MIDLAND MAIL

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

President: Richard Farman

Chairman:
Derek Smeathers

Treasurer:
Elizabeth Lewis

Secretary:
Eric Lewis

Number 125, June 2002

A NEW PRESIDENT

The eagle-eyed will have noted that there is a change among the officers of the Society - we have a new President, Richard Farman. Richard's many contacts in the world of postal history have been of great value to the Society over the years, and I am sure that we will benefit from his presidency.

A very big thank you is due to Elizabeth Lewis for all that she has done over the last three years. The fact that we have such a flourishing society is due in no small measure to her many efforts.

CONGRATULATIONS

Gerald Marriner was the runner-up in the postal history class at the convention of the M.P.F. held at Loughborough on 11th May with his entry, made in the Society's name, 'Early Postal Markings of Haverfordwest - 1764 to 1842'.

Tom Poynton came first in the aerophilately class with an entry submitted on behalf of the Streetly society.

MEMBERS' INTERESTS

If you were not at the A.G.M., you will find enclosed a list of members' interests. This has been compiled by our Treasurer, rather hurriedly, as the large number of lots in the auction took far longer to describe and type up than anticipated. If your entry is incorrect in any way or needs updating with new interests, please advise her for a amendment in a future list.

THE SOCIETY'S LIBRARY

As we receive the occasional request for the loan of volumes 1 and/or 2 of the County Catalogues, it has been decided to purchase the second edition which combines volumes 1 and 2. The original volumes will be sold in next year's auction.

The combined volume can of course be borrowed members who are reminded that it contains much more information than the 1st edition. Among the areas covered in the combined volume are: Birmingham, Derbyshire, Huntingdonshire, Leicestershire, Northamptonshire, Nottinghamshire, Oxfordshire, Rutland, Shropshire and Warwickshire.

THE SEPTEMBER MEETING

Full details of the meetings next season will be issued with the next edition of Midland Mail. However, enclosed with this issue are details of the joint meeting to be held on 14th September at Kington St Michael. Please return the slips to John Calladine.

CHANGE OF ADDRESS

Please note the change in address and telephone number in the advertisement of Shaw's Buntingford Auction.

THE ANNUAL GENERAL MEETING

The excellent attendance at the AGM and Auction on 20th April showed that the maps distributed by Eric Lewis were accurate, enabling people to find their way to our new venue at Saint Germain's Church Hall, Edgbaston.

After the usual preliminaries of apologies and the minutes of the previous AGM had been dealt with our Chairman, Derek Smeathers, gave his report. Derek began by saying that he had been most impressed by the friendliness and help offered by members and officers. He then outlined the events of the past year which started with another of the biennial Midpex days which have become such notable occasions. The December meeting is always something to savour, and James Grimwood-Taylor's display was that top class presentation one remembers for ages. Derek thanked the other officers of the Society, particularly Elizabeth and Eric Lewis, for their efforts and finished by saying that he hoped that more members would try to come to meetings.

Our Treasurer, Elizabeth Lewis, distributed a balance sheet for the year. She reported that the income from subscriptions was down as in the previous year one member had paid for five years in advance. The increase in the cost of producing Midland Mail was caused by the printing of 5000 of the front pages in one run - the cheapest option. However, there was an excess of income over expenditure of £470. The accounts were accepted by the meeting. Elizabeth then proposed that in view of the healthy state of the finances the subscription should remain unchanged. This was accepted without dissent.

The editor of Midland Mail made his customary appeal for material and bemoaned the current facilities in Post Office Archives. Finally, he thanked all those who had contributed to Midland Mail in any way and announced that the winner of the Jon Baker trophy for the best article in Midland Mail during 2001 was Christopher Beaver.

The Co-ordinating Editor, John Calladine, reported explained the current state of the project on mileage mark and mail routes and said that all the material had now to be put together.

The Publicity Officer had nothing to report. The possibility of the Society producing a web-site was discussed and this will be explored further in the coming months.

Tom Poynton outlined the activities of the MPF and the ABPS. The Autumn Convention of the former had been held at Redditch and the spring meeting was to be held at Loughborough. Tom then mentioned that it was "all systems go" for Midpex on 28th June 2003.

As the three year term of office of our President, Elizabeth Lewis, had come to an end, there was a need for an election. Richard Farman who was proposed by John Soer and seconded by Christopher Beaver was duly elected.

All of the other officers and county editors were re-elected en bloc, though the editor of Midland Mail did again say that if anyone wanted the post he would be willing to stand aside. There were no takers for this very generous offer! David Hardwick was re-elected as Accounts Examiner.

Eric then distributed the details of a proposed programme for the season 2002-2003. Dates and venues which are subject to confirmation are: 14th September - Kington St. Michael; 12th October - Birmingham; 16th November - Warwick; 7th December - Burton-on-Trent; 11th January, 15th February, 8th March and 12th April all at places in the Birmingham area yet to be decided. The meeting ended with a discussion of possible venues for next year

SHAW'S
BUNTINGFORD AUCTION

G.B. & WORLD POSTAL HISTORY

Maritime & Naval, T.P.O., Railways, Air Mail, Postal Stationery, Military & Censored, Mechanised Mail, Cinderella, etc.

Complimentary Catalogue for next Auction:

H. SHAW, P.O. BOX 343, Potters Barr EN6 5WD
(or Telephone /Fax 01707 644336)

THE ANNUAL AUCTION

A list of realisations is given below.

A	2.50	B	1.00	C	-	D	3.00	E	3.50
F	7.00	G	1.00	H	0.50	J	-	K	1.25
L	1.50	M	3.00	N	6.00	O	0.25		
1	300.00	2	-	3	3.75	4	10.00	5	6.00
6	6.00	7	8.50	8	10.00	9	10.00	10	13.00
11	15.00	12	18.00	13	9.00	14	8.00	15	7.00
16	9.50	17	9.50	18	15.00	19	9.00	20	7.00
21	15.00	22	8.00	23	12.00	24	19.00	25	19.00
26	36.00	27	11.00	28	15.00	29	4.00	30	28.00
31	11.00	32	18.00	33	13.00	34	16.00	35	18.00
36	11.00	37	13.00	38	50.00	39	60.00	40	3.75
41	12.00	42	8.00	43	6.50	44	9.00	45	16.00
46	3.50	47	-	48	-	49	7.00	50	60.00
51	55.00	52	50.00	53	13.00	54	32.00	55	26.00
56	12.00	57	10.00	58	10.00	59	4.25	60	4.50
61	-	62	1.75	63	-	64	7.00	65	17.00
66	-	67	5.50	68	-	69	-	70	5.50
71	-	72	5.50	73	-	74	3.75	75	-
76	2.50	77	4.75	78	5.50	79	22.00	80	16.00
81	8.00	82	16.00	83	11.00	84	7.00	85	12.00
86	9.50	87	20.00	88	8.50	89	7.50	90	7.00
91	7.00	92	15.00	93	16.00	94	2.25	95	7.00
96	7.50	97	18.00	98	12.00	99	6.50	100	30.00
101	5.50	102	9.50	103	7.50	104	32.00	105	5.00
106	2.50	107	3.25	108	-	109	0.75	110	6.50
111	-	112	28.00	113	3.50	114	32.00	115	1.25
116	4.50	117	1.75	118	26.00	119	15.00	120	9.00
121	28.00	122	12.00	123	4.00	124	6.50	125	2.50
126	2.75	127	2.75	128	3.00	129	0.75	130	4.75
131	1.50	132	5.50	133	2.50	134	3.25	135	6.00
136	2.25	137	1.00	138	2.75	139	-	140	3.25
141	2.25	142	1.00	143	11.00	144	1.50	145	22.00
146	32.00	147	4.50	148	3.50	149	16.00	150	11.00
151	2.00	152	65.00	153	1.25	154	12.00	155	12.00
156	11.00	157	6.00	158	4.00	159	22.00	160	8.00
161	4.00	162	5.50	163	4.25	164	4.00	165	7.00
166	4.25	167	9.00	168	13.00	169	6.00	170	14.00
171	13.00	172	7.50	173	6.00	174	32.00	175	26.00
176	40.00	177	24.00	178	3.50	179	3.50	180	4.00
181	24.00	182	2.00	183	28.00	184	-	185	-
186	-	187	10.00	188	13.00	189	5.00	190	38.00
191	24.00	192	16.00	193	3.00	194	5.50	195	4.25
196	13.00	197	4.00	198	-	199	6.00	200	20.00
201	12.00	202	13.00	203	12.00	204	7.00	205	50.00
206	36.00	207	8.00	208	17.00	209	3.25	210	9.50
211	1.00	212	6.50	213	7.00	214	2.50	215	3.00
216	6.50	217	10.00	218	6.50	219	19.00	220	3.00
221	3.25	222	40.00	223	17.00	224	26.00	225	60.00
226	11.00	227	9.50	228	2.00	229	24.00	230	3.50
231	2.00	232	4.00	233	3.00	234	3.50	235	2.50
236	5.50	237	13.00	238	0.75	239	15.00	240	19.00
241	-	242	-	243	3.25	244	17.00	245	18.00
246	5.00	247	-	248	6.00	249	4.00	250	5.00
251	26.00	252	15.00	253	wdn	254	26.00	255	4.25
256	13.00	257	-	258	-	259	1.00	260	1.50
261	3.75	262	5.50	263	-	264	2.75	265	5.00
266	5.50	267	32.00	268	6.50	269	7.00	270	13.00

271	6.00	272	8.50	273	4.50	274	-	275	22.00
276	18.00	277	4.75	278	24.00	279	3.50	280	11.00
281	15.00	282	13.00	283	10.00	284	-	285	8.00
286	30.00	287	24.00	288	9.00	289	-	290	-
291	3.00	292	18.00	293	24.00	294	11.00	295	5.50
296	16.00	297	-	298	7.50	299	0.75	300	-
301	-	302	2.75	303	3.50	304	8.00	305	12.00
306	7.50	307	-	308	7.50	309	-	310	6.00
311	16.00	312	24.00	313	24.00	314	17.00	315	13.00
316	4.50	317	15.00	318	28.00	319	42.00	320	32.00
321	4.00	322	-	323	80.00	324	36.00	325	5.00
326	48.00	327	24.00	328	2.50	329	6.00	330	18.00
331	26.00	332	-	333	18.00	334	5.00	335	30.00
336	100.00	337	16.00	338	19.00	339	12.00	340	8.00
341	12.00	342	16.00	343	24.00	344	110.00	345	55.00
346	60.00	347	17.00	348	16.00	349	3.25	350	17.00
351	130.00	352	38.00	353	17.00	354	95.00	355	46.00
356	18.00	357	12.00	358	14.00	359	12.00	360	95.00
361	100.00	362	26.00	363	36.00				

Chris Jackson performed magnificently throughout this long auction but the Society does owe an enormous debt of gratitude to Eric and Elizabeth for arranging this opportunity for members to dispose of and acquire material. The hours spent in describing the material, preparing and then distributing the catalogues must have been tremendous. Then, of course, came the setting out of the hall for the actual auction.

A look at the realisations above will show that it was a very successful auction with about 90% of lots sold.

DEMONETISATION OF STAMPS

In response to my request made in MM123/15, Elizabeth and Eric Lewis have sent the following information.

From 1st June 1901, all Victorian stamps available [from the Post Office?] are valid. (London Gazette 19th April 1901)

Post Office Notice dated 17th December 1901 gives a list of stamps and postal stationary still valid. (It included 8d orange and both colours of 2/- Victorian stamps.)

From 30th June 1915, no Victorian stamps accepted to pay postage. (London Gazette May 1915)

Gibbons specialised catalogue of QV issues states that QV stamps were demonetised on 1st July 1915.

Elizabeth and Eric add that although Gibbons Four Kings makes no mention of demonetisation, they think that stamps of KE VII were also demonetised on 1st July 1915.

All £.s.d. stamps were demonetised on 1st March 1972. Presumably this applied not only to stamps of the present queen but also to the stamps of KG V, KE VIII and KG VI.

On the same topic Ian Baker has written that there is an article by Peter Young in the March/April 2002 of 'The GB Journal' in which it is stated: "*The first invalidation therefore rendered the line-engraved, embossed, and all the early surface printed stamps obsolete from 1 June 1901. The second invalidation occurred on 1 January 1902, with the issue of the first four Edwardian stamps, followed, as the other Victorian stamps specified in the Schedule were replaced over the period March to July 1902, by the third invalidation.*" This left odd values like the £5 and the 4½d Jubilee still valid.

THE POSTMISTRESS OF BIRMINGHAM

With reference to the article in the last issue about the postmaster of Birmingham, Elizabeth and Eric have pointed out to me that the post was held at the time by a woman - Mrs Gottwaltz.

CARRIAGES AND COACHES BY TRUCK

by Christopher Beaver

One of the five stamps issued in March 1980 - six months early - to commemorate the 150th anniversary of the Liverpool and Manchester Railway depicted, according to the Philatelic Bulletin at the time, "*a grand household aboard the first ever rail-drive and a horsebox*". After an exciting trip in their own carriage, itself perched on an open truck, the family were evidently to be driven onward by road.

Three days after the Grand Junction Railway opened C.S. Greaves wrote from Stafford to his sister Bessy a clear account of his journey that day, 7th July 1837. Quotation here must be reduced to the beginning and end of his letter.(1) "*I came posting from Worcester to Birmingham and thence by the Railway hither, bringing the carriage I have hired with me on the Railway*" ... "*the seats and tickets being all numbered, there is little confusion about the places and the luggage is placed on top of the vehicles. I have no doubt many improvements may still be made, but I think it is good enough as it is. If you have a carriage you may ride in that, James did so all the way. It is I believe 110 miles from Birmingham to Liverpool - including stoppages 4¼ hours. A capital means of transmitting a family any distance in a day.*" The actual distance was 97¼ miles to either Liverpool or Manchester, a first class train stopping en route five minutes only at each of five principal stations and scheduled to take 4½ hours.

For himself Mr Greaves' fare from Birmingham to Stafford in a first class coach was 5/6d, no return price quoted, and for a gentleman's carriage (if with four wheels) he paid £1, and for a servant in it (if such was James) probably no more than 3/-. Among the regulations was "*No charge for landing or embarking carriages or horses on any part of the line.*" A supply of trucks would be provided for them at all the principal stations - "*to prevent disappointment it is recommended that previous notice should be given at the station where they may be required.*"(2)

Similar arrangements obtained on the London and Birmingham Railway a few years later. One train in each direction each weekday was identified as a "*3rd class train by which horses and carriages can be conveyed.*", each passenger 14/-, each carriage £3, a horse box £4, these all being for the whole distance, 118 miles single, and "*in proportion for intermediate stations.*"(3)

Commenting on the popularity of this manner of travelling in the first decades of the train among those who could afford it, Norman Webster provokes a chuckle or more as he tells how "*the Duke of Wellington continued to carry his equipage on a carriage-truck up to his last journeys in 1852, although by that time he had been persuaded by the Queen's example to use the railway on occasions as an ordinary traveller. Although he had presided at the opening of the Liverpool and Manchester he disliked and discouraged the idea of national railways because 'they would encourage the lower classes to move about'. Initially declining to make any use of the railways, he found it convenient to travel on the Canterbury and Whitstable, going by road from Walmer to Canterbury, thence by the railway with his equipage on a truck to Whitstable, and finally by steamer to London river.*"(2)

Coaches too were sometimes given a lift, though no advertisements appeared for carriages. A sentence from the Railway Times of 26th May 1838 is quoted by Harold Wilson: "*Last Tuesday* [that was the 22nd] *Mail Coaches for Holyhead, Manchester, Liverpool, and Carlisle were transported on trucks on the London and Birmingham Railway.*" That this was not to be understood as a once only occurence is apparent from the last sentence of the arbitration award attached to the contract between the Postmaster General and the L.B.R. dated 30th May: "*That mail-coaches shall be taken on trucks for 4¾d per mile each, the passengers by such mails paying the proper fares to the Railway Company.*"(4)

However this list of four mailcoaches was incomplete according to the payments in Post 6 where there is also a new Lichfield Mail, the London through Chester and Woodside Ferry to Liverpool having ceased the previous month.(5)

It would be most interesting to discover whether the Railway Times or any newspaper had mentioned that stage coaches were already being conveyed regularly on scheduled journeys on the LBR by early May, and probably a month before then. For the details of a report by the Superintendent of Mail Coaches disclose the reasons mailcoaches were sometimes conveyed by trucks on incomplete lines, and that on the LBR it was already happening with other coaches before the GPO decided to follow suit.(6) This report was approved by Lord Lichfield, the PMG, on Monday 14th May 1838. The extension of the line from Tring to a temporary station near Fenny Stratford called Denbigh Hall had been opened to traffic on 7th April and arrangements were in urgent progress towards 21st/22nd of May when mails to and from London would for the first time be conveyed by rail. George Louis went to see for himself during the second week of May. He had gone first "*to inspect the Post Office Carriage building* [that means being built surely] *at the Euston Grove Station*", and to discuss the plans with the Secretary of the LBR, Mr Richard Creed, and with "*Mr Bagster who has the superintendence of the outdoor business*", in particular the safe and speedy handover betwen rail and road at Denbigh Hall. "*It appears quite clear to say nothing of the danger of the frequent transfer of Bags the delay which will be occasioned by the passengers in the Dead of Night and their luggage being transferred will be of so very serious a nature that it ought to be avoided.*"

Mr Louis carefully watched what was happening at both termini, and reported it fully with fascinating vividness to justify his recommendations. "*I find that the course now pursued with the night coaches is to put them on trucks at the Rail way station here* [Euston Grove] *ready loaded with the luggage, the Passengers going on the Company's Carriages. I feel now convinced that this course must be adopted with the Mails, to load as usual here* [St Martin-le-Grand], *have them drawn to the station, put on Trucks and conveyed to Denbigh Hall. The course there pursued will be as follows. On the Bridge of the Rail way which crosses the high Road the Engine is detached from the Passenger train and proceeds on with the loaded coaches a short distance where they are taken off. The Trucks are then drawn on a temporary road across a field into the high Road and thence as it were back to Denbigh Hall which is at the base of the Bridge or viaduct above alluded to.*(7) *While this is going on the Passengers will be descending from the Rail Road to the Common Road. The luggage being already loaded the time occupied by this course of proceeding will be at the same time occupied by the other - but still time will be required, but I am quite sure not half that which will be necessary if the Bags have to be transferred, the Passengers' luggage and Passengers.*"

As for the 'up' mails speed at Euston will be essential, so: "*Then in the Morning I am quite of the opinion there should be a carriage in which all the bags should be at once thrown and dispatched hence* [he means to the GPO] *without the slighest delay and without waiting for the different Mail Coaches to be unshipped.*" Among Colonel Maberly's comments to the PMG on this report is: "*On the arrival at Euston Station on the return it will be absolutely necessary to employ an accelerator between the station & the Post Office as we cannot wait a moment to unload the passengers' luggage.*" Payment was made to Mr Vernon Abbott from 22nd May for conveying mails to as well as from 'The Birmingham Railway'. Revised payments to the horsing contractors, all London based, began on 21st. On 1st October the whole line was opened and the need for coaches to be conveyed on trucks had ceased as far as the LBR was concerned.

A similar practice was introduced on the Great Western Railway when the line from Paddington reached Twyford in 1839, and through later extensions several western mails, day as well as night, were eventually conveyed on trucks, until the whole line to Bristol was open.(8)

A painting sometimes reproduced to illustrate the end of an era depicts the "*Last journey of the Louth Mail Coach preparing for conveyance by rail over the newly-opened section between Peterborough and Blisworth, December 1845.*"(9) The coach is on a truck at the rear of a train in Peterborough station, passengers arriving, horses being led away. Post 6 payments show the London to Louth mailcoach ceased on 19th December, and a Peterborough to Louth mailcoach began the following day, still run by the London contractors Messrs Fagg & Co. So was the artist using his imagination, or depicting the departure of a redundant coach back to the builder as this caption implies? Both artist and authors were unaware the mail was due at Peterborough, up as well as down, in the dark before and after 19th December!(10)

This is not a subject for which the questions are readily answered. Where for example might one discover further evidence of stagecoaches on rails? Horses and drivers did not go with them, nor with mailcoaches, when they were being hastened on trucks. No, but did the GPO insist on a guard for each separate coach all the way?

References:

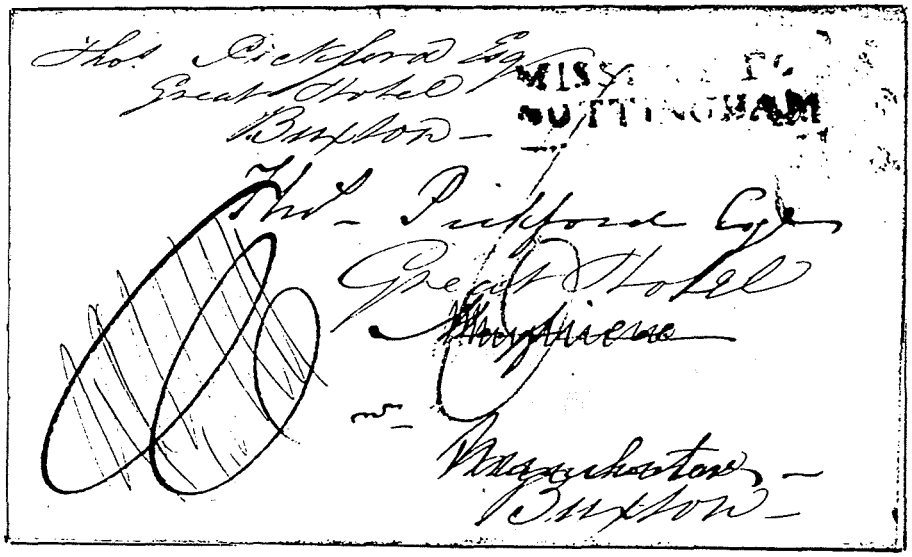
1. Stafford Record Office D897/6
2. Webster, Britains First Trunk Railway, 1972, pp 104, 109.
3. Pigot Directory of Warwickshire, 1842.
4. Harold Wilson, TPOs of GB & Ireland, 1996, pp 18, 235.
5. MM101/8-9 nos 101, 103, 120, 123.
6. Post 11/61
7. MM86/4 (inscription on bridge).
8. Wilson op. cit. p 101.
9. Farrugia & Gammons, Carrying British Mails, 1980, p 23.
10. Postal Directories for 1845 and 1846. The up journies depart Peterborough 9.42 by mailcoach, 12.45 a.m. by train.

AN UPDATE ON SOME ELUSIVE NOTTINGHAM MARKS (Part 1)

by Alan Marshall

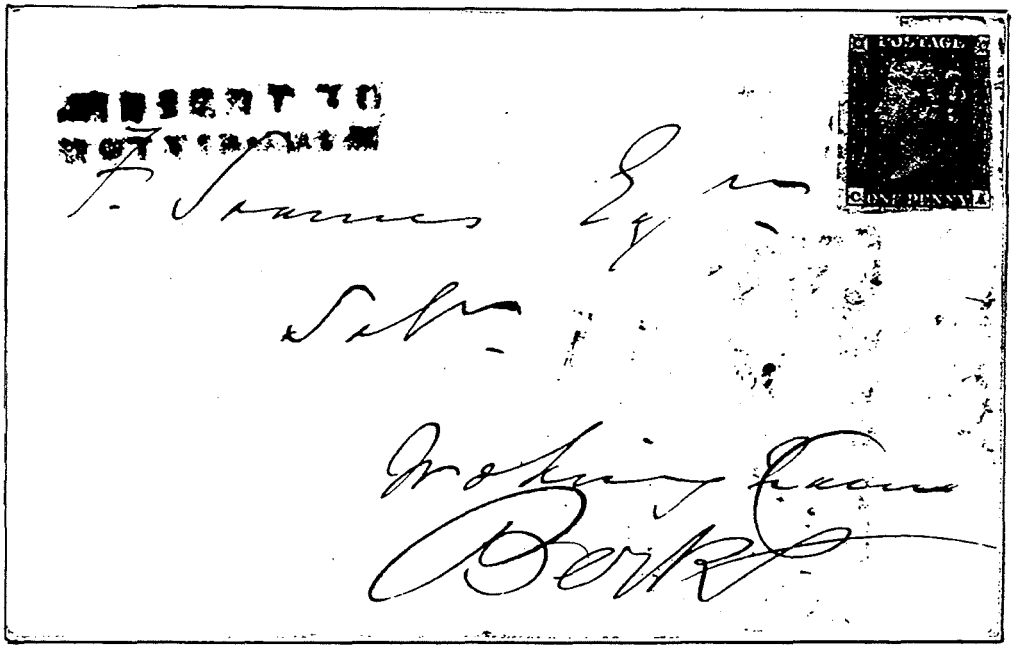
'Missent to Nottingham'

In his book 'The Post Office at Nottingham" (1947) Hall states that he had not found a handstruck 'Missent to Nottingham', but by the time volume 1 of the County Catalogue was produced a handstamp, 40 x 9 mm, had been recorded in use in 1838-9. This was still the state of affairs when the second edition was compiled. However, it is now possible to list another of a slightly different size, 42 x 9 mm, used on 14th July 1841. Reconstructed versions of the two stamps are shown below along with a real copy of each one.



MISS ENT TO
NOTTINGHAM

June 1838



MISSENT TO
NOTTINGHAM

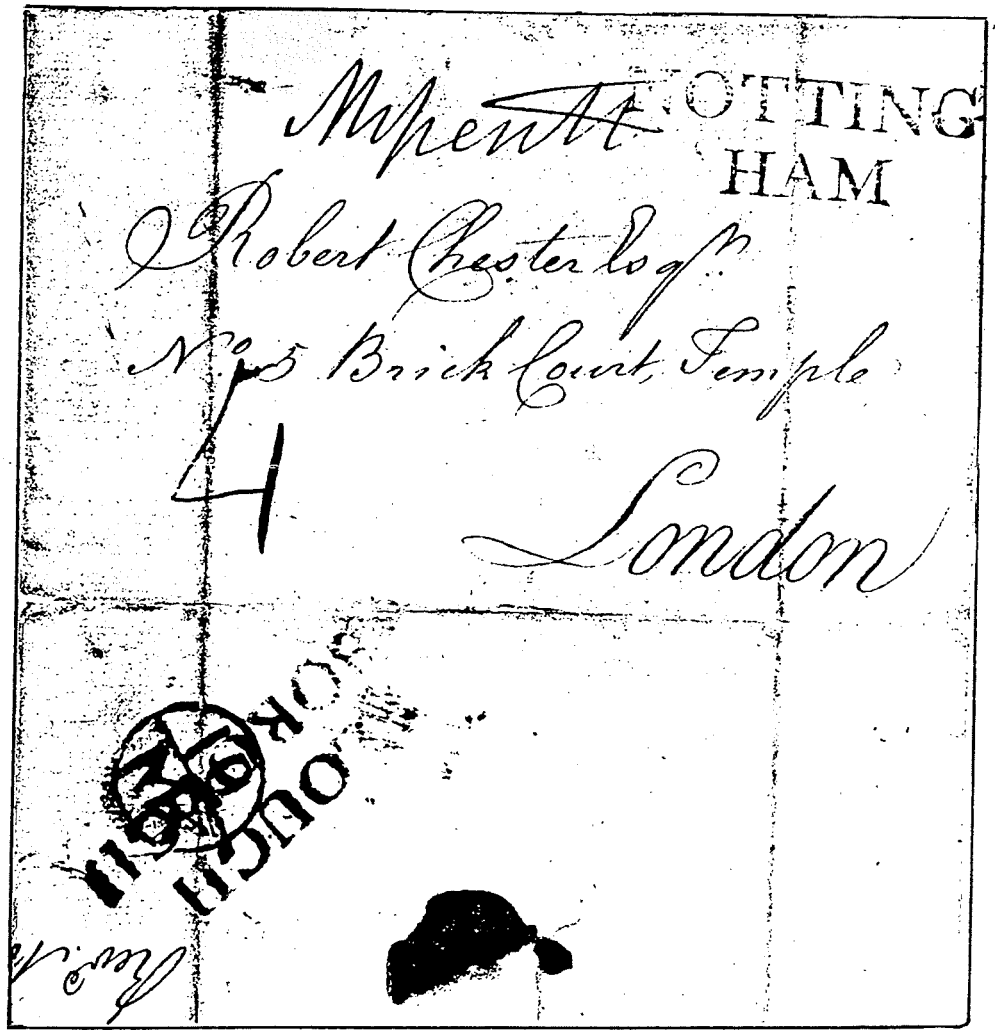
July 1841

How often does one find a letter sent to the same place twice within three days? A wrapper sent from Liverpool to Mollington near Chester on 8th July 1859 was missent to Nottingham and returned on the 9th bearing a manuscript '*not for*'. The letter was re-issued at Liverpool on 10th July and again missent to Nottingham from where it was returned to Liverpool with manuscript marks '*twice missent to*' and '*try Mollington*'. It finally reached Chester on 12th July.

On the same subject, a lot in a recent auction included a manuscript 'Missent to Nottingham' on an entire dated 1787 of which it was claimed: 'the earliest Nottingham Instructional marking of which we are aware. The entire, sent from Loughborough, shown on the next page beats this for it is dated 7th March 1781. Only the '*Missent* is in manuscript with the Nottingham being a strike of the NG 141 handstamp. Has this occurred elsewhere?

Missent twice to Nottingham within three days.

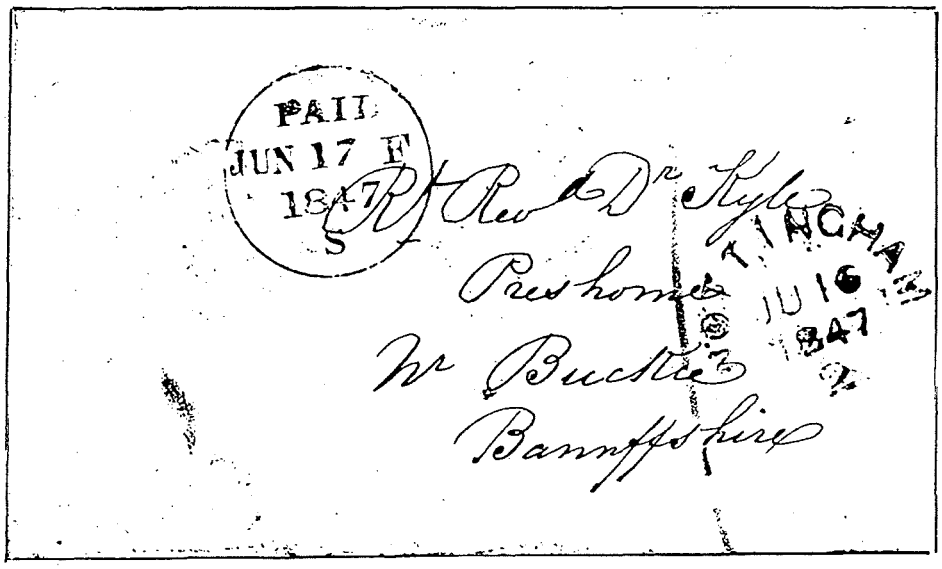




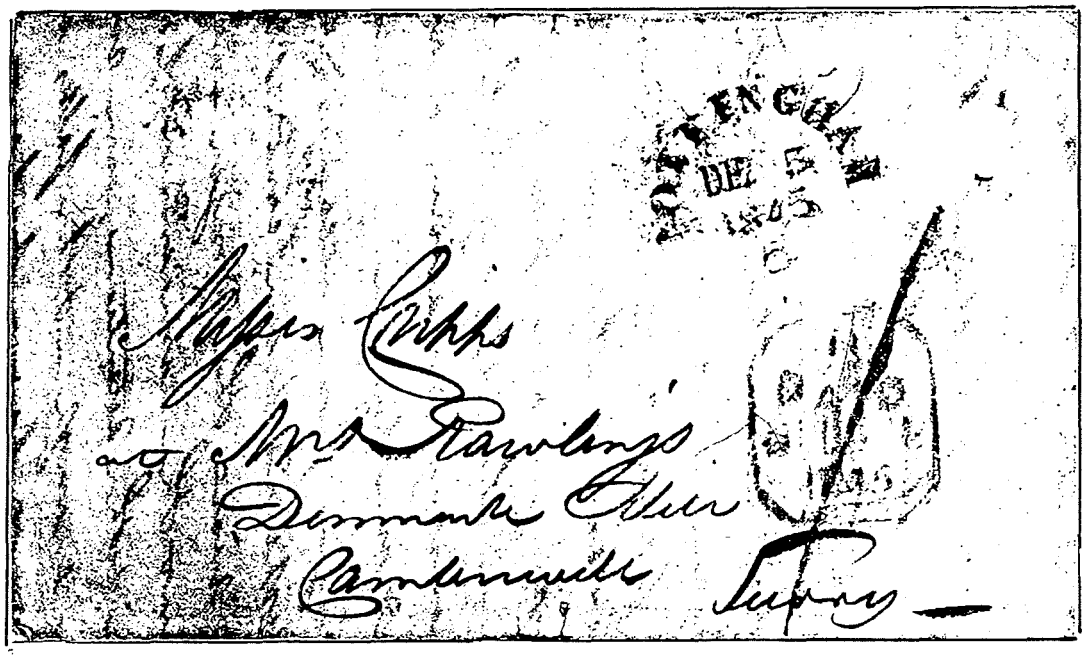
Nottingham 'Travellers'

Hall in 1947 lists just one traveller in blue with a '2' at its base used from 2nd to 16th June 1847; the County Catalogue also lists this handstamp in blue. However, James Mackay in his book 'Skeleton Postmarks of England & Wales' lists it also in black. My research has located nine examples of this stamp, eight in blue-green (a more accurate description) dated 2nd, 3rd, 11th, 13th, 15th & 16th with only one in black dated 16th. One presumes it was given a final run using the new inkpad for the new series of smaller double arc stamps. Two copies dated 3rd show the '3' reversed.

A second traveller in black with a '5' at its base is listed in the County Catalogue and in Mackay on 5th December 1845 only. Again, research has so far located four examples, two of which are dated 5th December, one the 3rd and one 7th December, extending its use to five days.



Traveller with '2' at the base used 16th June 1847



Traveller with '5' at the base used 5th December 1845

MIDLAND POSTMASTERS 1893

The information which follows is taken from one of the Establishment Books in Post Office Archives, Post 59/126 . The volume for 1893 is the first to give details of provincial postmasters. Prior to that year the books contain details of staff at the post offices in the major cities.

It is interesting to note those offices where the postmaster/postmistress had risen through the ranks within the Post Office and those where the position was held by a person for whom this was the first appointment and who was probably owing his position to the patronage of a member of the nobility.

An example of the former is Miss Mary Wheldon who was a sorting clerk at Scarborough before taking over the office at Ashby. It can be seen that over twenty years service was needed before one could aspire to an office carrying a salary of over £300 p.a.

The list is dated 1st January 1893 but does contain a few appointments after that date. Was the date of appointment known in advance? No information was given for some offices owing to a vacancy. For these places (denoted by #) the information was taken from the 1894 list.

* denotes a Crown Office.

TOWN	POSTMASTER	FIRST APPT	PRESENT APPT	SALARY £
Abingdon *	James Smith	1865	1 March 1865	190
Alfreton	T.T. Cutler	1854	15 Nov 1854	140
Ashbourne	Mrs M.A. Avery	1889	15 Feb 1889	150
Ashby-de-la-Zouch	Miss M. Wheldon	1882	1 April 1892	160
Atherstone *	J. Davenport	1874	3 July 1891	180
Bakewell	Miss A.B. Pratt	1891	16 Sept 1891	128
Banbury *	J. Davenport	1870	1 Aug 1891	280
Belper	J.J. Kirk	1890	2 July 1890	130
Berkeley	D. Ford	1873	8 May 1873	65
Bewdley	T. Reeve	1878	2 May 1878	60
Bicester	W.J. French	1871	12 Aug 1871	125
Bilston *	F. Nokes	1854	7 Feb 1854	200
Birmingham *	J.F. Wight	1862	23 June 1891	1000
Brackley	C.F. Snellgrove	1868	14 Aug 1892	120
Bridgnorth	Miss H.T. Macmichael	1879	14 Aug 1879	180
Brierley Hill	C. Salisbury	1867	16 Jan 1875	200
Broadway	Miss L.A. Davis	1877	21 Dec 1877	90
Bromsgrove	J. Airey	1885	1 Oct 1892	165
Burton-on-Trent *	W. Hopkinson	1853	14 April 1892	450
Buxton *	F. Oldfield	1867	19 April 1892	300
Cheltenham *	P.W.R. Chandler	1865	15 April 1892	525
Chesterfield *	J.C. Freeman	1855	12 May 1888	350
Chipping Norton	Miss Z.H. Stephan	1889	17 June 1889	140
Chipping Sodbury	Miss E. Caradine	1875	22 Jan 1875	75
Cirencester#	J.A. Weatherill	1865	5 Sept 1893	200
Coventry *	I. Holmes	1847	21 May 1888	431
Daventry	Mrs C.A. Reynolds	1891	19 Feb 1891	120
Derby#	James Wilson	1866	10Sept 1893	650
Droitwich	W. Noak	1875	18 Sept 1875	150
Dudley *	R.L. Wallace	1855	22 March 1877	335
Dursley	Miss S.E. Knapp	1887	22 June 1877	120
Eccleshall	C.L. Smith	1855	2 July 1855	75
Enstone	W. Kibble	1844	Nov 1844	55
Evesham	Mrs S.E. Crisp	1872	1 Sept 1888	140
Faringdon	J. Pike	1863	13 Feb 1863	190
Gloucester	W.H. Godby	1865	1 Sept 1891	600

Henley	B Palmer	1875	11 April 1875	165
Hereford *	H. Wint	1867	10 June 1890	380
Hinckley	J. Cotman	1862	4 Oct 1862	140
Kenilworth	T.S. Morris	1870	23 Aug 1877	120
Kettering	D. Brown	1869	1 Dec 1890	210
Kidderminster *	R.G. Cove	1864	1 March 1890	235
Kington	J.W. Lloyd	1867	7 Aug 1867	120
Knighton	C. Langford	1857	19 Sept 1886	140
Leamington *	Wm. Clarke	1863	1 May 1892	445
Ledbury#	Mrs J.L. Sargent	1893	28 Aug 1893	130
Leek	S. Tatton	1872	7 Sept 1884	170
Leicester *	T. Phillipson	1864	1 April 1892	650
Leominster	J. Wooley	1858	6 March 1858	150
Lichfield	Mrs A. Heape	1867	22 Sept 1891	475
Loughborough	D.R. Noble	1867	13 Sept 1891	280
Ludlow	W.J. Wildblood	1866	1893	175
Lutterworth	J. Ince	1858	1 Sept 1886	135
Lydney	H. Imm	1851	29 Oct 1868	100
Malvern	T. Caudle	1869	4 July 1891	275
Mansfield	W. Froggatt	1857	30 Sept 1876	210
Market Drayton	J. Armitt	1865	19 July 1892	140
Market Harborough	Miss E.J. Kebble	1871	1 Oct 1871	140
Matlock Bath	A. Clark	1877	2 Oct 1877	150
Melton Mowbray	G. Saunders	1867	March 1867	170
Moreton-in-Marsh	H.C. Randall	1861	7 July 1869	150
Newark	P. Flynn	1857	1 Oct 1891	320
Newcastle, Staffs *	W.C.A. Comber	1859	2 Oct 1892	250
Newport, Salop	T.M. Evans	1871	1 March 1893	160
Northampton *	J. Irish	1856	1 Sept 1889	525
Nottingham *	B.N. Thomas	1863	26 April 1891	700
Nuneaton *	G.H. Knight	1878	27 Jan 1893	170
Oakham	H.J. Penney	1871	5 March 1890	140
Oswestry	A. Boyd	1860	16 Jan 1889	270
Oundle	Mrs S. Turner	1890	9 Oct 1890	120
Oxford *	T. Arnall	1851	28 Oct 1872	600
Pershore	Jane Stephens	1868	27 Jan 1868	110
Redditch *	W. Webb	1858	1 May 1883	240
Retford	J.H. Heather	1877	14 Nov 1877	140
Ross	A. Wright	1868	7 Oct 1868	195
Rugeley	W.T. Brassington	1871	23 Dec 1871	135
Shifnal	D. Hall	1870	1 Nov 1877	130
Shipston-on-Stour	W. Fisher	1877	April 1877	120
Shrewsbury *	F.E. Adams	1870	1 April 1892	500
Southwell	E. Longmore	1887	19 Nov 1887	90
Stafford *	C.E. Palmer	1855	25 Aug 1891	385
Stoke-on-Trent *	P.J. Mosley	1847	19 April 1892	510
Stone	W.B. Woolley	1867	1 April 1867	140
Stonehouse, Glos	Miss Margaret McCall	1863	Dec 1863	120
Stourbridge	G. Phillips	1863	23 July 1890	270
Stourport	Mrs S.P. Charles	1887	6 Dec 1887	130
Stratford-on-Avon *	Mrs E. Bourdeaux	1890	9 Dec 1890	200
Stroud *	H. Durden	1868	1 April 1890	275
Tamworth	R.M. Wallis	1864	17 April 1864	190
Tenbury	W. Fuller	1880	17 Jan 1880	100
Tetbury	J. Goldsmith	1887	1 Aug 1887	90
Tetsworth	T. Gallop	1876	23 April 1876	80
Tewkesbury	Mrs E. George	1886	1 July 1886	180

Thame	Miss C.E. Mears	1890	17 Jan 1890	100
Thrapston	Mrs E. Hensman	1883	24 Jan 1883	130
Tipton	J.L. Taylor	1888	10 Nov 1888	140
Towcester	Miss M.A. Simco	1858	2 Feb 1858	120
Uppingham	T. Leak	1871	Sept 1871	135
Wallingford	G. Christie	1876	22 Feb 1876	140
Walsall *	T. Small	1857	15 Jan 1887	390
Wantage	A.D. Clegg	1881	10 March 1881	120
Warwick *	E.S. Bell	1860	5 Jan 1891	250
Wednesbury *	R.H. Smith	1869	17 Sept 1869	247
Weedon	A. Coles	1869	4 June 1869	95
Wellingborough	W.H. Cook	1874	25 May 1892	210
Wellington, Salop	J. Bennett	1864	14 April 1891	275
West Bromwich *	S.B. Reed	1867	12 Dec 1867	270
Whitchurch	Mrs M.A. Wycherley	1891	19 Nov 1891	190
Witney	A.J.T. Evans	1892	9 March 1892	115
Wolverhampton *	J. Kewley	1855	1 Sept 1889	500
Woodstock	E. Prescott	1885	1 Dec 1885	95
Worcester *	H.S. Wooster	1876	7 July 1891	450
Worksop	T. Parkinson	1867	17 Jan 1867	160
Wotton-u-Edge	J.K. Foxwell	1890	15 Feb 1890	100

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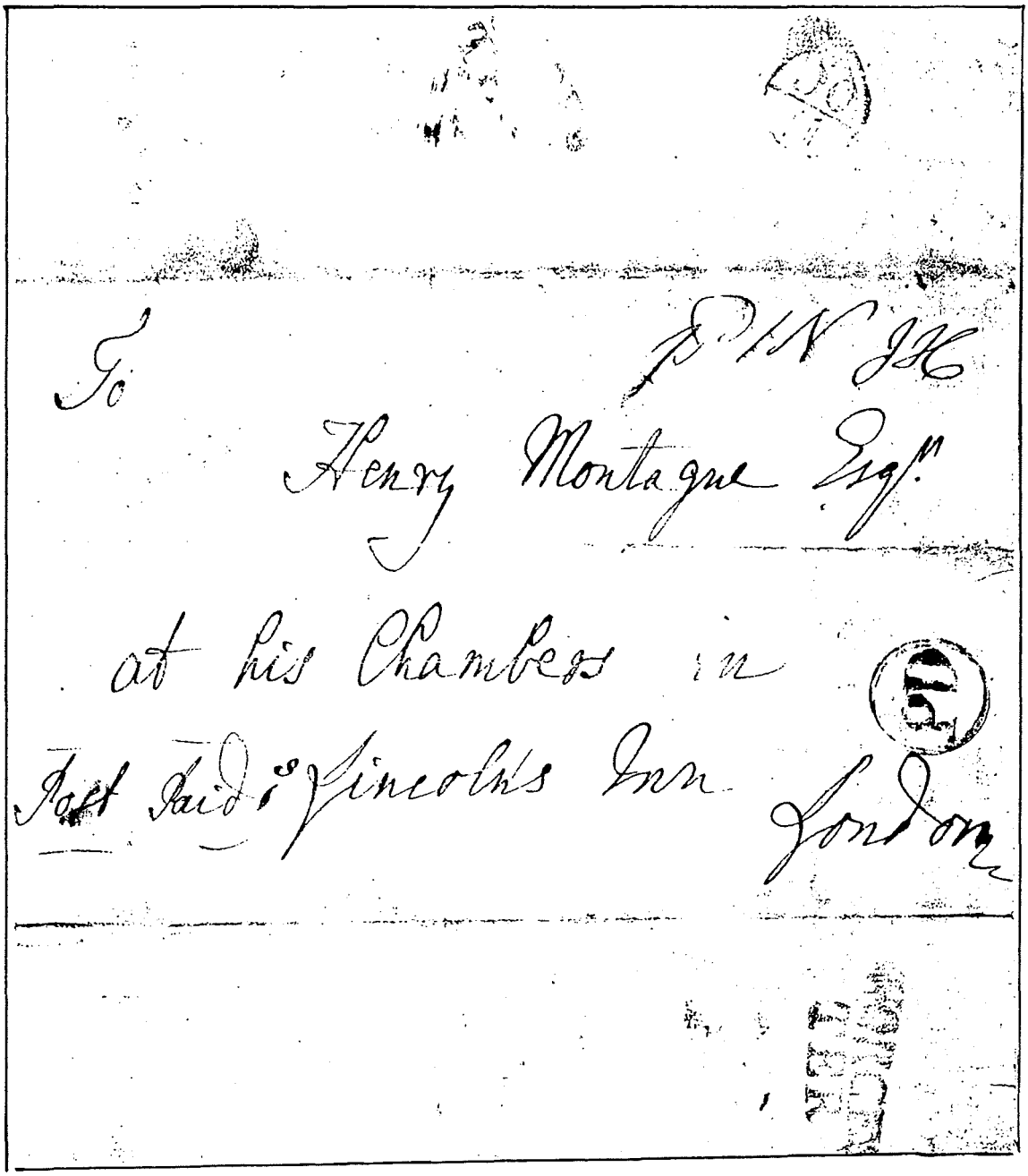
ANOTHER DOUBLE STAMPED ITEM

by Chris Jackson

In MM114 Alan Marshall raised the subject of items of mail which had been stamped twice at the town of posting. His analysis showed a number of the items he had identified had been sent under the 'Free' system. Then in MM115 Derek Smeathers showed two more double-struck items which, while not 'Free' items, had been prepaid, an unusual method of payment at the time. In MM116 I showed a Droitwich item which had been similarly prepaid as well as double-stamped. I raised the question of whether the double stamping was because the item had been prepaid or because it had been sent from a sub-office.

I have just obtained the item shown below which, I believe, gives even more credence to the double stamping of eighteenth century mail being related to letters on which no charge was due on delivery. It was written in Chaddesley on 8th October 1750 and sent from Worcester to London where it arrived on 11th October. There are two distinct but rather poor WORCES/TER handstamps on the reverse, one on each flap. The outer sheet must have contained other items as it was prepaid one shilling (p^{d} 1 N) and the payment is initialled 'JH'. A London PD in a circle has been struck on the front.

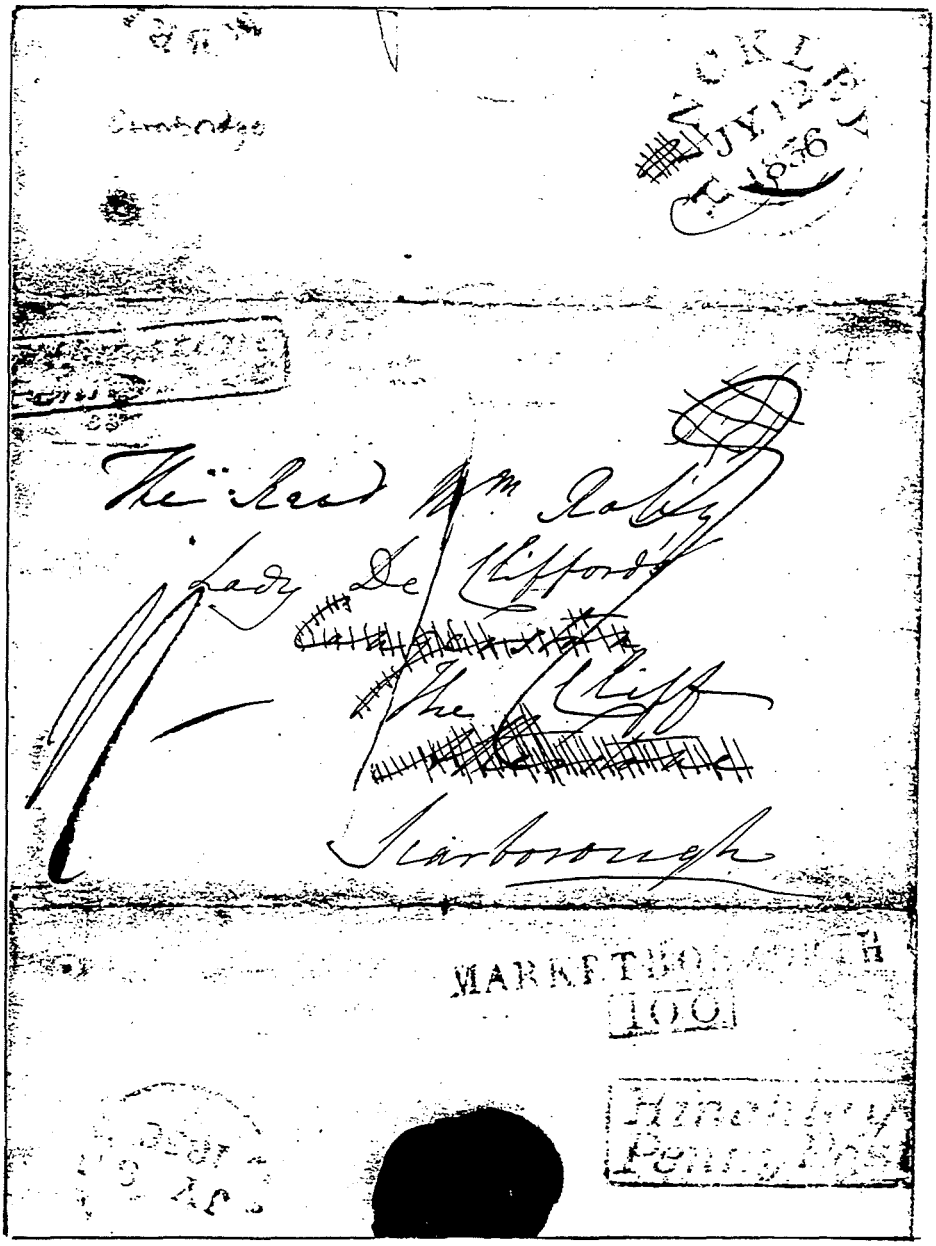
Have any other members such items in their collections? Or, conversely have any members prepaid eighteenth century covers that are not double-struck?

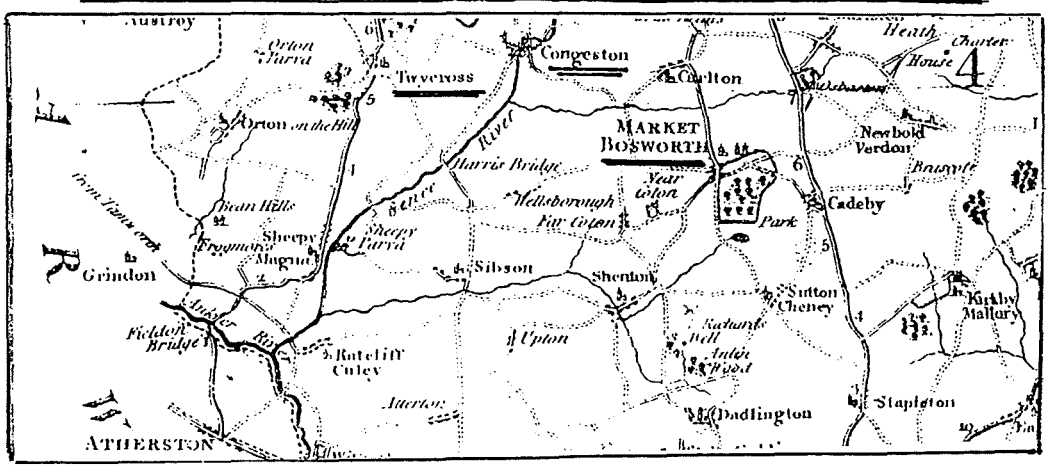


MARKET BOSWORTH

When one has collected and researched an area of postal history for over twenty years, it might be expected that life cannot hold any surprises. Yet, I was quite astounded earlier this year when I came across the item illustrated below. The letter was sent from Cambridge on 9th July 1836 to Congerstone, Leicestershire via the Atherstone Penny Post (probably through the receiving office at Twycross). It was then redirected to Scarborough and put into the post at the Market Bosworth receiving house of the Hinckley Penny Post where it was struck with a boxed mileage mark MARKET BOSWORTH/100. One hundred miles is the distance shown on the mileage marks of Hinckley.

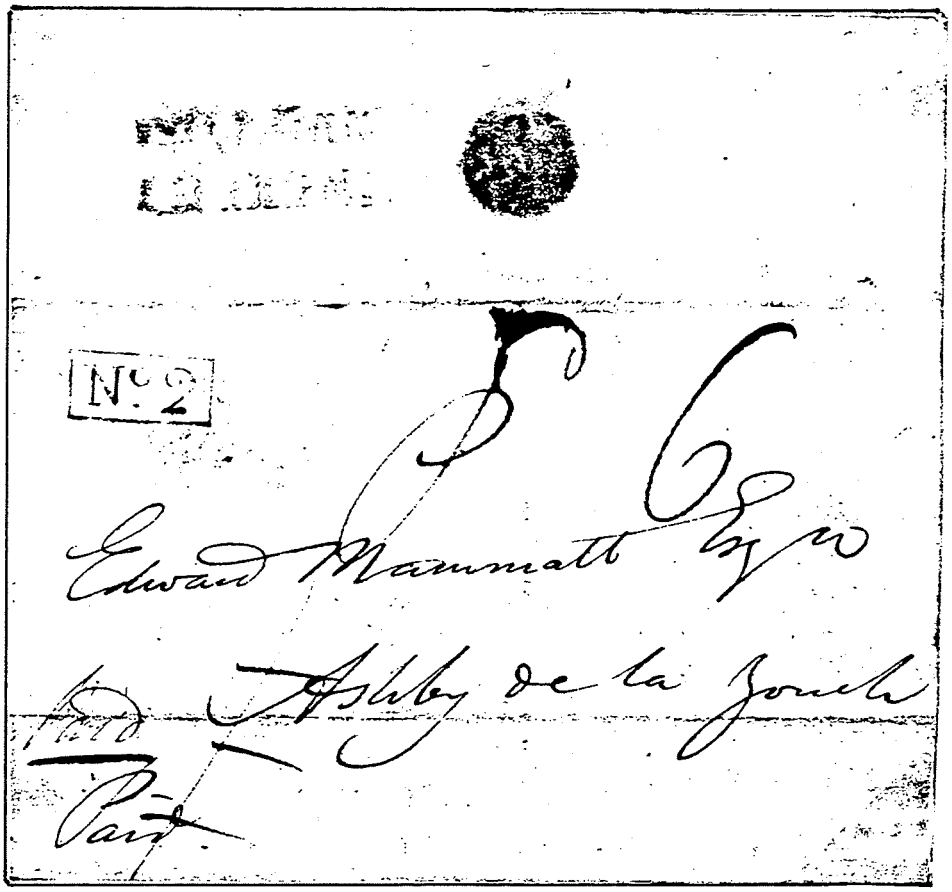
The late Paul Hill told me that he had seen a Market Bosworth mileage mark used in about 1810 - further evidence for the existence of an unofficial receiving house there.



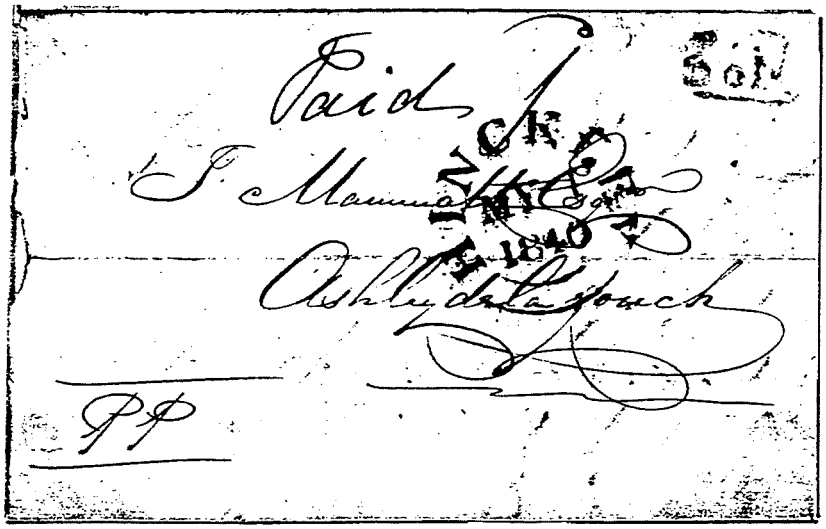


A penny post between Market Bosworth and Hinckley was authorised in November 1823, and the receiving office at Bosworth used a 'No. 2' handstamp from 1824 to 1840. So why was the mileage mark used here? Was it because it was a redirected letter or was the 'No.2' handstamp broken? I have not checked the Local Posts book but surely there could not have been many village penny post receiving offices using mileage marks.

A letter of January 1824 with the 'No.2' of Market Bosworth.



The 'No. 2' of Market Bosworth used in May 1840-
after the introduction of Uniform Penny Postage.

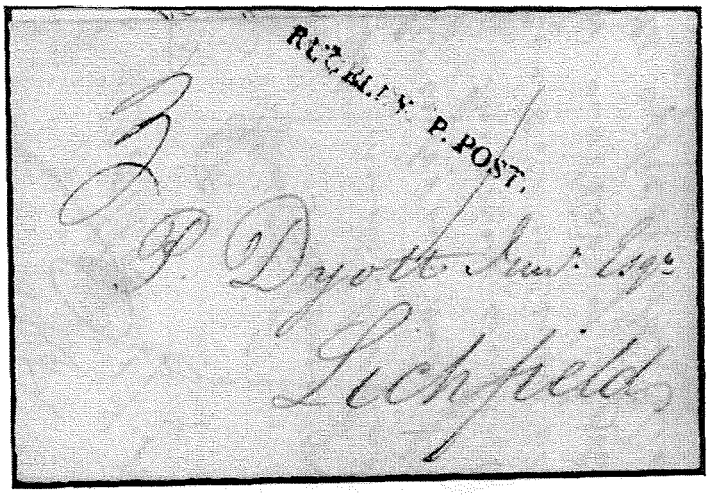


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A WORCESTER TEMPERANCE COVER

by Geoff Wood

Illustrated below is an envelope posted in Worcester on 13th September 1847 and bearing an imperforate penny red cancelled by the 918 numeral handstamp of Worcester. The letter is addressed to John Southall of Leominster (a Herefordshire gentleman).

It is a fascinating piece of postal history for the front of the envelope carries no less than ten extracts from sermons (one is almost covered by the adhesive) by various clerymen etc. One by John Wesley particularly warns of the danders of alcohol:

"*I tell you there is poison in wine; throw it away. If you say it is not poison to me; then I say throw it away for thy brother's sake, lest thou embolden him to drink also.*"

This cover raises a number of questions.

Who was H. Mence of Worcester? No printer, stationer nor bookseller appears in the various Worcester directories of the period 1840-50. Six prestige addresses housed citizens with this surname but the initial H does not feature.

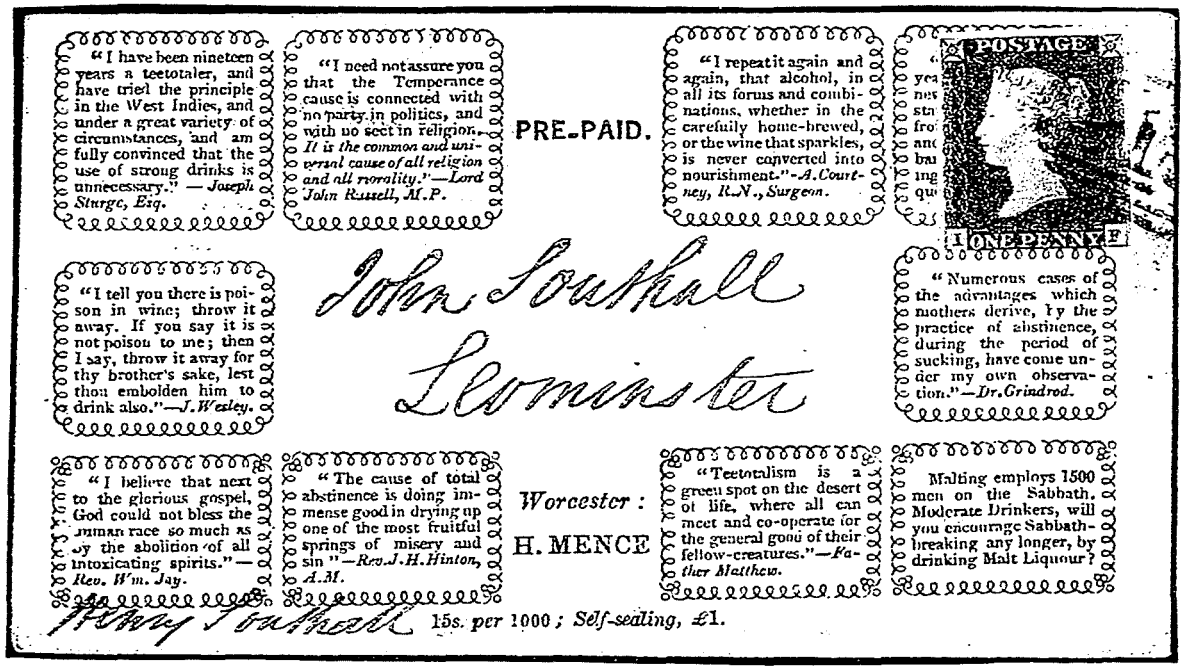
Who was Henry Southall? Again, his name does not appear in any of the directories, yet from his handwriting he was obviously well educated. Was he, perhaps, a visitor to the city.

Did any of these gentlemen play any part in the temperance movement? Was that movement particularly active in Worcester and the surrounding area?

After seven years of membership, my trepidation has disappeared and I have obeyed the exhortations of the Editor and submitted this my first offering to these columns.

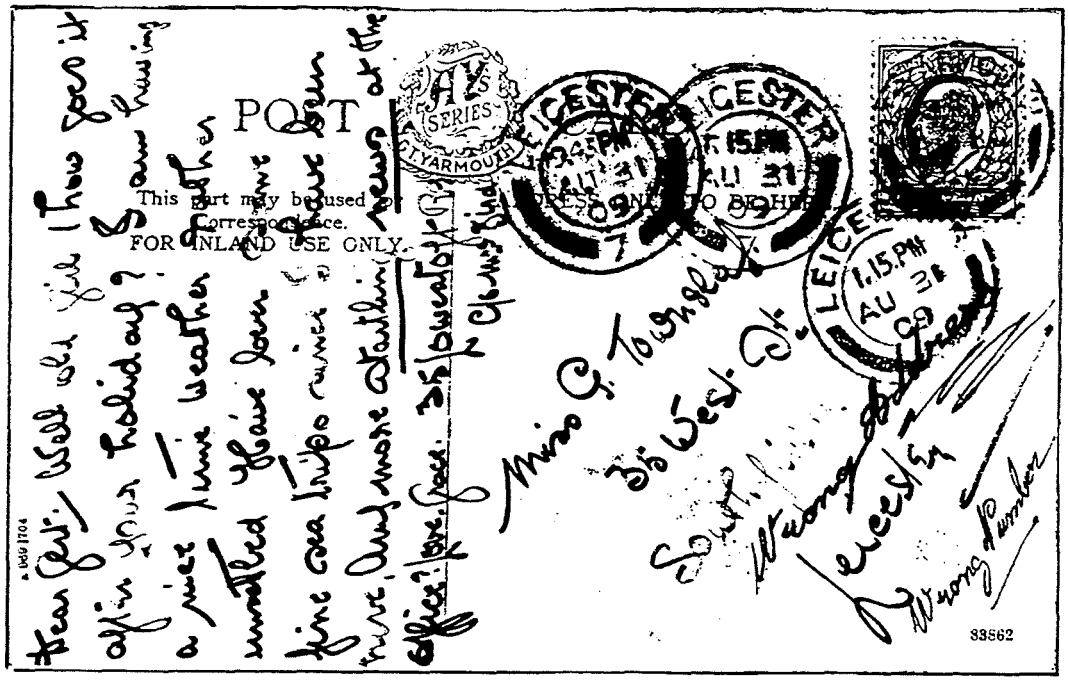
There is 'method in my madness' because this handsome envelope eluded me at a London auction some two years ago. How I yearn to possess not 1000 for 15s (sealing wax needed) nor even 1000 for £1 (self-sealing) as the cover advertises, but just a single example to grace my humble collection. Can you help me find one please? If so, please contact:

Geoff Wood tel. 01905745136



THREE ATTEMPTS AT DELIVERY?

From the number of Leicester double circle handstamps on the postcard sent from Yarmouth in 1909, it appears that three attempts were made to deliver this letter in the course of which it received two manuscript endorsements - "*Wrong Address*" and "*Wrong Number*". If we assume that a double circles was applied after an unsuccessful attempt to deliver the card, the pattern of events would have been as follows. The postman making the morning delivery could not find the addressee so the letter was returned to the sorting office where it was stamped at 1.15 p.m.; a second attempt in the afternoon also failed as did one in the evening delivery with the card being stamped at 6.15 and 9.45 p.m. respectively. Does anyone have a better explanation?



THE NEXT MIDLAND MAIL

First of all, I must apologise for the fact that this edition is rather later than I would have liked. The next issue should be with you towards the end of August. It will contain the long promised article on railways and the mail. The rest will depend upon what is sent to:

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