is a printed invoice for newspapers sent over a period of six months by Daniel Stow, Clerk of the Chester Road. The receipt for these signed by Mr Booth, the postmaster of Daventry, on behalf of Daniel Stow is also shown.

General Post-Office.

S. G. Clarke Dr. to DANIEL STOW,
Clerk of the Chester Road.

For Newspapers, *Cost*

from Oct 5 1823, to Apr 5 1824, £ s. d.
4. 18. 6

For 1/2 p. Feb 11

£ 5. 5. 10

1824 Decr 16th Received from S. G. Clarke Esq the sum of Five Pounds five shilling and Six pence for newspapers up to April 5th for Mr Stow

A. Booth

In 1836, free postage on newspapers was introduced, the cost being included in the tax which was reduced to a penny. At the same time each newspaper had to print the name of the paper in the stamp. Eric showed us a number of examples of these before going on to show examples of the stamps used to denote the payment of the tax on paper.

At the start of the second half of the display we saw a range of fascinating articles in old papers. The compulsory use of newspaper tax stamps came in 1855 but some publications continued to use them so that they could pass through the post free of charge. We saw a copy of the Carlisle Journal of 30th September 1870, the last day of the use of newspaper tax stamps. On the following day, the printed paper rate was introduced, and we saw a copy of a paper sent on that day.

Eric then went on to show us a fascinating range of newspapers, remarkable for their advertisements, including Aris' Birmingham Gazette of 1768 and 1826, and the Birmingham Journal of 1832. Also of note was an edition of the Daily Mail produced in Braille. The final part of Eric's display was devoted to a study of postal rates, including a paper sent to South Africa during the Boer War but not opened.

It had been a fascinating and entertaining afternoon with something rather different.

THE NOVEMBER MEETING

On 29th November, Chris Jackson treated us to a superb display of "Worcestershire Postal History". Chris started with some early letters - one sent in 1676 from Bromsgrove to London and one sent in 1703 from Bromsgrove to the Countess of Plymouth at "either Chelsea or Kensington". A superb cover of 1713 carried a superb strike of the 'EVER/SHAM' mark of Evesham. Other early town stamps included the earliest recorded mark of Bewdley, the 1725 'BEVVDLEY', and a 1732 'AVERSHAM'. We also saw the early curved mark of Bewdley used in 1767 as well as other eighteenth century marks from a variety of Worcestershire towns.

Mileage marks formed the next section of the display. First type marks included the '134 BEWDLEY' and the '119 BROOMS/GROVE'. Of particular note was a cover carrying two strikes of the 'DROIT/WICH, 114.' This later appeared as 'DROI/WICH', the 'T' having been knocked off when the '114' was removed. Chris then moved on to the boxed mileages with examples from Upton and Pershore, and the type with the mileage between lines such as the 'MALVERN/121'. We were then shown circular mileage marks with that of Dudley used on a missent letter.

Then it was on to the penny posts - Bewdley, Dudley, Gt. Malvern, Malvern Wells and Worcester where two receiving offices used a boxed 'No.3' - at Ombersley struck in red and London Road struck in black.

Chris finished the first half of his display with a look at the introduction of Uniform Postage. Of particular note was a letter sent on the last day of Uniform Fourpenny Postage and a range of Mulreadies.

The second half began with several sheets of UDC's before we moved on to early skeletons, including Dudley (1838), Pershore (1839) and Kidderminster (1850).

The Spoon Experiment was fully covered with examples from Dudley (3 recuts), Kidderminster (1 recut) and Worcester (7 recuts). These were followed by a wide range of the barred numeral cancellations though what caught my eye was a lovely UDC of Halesowen on a cover with the '77' cancellation of that town..

Next, we saw a range of village skeletons, including a superb 'HEADLESS CROSS/REDDITCH' of July 1915, a 'TENBURY WELLS/2' in which the '2' was inverted, and an unrecorded Alvechurch of 1920. Amongst the rubber handstamps was a very fine skeleton 'STOCKTON/WORCESTER' of December 1911.

The final part of Chris' display consisted of postcards showing village post offices. Particularly outstanding were those of the offices at Blockley and Inkberrow.

It was the quality of the presentation and the actual strikes which particularly impressed your reporter and in his vote of thanks John Calladine said that the display had been both comprehensive and beautiful to behold.

ARE WE MISSING SOMETHING?

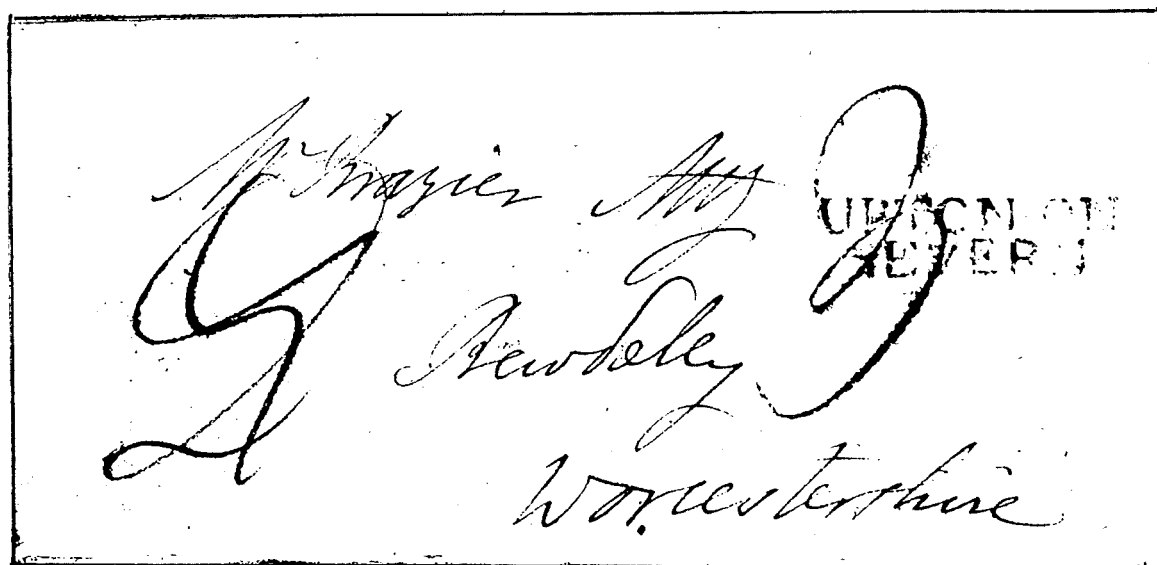
by John Calladine

It was in connection with the Society's new research project that it seemed desirable to establish just how long it took, late in the eighteenth century, for a handstamp to be brought into use after an order had been sent to London - a few weeks, perhaps, or a few months? In the early years of the Inland Office Order Books (which survive from 1794), a note was made whenever a handstamp was requested for a provincial office by a surveyor or postmaster. Approval of the order was shown as an annotation so we know that the stamps were subsequently requisitioned and manufactured. Although these orders fall in the period between the abandonment of the early mileage stamps in the late 1780's and the 1801 re-introduction of similar stamps, the timescale for manufacture and issue of mileage stamps is likely to be much the same. All that seemed necessary was to use the relevant volume of the British County Catalogue to track down usage of a handstamp recorded as beginning in the same year as the ordered stamp and ask the County Editor if he had a note of the full date of earliest use. A few examples might be sufficient to give a good estimate of the time taken to manufacture and supply a stamp.

Perhaps this was always destined to be an optimistic objective. Since the BCC does not incorporate full dates but only the year of use, it was unlikely that many county editors would have full records and, in any event, would the recorded strikes be within a few days of the arrival of the new handstamp? Nevertheless optimism is a pre-requisite of any research and a note was made of some handstamps ordered for Midland offices in the years 1794-1796. These were as follows:

- | | |
|----------------------|----------------------|
| 1. 24th July 1794 | Upton on Severn |
| 2. 10th October 1794 | Nettlebed |
| 3. 24th October 1794 | Nottingham |
| 4. 3rd June 1796 | Chipping Norton |
| 5. June 1796 | Uppingham and Oakham |
| 6. 23rd August 1796 | Wolseley Bridge |
| 7. December 1796 | Bewdley |
| 8. December 1796 | Tewkesbury |

Taking these orders in date sequence, it was encouraging to find that the very first handstamp of Upton on Severn (Worcs), a straight two-line stamp (not a mileage mark, of course) was recorded in use in 1794 and 1795. A strike of this stamp has kindly been provided by Chris Jackson.



UPTON ON/SEVERN (WO783) used on 25th April 1795.

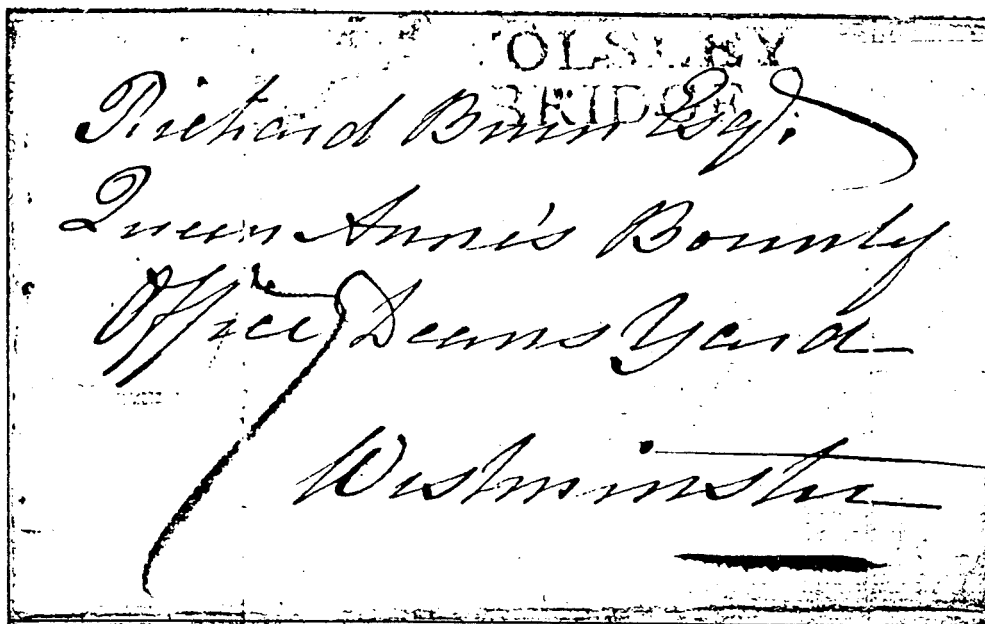
Early success proved misleading. The second stamp in the sequence is for Nettlebed (Oxon). The BCC records a straight line stamp brought into use when the first mileage stamp was withdrawn in 1792 and the same stamp continuing in use until 1801, just before a second series mileage mark made its appearance. Where is the stamp supplied in late 1794 or early 1795? It may be that this stamp looked very like its 1792 predecessor and therefore that the change has been overlooked as insignificant.

The third stamp, a new stamp for Nottingham, was ordered two weeks after that for Nettlebed. There is a possible candidate in the catalogue listed as NG153. Again, it is a two-line stamp, first recorded in 1795. There is also a slightly larger stamp, NG155, only recorded in 1797. However, use of these two stamps is said to overlap and that gives rise to some uncertainty but, if they are not one and the same stamp, one or other is probably the item ordered in 1794.

The fourth stamp on the list takes us back to Oxfordshire. Chipping Norton has a miscellany of interesting marks - none more so than its three-line penny post stamp - but, as at Nettlebed, there is no record of a stamp that tallies with the (1796) order. Continuous use of a 41x12 two-line mark is recorded from 1793 to 1801. Could the explanation be similar?

The fifth item listed was an order for two stamps at offices in the tiny county of Rutland - Uppingham and Oakham. Any item from that county is elusive and the only Oakham record prior to the 19th century is from 1795 and not 1796 (the date of the order). Uppingham has recorded marks from 1739 but nothing at all is known from the 1790's.

Wolseley Bridge is a little different from the others because, although ordered on 23rd August 1796, the stamp had not arrived at the office almost two months later and a reminder was received on 10th October of that year. This is useful information in itself because it suggests that a delay of more than, say, six weeks was unusual. In fact, it apparently received its handstamp before the end of the year because there is a record of the use of this, the first Wolseley Bridge mark, in 1796. Chris Beaver has kindly offered an example for illustration; note the spelling.



WOLSELEY / BRIDGE (ST881) used on 27th February 1797.

The remaining two orders, both in December 1796, were for handstamps at offices in Worcestershire and Gloucestershire - Bewdley and Tewkesbury respectively. In neither case is there a record that tallies exactly. The last recorded straight line stamp of the 18th century (other than mileage marks) at Bewdley is in 1790. At Tewkesbury, a single-line stamp is recorded as used between 1798 and 1800. It may or may not be the one ordered in 1796.

The overall impression is that there is a probability that several of the handstamps issued between 1794 and 1796 have not been recorded in use, either because they have not been recognised as different or because they have not been seen at all. Who knows what else may still be unrecorded?

Perhaps the most interesting request for a new handstamp came directly from the postmaster of Birmingham, Mr Gottwaltz, on 13th June 1794. In his letter he wrote:

"The Birmingham stamp you sent me some little time back is broke. I shall be obliged to you to order another for me. If a steel one could be cut, it would be much better as the brass ones wear out so very soon."

To this far-sighted request, the President of the Inland Office - or possibly the Supervising President - made the cryptic note:

"Order in brass as the PMG will not allow them to be made in steel."

Since this comment was dated 14th June, a day after the receipt of the postmaster's letter, it is very unlikely that the matter was referred to the Postmasters General at that time. The matter may have arisen before but, more probably, the Inland Office was not minded to upset existing contracts and contractors in order to pacify one provincial postmaster. Those with a long memory will look back to Midland Mail 27/9 (of 1982!) to remind themselves that it was to Birmingham that the Post Office turned in 1824, some thirty years later, when it was eventually realised that steel handstamps not only lasted longer than brass ones but gave a clearer impression. They also turned out to be cheaper! Perhaps we should console ourselves that postal historians are not alone in missing something.

Postscript:

Those whose memories, or bookshelves, go back to MM27 will recall (find) that it contains a review of a booklet - "The Postal History of Ashby-de-la-Zouch". This book relates how Saverland asked for "a [bag] seal for Ashby-de-la-Zouch ASHBY/Z". The order for this was sanctioned on 25th December 1795. However, on 21st January 1796, Saverland complained that a stamp had been sent in error. This suggests that it was possible for a handstamp to be in use within a month of being requisitioned. The postmistress seems to have preferred this handstamp to the ASHBY-L used since 1794. (See MM35/13.)

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TIME-BILL DISTANCES TO LONDON

by Christopher Beaver

The three volumes of time-bills known to us, of 1792, 1797 and 1827, are among the most important primary sources concerning the routes and timings of mailcoach services. Each sheet also gives at least some distances, that is between the main towns or other places where sub-contractors' responsibilities began and ended. There is usually a good deal more detail on the 1827 bills than those of the eighteenth century, and that includes more precise times and distances.

The list following concerns routes from and through the Midland counties among these time-bills (with the exception of single stage routes 43, 85, 93 and 154 as numbered in MM101). No town within those counties named on the bills is omitted. In the Home Counties place names have been selected from the bills to indicate the route into London. In 1829, a few months after the direction was issued to remove mileage figures from handstamps, the distance from most Midland towns to the GPO was reduced by a few furlongs by the move from Lombard Street to St. Martin le Grand.

As I did not have copies of every one of the 1792 bills and the copies at P.O. Archives could not be located, John Calladine has now photographed the original volume at the Guildhall Library. The last sheet, Shrewsbury to Barmouth with the Return on its back, is of particular interest as it was not among the copies seen at Archives and it appears to have been printed earlier than the rest, before John Palmer's suspension from office. It does not have the PMG's names at the top nor that of 'C. Bonnor, Dep.' at the end. The only instruction at the bottom of the Return side reads 'Any Deputy receiving this Time-Bill torn, must give immediate Notice to the Surveyor and Comptroller-General.' There can be little doubt that this was a '4th class' mailcoach which was running, perhaps three times a week, in 1792 and earlier. There is no allusion to such a mail in Vale's 'Mail Coach Men of the Late 18th Century', based on Hasker's papers and instructions, chiefly from 1794 onwards, plus the 1797 timebills. Another addition to the list in MM101 is required please:-

51A **SHREWSBURY - BARMOUTH** via Bala No payment/80 by 91 - 3.92+

The same numbers are used below for each route that appears in any of the volumes of timebills as were used on the list compiled for MM101, though their order has been altered for good reasons which I trust use of the lists will make clear! All distances are given in miles and furlongs. Some spelling of place names has been changed for the sake of consistency or clarity.

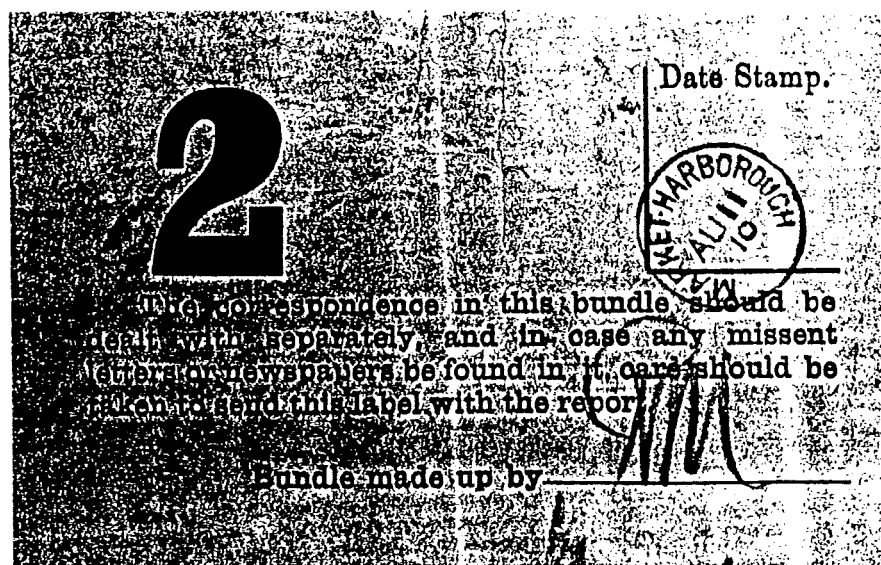
- 27A (1827) **STROUD** 105.3, Chalford -, Cirencester 91.3, Fairford 82.7, Farringdon 72.6, Abingdon 59.0, Benson 49.4, Henley 38.4, Maidenhead 29.4.
- 30 (1827) **CHEPSTOW** 30.4, Aust Ferry 27.0, Tortworth 16.0, Wotton 12.0, Nailsworth 4.0, (Minchin)-Hampton 2.0, **CHALFORD**.
- 11 (1797 1827) **BRISTOL** 83.0, Bath 70.0, Cirencester 37.0, **OXFORD**.
- 15 (1797) **GLOUCESTER** 50.0, Cheltenham 40.4, Northleach 27.6, Burford 18.6, Witney 11.4, **OXFORD**.
- 16 13 (1827) **CARMARTHEN** 224.2 ..., Monmouth 139.4, Ross 129.0, **GLOUCESTER** 112.0, Cheltenham 102.6, Northleach 90.0, Witney 73.0, Oxford 61.4, Benson 49.4, Maidenhead 29.4.
- 23 (1827) **HEREFORD** 38.1, Ledbury 22.1, Tewkesbury 9.0, **CHELTENHAM**.
- 34 33 (1792) **LUDLOW** 150.0, Tenbury 141.0, **WORCESTER** 118.0, Bengeworth 102.0, Moreton-in-Marsh 88.0, Enstone 75.0, Oxford 61.0, Dorchester 53.0.
- 34 33 (1797) **LUDLOW** 150.0, Tenbury 141.0, **WORCESTER** 118.0, Moreton 88.0, Oxford 61.0, Henley 38.0.
- 32 (1827) **LUDLOW** 147.0, Tenbury 138.0, **WORCESTER** 115.0, Bengeworth 99.0, Moreton 85.2, Enstone 72.2, Oxford 57.2, High Wycombe 32.2.
- 35 (1797) **HEREFORD** 32.0, Ledbury 16.0, **WORCESTER**.
- 40 (1827) **KINGTON** 40.2, Leominster 26.2, Bromyard 14.4, **WORCESTER**.
- 51A (1792) **BARMOUTH** 80.0, Dolgelly 70.0, Bala 50.0, Oswestry 18.0, **SHREWSBURY**.
- 51 (1792) **SHREWSBURY** 165.4, Shifnal 147.4, Birmingham 121.0, Hockley Heath 110.0, Stratford on Avon 98.0, Shipston 87.0, Oxford 58.4, Tetsworth 46.4, Beaconsfield 26.4.
- 51 (1797) As 1792 with the addition of Wolverhampton 135.0, Wycombe 32.4 and omission of the last two towns.
- 67 (1827) **BIRMINGHAM** 119.4, Tom O'Bedlam 106.0, Warwick 98.4, Southam 89.0, Fenny Compton 83.2, Banbury 74.6, Bicester 59.2, Aylesbury 42.2.

- 102 (1827) **HOLYHEAD** 261.2, ... Llangollen 184.6, Oswestry 172.2, Shrewsbury 154.2, Shifnal 136.2, Wolverhampton 123.6, Birmingham 110.4, Stonebridge 100.6, Coventry 92.2, Dunchurch 81.0, Daventry 73.2, Towcester 61.0 Brickhill 44.2, South Mimms 15.6.
- 83 (1827) **STOURPORT** 28.4, Bewdley 25.0, Kidderminster 22.0, Dudley 10.0, **BIRMINGHAM**
- 70 (1827) **NEWTOWN** 32.0, Welchpool 18.0, **SHREWSBURY**.
- 95 (1827) **LIVERPOOL** 98.4, ... Newcastle 45.0, Stone 36.2, Stafford 29.0, Wolverhampton 13.2, **BIRMINGHAM**
- 94 (1827) **MANCHESTER** 85.4, ... Newcastle 48.0, Stone 39.0, Stafford 32.0, Penkridge 26.0, Wolverhampton 16.0, **BIRMINGHAM**.
- 107 (1792) **LIVERPOOL** 207.4, Newcastle 151.0, Stone 142.0, Wolsley Bridge 130.0, Lichfield 120.4, Coleshill 105.4, Coventry 93.4, Dunstable 35.0.
- 107 (1797) Liverpool 207.6, ... Newcastle - , Stone 142.2, Wolsley Bridge 130.2, Lichfield 120.4, Coleshill 105.4, Coventry 93.4, Stoney Stratford 53.4.
- 107 (1827) **LIVERPOOL** 207.7, ..Newcastle 150.2, Stone 141.2, Wolsley Bridge 129.2, Lichfield 119.4, Coleshill 104.4, Coventry 92.2, Dunchurch 81.0, Daventry 73.2, Towcester 61.0, Stoney Stratford 53.2, South Mimms 15.6.
- 117 (1792) **HOLYHEAD** 279.4, ... Chester 190.0, ...Woore 161.0, Eccleshall 149.0, Stafford 142.0, Wolsley Bridge 134.4, Lichfield 125.0, Atherstone 110.0, Lutterworth 91.0, Welford 83.0, Northampton 68.0, Lathbury 53.4, St Albans 22.0.
- 117 (1797) **HOLYHEAD** 278.6 printed but distances total 279.2, **CHESTER** 189.6, Eccleshall 148.6, Stafford 141.6, Wolsley Bridge 134.2, Lichfield 124.4, Atherstone 109.4, Hinckley 101.4, Lutterworth 90.4, Welford 82.4, Northampton 67.4, Lathbury 53.2, St Albans 23.0.
- 119 (1827) **CHESTER** 191.2, Woore 162.4, Eccleshall 150.2, Stafford 143.2, Wolsley Bridge 135.6, Lichfield 126.0, Atherstone 110.0, Hinckley 101.6, Lutterworth 90.6, Welford 82.4, Northampton 67.4, Lathbury 53.2, Woburn 43.4.
- 133 134 (1792 1797) **CARLISLE** 309.0, Lancaster 243.0, **MANCHESTER** 189.0, Leek 156.0, Ashborne 141.0, Derby 128.0, Leicester 100.0, Northampton 68.0, Dunstable 35.0.
- 133 134 (1827) **CARLISLE** 305.2, Lancaster 238.7, **MANCHESTER** 187.0, Ashborne 140.6, Derby 127.6, Kegworth 116.6, Loughborough 110.6, Leicester 99.4, Market Harborough 85.0, Northampton 67.4, Lathbury 53.2, Woburn 43.4, Dunstable 34.4, South Mimms 15.6.
- 156 (1792) **LEEDS** 198.4, Chesterfield 152.0, Mansfield 140.0, Nottingham 126.0, Loughborough 111.0, Northampton 68.0, Dunstable 35.0.
- 156 (1797) **LEEDS** 198.0, Chesterfield 151.4, Mansfield 139.4, Nottingham 125.4, Loughborough 110.4, Northampton 67.4, Dunstable 35.0.
- 159 (1827) **LEEDS** 196.2 printed but distances total 196.6, Sheffield 163.6, Chesterfield 151.6, Mansfield 139.0, Nottingham 125.0, Melton 106.0, Oakham 96.0, Uppingham 89.6, Kettering 75.2, Higham Ferrers 65.4, Bedford 50.6, Hitchin 34.6, Welwyn 25.6, Barnet 11.6.
- 139 (1827) **MANCHESTER** 54.0, Buxton 29.0, Bakewell 17.0, **SHEFFIELD**.
- 141 (1827) **MANCHESTER** 39.0, Glossop 24.0, Snake Inn 17.4, **SHEFFIELD**.
- 174 (1827) **CARLISLE** 311.0, Greta Bridge 251.6, Ripon 217.2, **LEEDS** 190.2, Rossington Bridge 159.0, Barnby Moor 149.2, Scarthing Moor 136.5, Newark 125.7, Long Bennington 119.4, Grantham 111.7, Stretton 98.6, Stamford 90.6, Stilton 76.1, Alconbury 67.0, St Neots 56.0, Baldock 38.0, Welwyn 25.6, Barnet 11.6.
- 169-171 (1797) **GLASGOW** 405.6 printed but distances total 406.2, ... **CARLISLE** 303.2, Greta Bridge 244.2, Wetherby 195.2, Barnby Moor 149.4, Tuxford 139.0, Newark 126.0, Stamford 91.0, Alconbury Hill 70.0, Eaton (Socon) 57.0, Baldock 39.0, Whetstone 10.0.
- 176-178 (1792) **EDINBURGH** 393.4 printed but distances total 395.0, Berwick 341.4, Durham 262.4, York 196.4, Ferrybridge 174.4, Barnby Moor 146.4, Newark 123.4, Stamford 88.4, Huntingdon 62.4, Royston 40.4, Ware 23.0, Waltham Cross 13.0.

- 176-178 (1797) **EDINBURGH** 396.0 printed but distances total 397.0, Berwick 341.0, Durham 262.0, York 196.0, Ferrybridge 174.4, Barnby Moor 145.4, Newark 122.4, Stamford 87.4, Huntingdon 61.4, Arrington 46.4, Royston 40.4, Waltham Cross 13.0.
- 183 (1827) **EDINBURGH** 399.4, Berwick 341.7, Durham 263.6, York 196.3, Ferrybridge 174.5, Barnby Moor 145.3, Newark 122.0, Stamford 86.7, Huntingdon 59.7, Arrington 45.2, Buckland 35.1, Waltham Cross 12.4.
- 192A (1827) **BARTON** (-on-Humber) 170.2, Lincoln 135.2, Peterborough 84.0, Alconbury Hill 70.3, Eaton (Socon) 57.3, Baldock 39.5, Waltham Cross 12.4.
- 190 (1827) **LOUTH** 155.0, Boston 122.0, Peterborough 87.2, Huntingdon 68.4, Cambridge 52.4, Buckland 35.2, Waltham Cross 13.0.
- 8 (1792 1797) **BRISTOL** 88.0, Newport (Glos.) 70.0, Gloucester 54.0, Tewkesbury 43.0, Worcester 27.0, Bromsgrove 14.0, **BIRMINGHAM**
- 8 (1827) **BRISTOL** 88.2, Newport (Glos.) 68.4, Gloucester 52.4, Tewkesbury 41.4, Worcester 25.4, Bromsgrove 13.0 **BIRMINGHAM**
- 125 126 (1827) **CHESTER** 92.0, Wrexham 80.4, Ellesmere 68.4, Burlton 61.0, Shrewsbury 52.0, Church Stretton 39.0, Ludlow 23.0, Leominster 13.0, **HEREFORD**
- 89 (1827) **SHEFFIELD** 75.6, Chesterfield 63.1, Alfretton 53.0, Derby 39.4, Burton 28.2, Lichfield 15.6, **BIRMINGHAM**.
- 98 (1827) **WOLVERHAMPTON** 16.4, Walsall 10.0, **LICHFIELD**
- 148 149 (1827) **BIRMINGHAM** 81.4, Coventry 63.4, Hinckley 50.4, Leicester 36.4, Melton Mowbray 21.4, Oakham 11.4, **STAMFORD**

A 'BUNDLE LABEL'

Can any reader tell me the exact purpose of this label which carries a single ring mark of Market Harborough dated 11th August 1910?

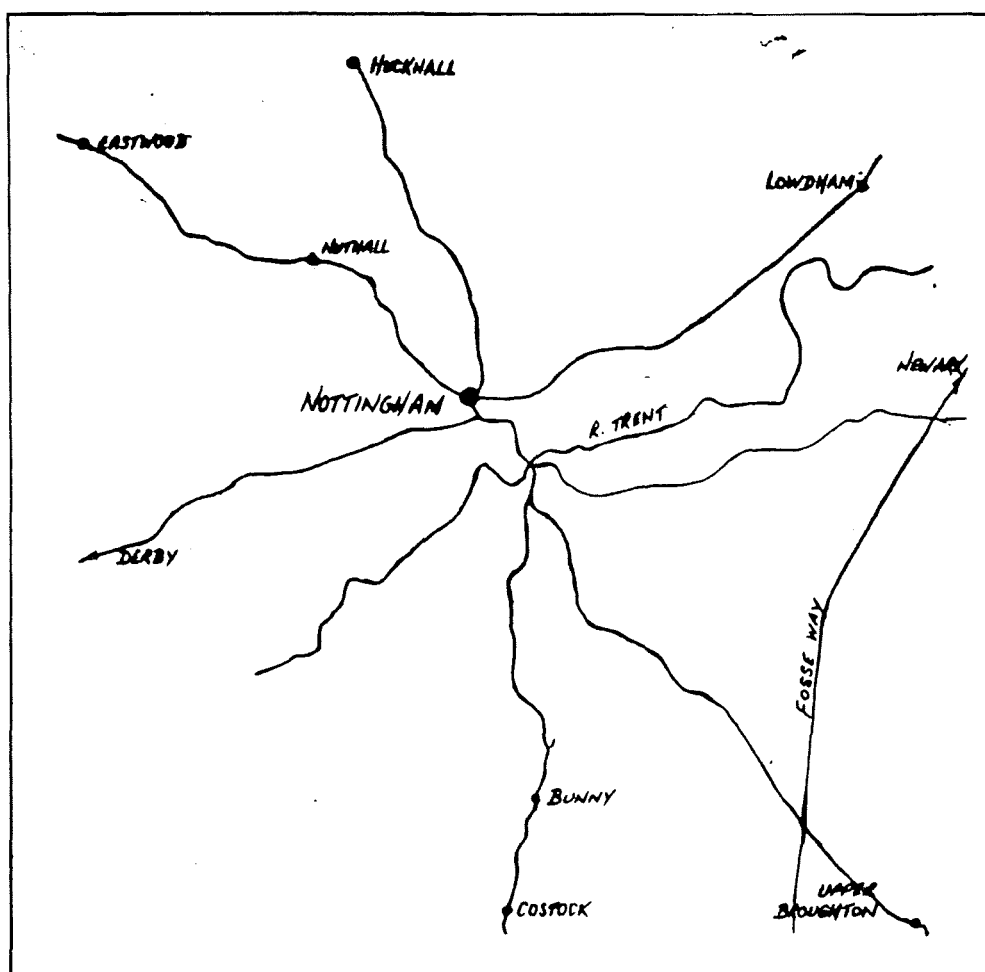


NOTTINGHAM UNOFFICIAL LOCAL POSTS

by Alan Marshall

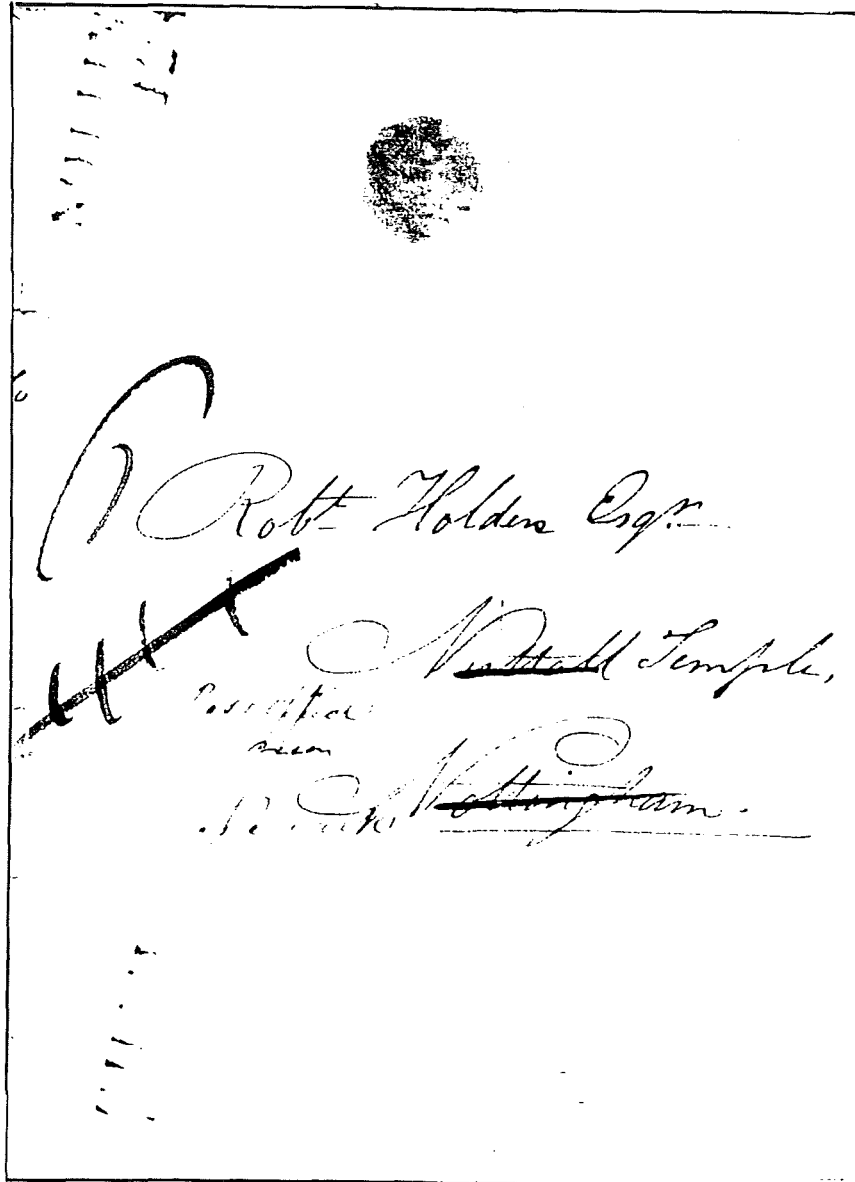
Page 206 in 'The Local Posts of the Midland Counties to 1840' gives a summary of the Nottingham local posts and an appendix lists eight letters with journeys outside the town of up to 9½ miles, as far as Costock to the south. This list can now be doubled with another five letters travelling into Nottingham and three travelling out with a date range of 1807 to 1838. Among them are three new place names, Bunny (albeit on the road to Costock), Upper Broughton and Eastwood, with the Upper Broughton item extending the range to approximately twelve miles on the Melton Mowbray road.

Bunny to Nottingham	12 May 1807	7 miles
Eastwood to Nottingham	27 Jan 1817	8½
Upper Broughton to Nottingham	4 May 1821	12
Nottingham to Nuthall Temple	8 Feb 1827	5
Nottingham to Nuthall Temple	18 Sep 1827	5
Costock to Nottingham	18 Jan 1833	9½
Eastwood to Nottingham	2 Dec 1834	8½
Nottingham to Costock	20 Mar 1838	9½



There are now recordings for the majority of the radial routes into Nottingham.

A bonus among these new findings is that the September 1827 letter to Nuthall Temple is a mis-directed item. Both letters to Nuthall (spelt with two 't's) are addressed to Robert Holden, an attorney and at that time Lord of the Manor and principal landowner there. After delivery to Nuthall, the names Nuthall and Nottingham as well as the manuscript '1' were struck out. The words "Post Office Newark" were then applied along with a 6d. charge which was the rate for from 20 to 30 miles.



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THE SURVEYORS' JOURNALS (Part 28)

Towards the end of January 1819, Mr Godby went to Newcastle for four days to make up the Dead Letter and Missent Accounts as the postmaster there had died.

A trip to Oswestry was necessary at the start of February as Lord Kenyon had asked that the mail to Ellesmere be dispatched as early as possible. Mr Godby then went on to Newcastle and the Potteries to investigate the loss of several letters which had passed through the offices there. The main business of the month was a meeting with Messrs Johnson and Woodcock in Shrewsbury to discuss the arrangements necessary on the discontinuance of the Shrewsbury mail and the introduction of a mailcoach through Aylesbury and Banbury to Birmingham with a branch from Stratford-on-Avon to Bromsgrove and Kidderminster. Before returning to his home in Shifnal, Mr Godby attended a meeting of the proprietors at Hockley House.

In mid-March, Mr Godby was back in Stratford, this time to open a penny post between there, Kineton and Wellesbourne. His stay at Stratford was broken by two days in Wolverhampton attending, with Mr Johnson, a meeting of the Holyhead mailcoach contractors on the renewal of that contract, and on a proposal to establish a mailcoach from Liverpool to Holyhead via Wrexham and Llangollen. On returning to Stratford he attended to the changes necessary on the introduction of the mailcoaches to Birmingham and Kidderminster. The same business then took him on to Kineton, Banbury, Woodstock, Oxford and Shipston. An attempt to trace a £50 note stolen from a letter posted at Hanley and to investigate the loss of several valuable letters put in at Newcastle took Mr Godby through Warwick, Coventry, Lichfield, Stone and Newcastle.

Preparations for the alterations to the London and Liverpool mailcoach and the introduction of a Liverpool to Holyhead occupied Mr Godby for most of April and the early part of May during which time he visited all the offices between Daventry and Liverpool. [See MM77/10, 84/9.]

For the most of the second half of June Mr Godby was in Warwickshire. Firstly, at Rugby where he opened a letter box and attended to the delivery. Then at Dunchurch, Daventry, Southam, Leamington and Warwick looking for a contractor for a horse-post between Daventry and Warwick.

Business in North Wales occupied Mr Godby for the whole of July. His only visit in the Midlands during August was to Much Wenlock to investigate the alleged theft of a letter from Northampton.

Most of September was taken up by various meetings in Liverpool and Manchester concerning possible alterations to the Liverpool, Manchester, and Liverpool and Carlisle mails. Mr Godby had no official business in the Midlands during the remaining part of the year.

Mr Woodcock spent six days in January 1819 at Cheltenham, attending to the introduction of "the short mail" between there and Gloucester which was put on for "the more speedy conveyance of the Cross road letters".

Preparations for the new mailcoaches to Birmingham and Kidderminster kept him away from home for much of February and March with visits to Evesham, Alcester, Stratford, Shipston, Alcester, Redditch and Bromsgrove. From 20th to 28th March, Mr Woodcock was in Feckenham, Droitwich, Bromsgrove and Kidderminster starting the penny post to Feckenham, and attending to the delivery of letters at Bromsgrove. From Kidderminster he went on to Bewdley to open the penny post to Cleobury.

The only journey that Mr Woodcock made in May was to Cheltenham to inspect the office and the ride to Tewkesbury. He was ill in the early part of June and then spent the latter part of the month inspecting the Bristol Penny Post.

Virtually the whole of July was taken up preparing a report on a request that the mail between London, Tetbury, Wotton under Edge and Dursley should be sent through Chippenham and Malmesbury. He then made the necessary arrangements for this but found that some of the people at Wotton and Dursley objected because the distance by that route was over 120 miles, resulting in an increase of one penny in the postage of a single letter.

The first part of the journal for August reads: "August 10 to the 17th at Malvern, attending to and regulating the Penny Post at Great Malvern, and that part called the Wells - this place is distant 2 miles from the Village. Of course the letters there must arrive something earlier - letters are taken in at the Wells till 10 a.m. & the Village till 10.30 - with which the company appear to be well satisfied - ". From Malvern he went on to Worcester to inspect that office and then to Cheltenham to make "a new arrangement to expedite the delivery of letters ...".

For ten days from 8th September, Mr Woodcock was at Malmesbury, Tetbury, Wotton-under-Edge and Dursley on "the business of some regulations proposed for the Clothing District." Then the last week of the month and the first part of October were spent on the road between Worcester, Bewdley, Stourbridge, Dudley, Birmingham and Wolverhampton speeding up the rides in that area. He was confined to his house for the remainder of October by "a bad inflammation" in his eyes. Mr Woodcock was in South Wales for the remaining part of 1819.

We are not told why Mr Hart spent the whole of January 1819 at home. Nor are we told why in February he visited the offices in Nottingham, Newark, Ollerton, Worksop and Sheffield.

In mid-March he was back in Nottingham to look into the alleged misconduct of a letter carrier. Then he travelled to Northampton to consider the possibility of replacing the Northampton to Daventry ride by one to Towcester. It was decided to defer a decision on this and it was November before he was able to return to this matter. (See MM100/28.) On 25th March, he "repaired to Newcastle to confer with another Surveyor on the proposed establishment of new Mails for Ireland from Manchester and Liverpool." While Mr Godby writes that he was in Newcastle at that time on the track of a stolen banknote, he makes no mention of a meeting with Mr Hart. Nor does he mention that he met Mr Hart in Coventry in late April / early May to discuss setting up a ride from Manchester to meet the mailcoach from Liverpool and the change to the timing of that coach for "the accommodation of the Foreign Correspondence from thence and Manchester."

From the middle of June to 5th September, Mr Hart was in charge of the Manchester Post Office. On 6th September, he met Mr Johnson at Macclesfield to discuss a proposed acceleration of the Manchester mailcoach. Mr Hart then went on to Derby where he "hastened the removal of the Office, which became necessary to dispatch the Mail without delay under the acceleration." This same acceleration took him to Northampton, Market Harborough and Leicester before he returned to Derby on 27th September for three days which were spent in superintending the dispatch and arrival of the mails prior to visiting the offices on the road between Derby and Macclesfield.

The purpose of Mr Hart's visit to Northampton in November has already been mentioned. Apart from two days in Loughborough, Kegworth and on the line of road to Derby, "to endeavour to make arrangements to prevent if possible, the detention of the Manchester Mail.", Mr Hart had no official business in the Midlands during December.

ADDENDA

RUGBY'S POST

In January 1819, a Mr Wratishaw complained to the Postmaster General about the extra charge imposed on the delivery of letters at Rugby. In his report Mr Godby said that the Revenue was not at any expense for the post office at Rugby apart from an allowance (first granted in 1794) of £27.6.0 p.a. for carrying the bags twice a day to and from Dunchurch. The postmistress received no salary, her only emolument being the extra charge of a halfpenny on the receipt and delivery of letters. Prior to Dunchurch being made a post town, letters between there and Rugby were charged twopence half of which was a perquisite of the postmistress, but on the opening of bye-letter accounts at Dunchurch the legal charge for letters between the two places became fourpence all of which accrued to the Revenue. Accordingly, the postmistress had been persuaded to make the same charge (a halfpenny) on those letters as that the rest of the mail.

In response to comments made by Mr Wratishaw, Mr Godby went on to say that there was no justification for the charge of a penny on a letter "to go downwards" if put into the office after 2.30 p.m. because the bag for London was made up then, when the bag for Coventry etc. did not leave Rugby until the following morning. The office should be open to receive letters for Coventry etc. until 8 p.m. for the usual charge of a halfpenny. He then added that there was no reason for the letters not being delivered twice a day as the evening mail arrived at 6 p.m. - by no means too late to carry out a delivery which would take at the most two hours.

Mr Godby said that Rugby was the only office in his District where the postmistress was paid by the inhabitants. Market Drayton and Tamworth had been in that category but, after complaints had been received, the extra charges were discontinued, letter boxes opened, and a salary and allowance for a letter carrier provided. The only alternative to allowing the postmistress to levy an extra charge was to put the Revenue to a considerable expense. He suggested that the inhabitants of Rugby would be satisfied with the present arrangements, with the following concessions: the abolition of the extra charge on short letters between Dunchurch and Rugby (on average only ten a week), the letters to be delivered twice a day, and that no extra charge was to exceed a halfpenny. Freeling agreed with this. [Ref: Post 40/63/1819]

DROITWICH'S POST

The effects of the introduction of the branch mailcoach to Kidderminster have been described in 'The Local Posts of the Midland Counties' (pages 306, 310, 311, 331, 332) so it would be pointless to repeat that information here. However there are a few points in Mr Woodcock's reports that appear not to have been mentioned in that book.

Mr Woodcock had intended to erect a penny post from Bromsgrove to Droitwich but found that the number of Short Letters was so considerable, particularly from Birmingham and Worcester, that the Revenue would have lost by the creation of a penny post. He did comment that the period during which a count had been made included Valentine's Day so many of those letters would probably have been refused. Before the introduction of the Kidderminster mailcoach, Droitwich had been served "by Government" four days a week through Stratford, Redditch and Feckenham (though another part of the same report mentions London letters on three days through Stratford. The sub-deputy at Droitwich had a small salary in addition to which he received a halfpenny on the delivery of letters which were delivered three times a day.

Date	Sub Deputy's Bill.		£.	s.	d.
13	Post Office	386 London and Bye for <i>Brimm</i>	-	16	8
<i>Dug</i>		Short Letters for ditto	-	11	7
<i>1818</i>	Short Letters paid at	<i>Brimm</i> £ 1-17	1	8	3
	Money Letters }				
		<i>Postmaster</i>			
Date	London and Bye paid at	<i>Dr. Cobbold</i>		1	9
<i>14</i>		Short paid at ditto		1	6
	Money Letters }				
		Deduct Overcharges and Returns			
		Accountable to Postmaster for			
	Short Letters unpaid from	<i>£ 1-14</i>			
		<i>1818</i>			
		Sub Deputy.			

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[Ref: Post 40/50/1819 and 40/76/1819]

WELLINGTON'S MAIL

Prior to May 1814, when a mailcoach first passed through Wellington, that town was served by a messenger who met the mailcoach twice a day one mile from the town at Haygate, the nearest point on the direct road to Shrewsbury. As a result of the withdrawal of the Shrewsbury mailcoach in 1819, it was proposed to re-establish that link with a messenger meeting the Holyhead mailcoach twice a day. However Mr Godby found that he could not find anyone who would undertake it on the original terms. Instead, he found "a respectable person" who would carry the bags twice a day on horseback for £20 p.a. with the result that Wellington gained time by the alteration rather than lost time.

For other changes brought about in Shropshire by the withdrawal of the Shrewsbury mailcoach in 1819 see page 215 of the local posts book. [Ref: Post 40/55/1819]

AN EXTRA HALFPENNY AT STAFFORD

In June 1819, it emerged that the practice had existed at Stafford of charging an extra halfpenny on the delivery of each letter to strangers or non-residents as well as to debtors in the local gaol. The Surveyor said that this was illegal and was to be discontinued at once. As the letter carrier received about fourpence a day from this gratuity, his wage which was only one shilling a day was to be increased by fourpence a day. [Ref: Post 40/164/1819]

THE DAVENTRY WARWICK RIDE

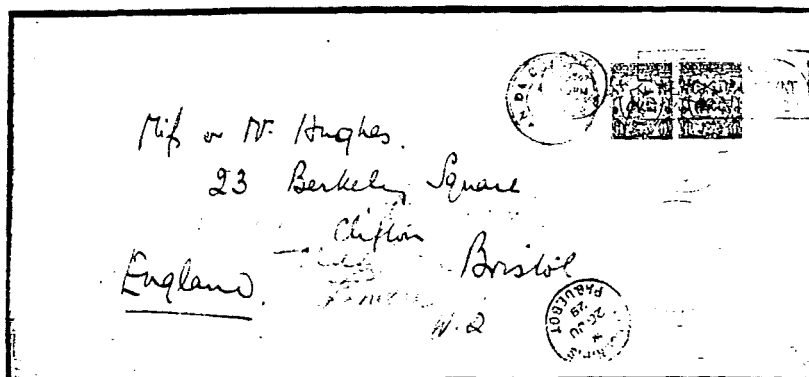
Mr Godby reported in June 1819 that after advertising widely for a contractor for the ride between Daventry and Warwick which was to start on Tuesday, 6th July he had received five offers between £150 and £160. This compared with the offer of £260 obtained a year previously when the question of this ride had been raised. The twenty miles were to be covered in three hours fifteen minutes with the departure from Daventry at 6 a.m. (or twenty minutes after the arrival of the mailcoach from London, and from Warwick at 4 p.m.

As one of the objections that had been raised against this ride the year before was that it passed through the loneliest part of the road in the dark for the greater part of the year, the rider was to be armed.

ANCIENT ♦ ♦ ♦ ♦ ♦ ♦ ♦ ♦

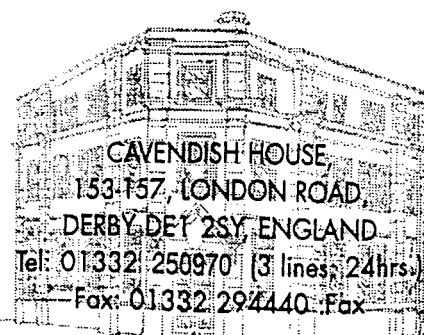


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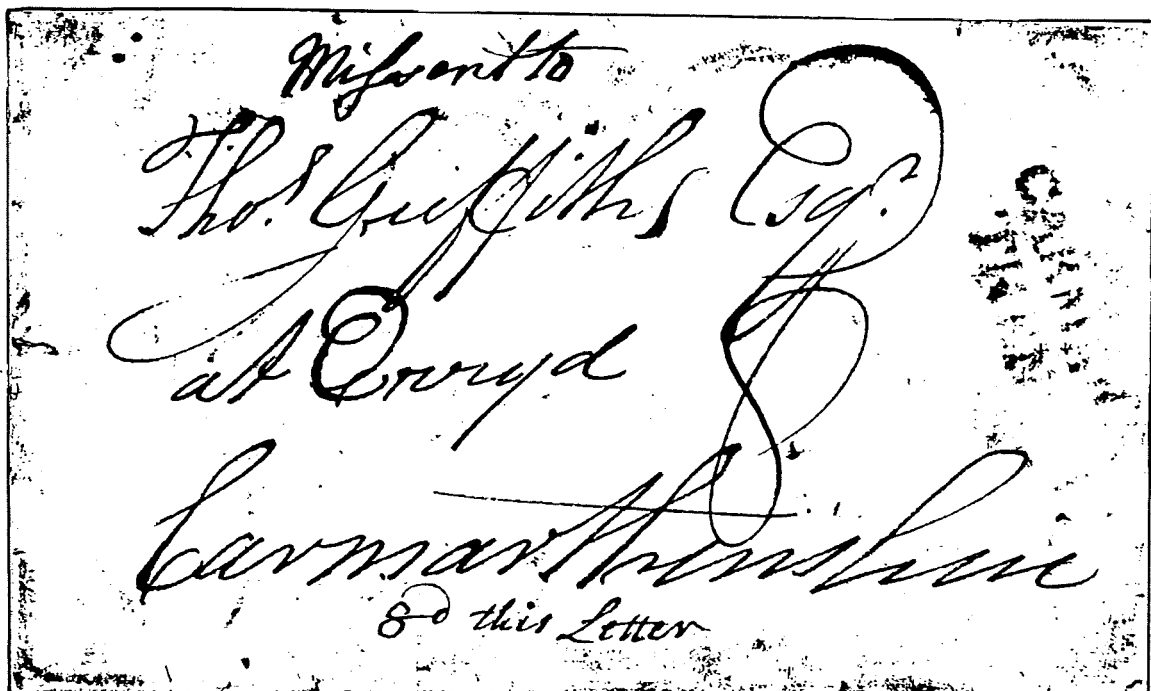
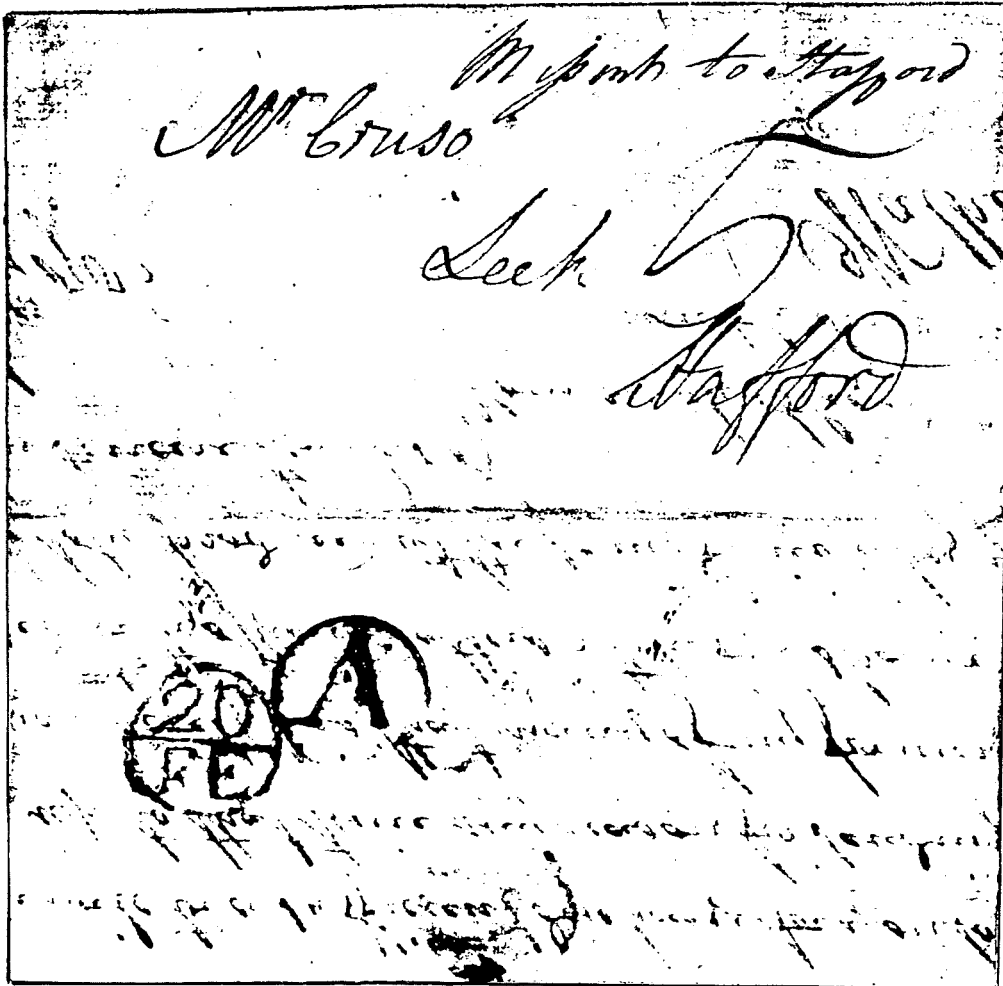


Internet: <http://www.thesaurus.co.uk/cavendish/>

TWO EARLY MISSENT LETTERS

I am indebted to Richard Farman for sending the copies of two early 'missents'. Has any member seen any others that are earlier than these.

February 1786, London to Leek but missent to Stafford.



November 1775, London to Carmarthenshire but missent to Carmarthen.