

MIDLAND MAIL



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



President: Mr. W.S. Chester

Chairman:
Richard Farman

Treasurer:
Trevor Clewley

Secretary:
Elizabeth Lewis

NUMBER 59, MARCH 1989

It is with deep regret that I have to report the death, on 9th. March, of Steph Stobbs, one of our founder members and a past Chairman. A full tribute to his work in philately and postal history will appear in the next issue, but I would like to add now a few words of my own. I shall always remember the warm way in which he made me welcome as a new member. Then after I took on the role of editor, there was often, following the production of an issue, a note of thanks and encouragement from him. I count it as a great privilege to have known him. May God bless you Steph.

In my haste to complete the last issue I omitted the names of those who contributed the reviews on "The Society's New Book" and "The Inland Posts (1392-1672)". I offer my apologies to John Calladine and Chris Beaver respectively.

I have been asked about the question of copyright on articles appearing in Midland Mail. The position is that copyright on all articles in Midland Mail remains vested in the authors. Also illustrations and extracts from Post Office Archives are Crown Copyright and should not be reproduced without further permission.

FORTHCOMING MEETING

The final meeting of our season will be the A.G.M. and Auction on 29th. April beginning at 2 p.m., at Worcester College of Higher Education, Henwick Grove, Oldbury Road, Worcester. This is the venue for the Three Counties Federation Annual Spring Convention.

G.B. POSTAL HISTORY

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

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

JIM HAMMOND

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

THE FEBRUARY MEETING

This meeting, devoted to the annual competitions, was attended by thirteen members, and apologies were received from a number of people kept away by other commitments. In the unavoidable absence of our Chairman, our President, Mr. Chester introduced the three judges from the Coventry Society, namely, Mr. David Greenhalgh, Mr. Ken Trehwella, and Mr. Denis Newell.

Whilst the judges were at work members viewed a selection of midland town and village postcards which Eric had brought along followed by a display with entertaining comments by Harold Wilson on the official and unofficial posts up to 1840 of Shardlow, Cavendish Bridge, Kegworth and other villages all within a 1 mile radius of each other.

We were then able to view the entries after each section had been judged, entries being as follows:-

PRE-1849 COMPETITION

"DERBY UNOFFICIAL POSTS FROM 1794" in which Harold Wilson displayed how these were unofficially by the Derby Postmaster but with the knowledge of the Postmaster General. "UNIFORMITY IN PRACTICE". Chris Beaver's story of the 4d. and 1d. posts introduced in 1839 and 1840 including a Mulready from Stone in Staffordshire. "THE LOCAL POSTS OF OSWESTRY, 1785 - 1839", in which Denis Salt included examples of Llanfyllin, Shropshire's only 5th. Class Post which operated from 1810 to 1814 and was thus too early to obtain an appropriate handstamp. "THE STRAIGHT LINE MARKS OF STRATFORD ON AVON, 1744 - 1821". The development from straight line handstamps to first and later type straight line mileages shown by Peter Sharp. "EARLY MARKS OF THE GENERAL POST", in which Sadie Cole included Bishop Marks together with town handstamps, one cover being addressed to Searles Coffee House at Lincolns Inn in 1713. "18th. CENTURY RECEIVER'S HANDSTAMPS OF THE INNER LONDON AREA", Elizabeth Lewis' display of various types of circular marks with initials applied by local receivers before letters were passed through to the General Post.

1840 - 1939 COMPETITION

"THE DEVELOPMENT OF CANCELLATIONS FROM THE MALTESE CROSS TO THE FIRST DUPLEX" in which Ches Chester traced this theme from numbers in Maltese Crosses, and 1844 type handstamps including London experimental numerals up to the first duplex in 1853. "LEICESTER INSTRUCTIONAL MARKS" were presented by Paul Hil including "Too Late" markings and five different colours of the Missent handstamp for this town. "RUGBY INSTRUCTIONAL MARKS", a similar theme by David Hardwick with emphasis on postage due markings and missents, one being in a bright green colour. "THE EARLY MACHINE CANCELLATIONS" was Harold Wilson's display on the development of the cancellers from various Pearson Hill, Charles Rideout and Azemar postmarks up to examples of the first type postcards cancelled by punching or clipping in Sloper machines. "VILLAGE RUBBER STAMPS OF STAFFORDSHIRE, 1905 - 1932" in which Chris Beaver demonstrated the various formats of these cancellations and how the lettering increased in size over the years for greater clarity. "SIDEWAYS DUPLEX AND SPOON CANCELLATIONS", a comparison of various types used in the Midlands shown by Alf Fieldhouse. "EARLY METER FRANKING MACHINES" illustrated by Ted Coles with firms' literature of the period together with appropriate franked covers. "THE ABERYSTWITH ROAD" which Roger Broomfield stated was the second instalment of his last year's entry and which included a cover from Bristol to Lisburn Mines via Aberystwith and redirected via Llanidloes. "UNDELIVERABLE MAIL IN THE BIRMINGHAM POSTAL SYSTEM IN THE 19th CENTURY". Eric Lewis developed this theme with various items which were returned to the sender after as many as twenty three attempts to deliver them.

POST-1938 COMPETITION

"1962 - 1986 STRIKE MAIL", illustrated by Ches Chester with a variety of strike-delayed mail but including a skeleton service operated by parttime non-union staff at Bricklow where the mail did get through. "THE FEBRUARY TO MARCH 1971 POST STRIKE" was a similar type of entry by Roger Broomfield, this time illustrated in "technicolour" with delayed First Day covers bearing appropriate handstamps or endorsements. "HOW THE BIRMINGHAM POST OFFICE STAFF COPEd IN WW. II" was a summary by Eric Lewis of various temporary handstamps, suspended services etc., and of the special Airgraph that Birmingham Post Office produced for the staff to send to their colleagues serving in the forces. "B.O.A.C. CRASH MAIL". Unfortunately Harold Wilson had to dash away to catch his train before members could view this entry so we are unable to give details.

The nineteen entries kept the judges more than busy throughout the afternoon before announcing the winners as follows:-

- 1st. Section - Elizabeth Lewis with Sadie Cole second.
- 2nd. Section - Eric Lewis with Paul Hill second.
- 3rd. Section - Ches Chester with Harold Wilson second.

Out of the winners Elizabeth's entry was chosen by the judges to be entered in the Midland Federation competition to represent the Society.

The Editor would like to thank your roving reporter Eric Lewis for providing this report.

POSTAL HISTORY

SPECIAL AUCTION AT CAVENDISH ON SATURDAY 8th APRIL 1989

1. The "Perrin-Fitzherbert Correspondence", a newly discovered, original archive of West Indies Postal History, 1730-1850; offered on behalf of the direct descendants of the addressees. Fabulous sections of British Ship Letters, Jamaican Prestamp and early Barbados covers are included:



William & Mary Perrin Esq^r
care of Mr. Chandler & Davidson

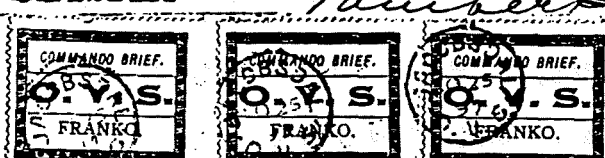
EXETER SHIP LETTER



Wm. & Mary Perrin Esq^r

2. The 'Steph Stobbs' Boer War Collection. This world-famous, 20-volume collection of the stamps and covers of the Boer War is one of the most comprehensive collections ever formed; it includes numerous rarities and exhibition quality items.

MONTROSE, BERMUDA



Wm. & Mary Perrin Esq^r

Steph Stobbs

Box 193

The Special Auction Catalogue which will include both these Collections and also our usual monthly Treasure-Trove of Stamps and Covers of the Whole World will be sent to you, Post Free, anywhere in the World for just £4 (\$8 U.S.). Regular Subscribers to our Catalogues will receive a copy in the usual way; it pays to Subscribe to Cavendish Catalogues.

SITWELL STREET, DERBY DE1 2JP

TELEPHONE: (0332) 46753

THE MARCH MEETING

It was a sad start to the meeting on 11th. March when Richard Farman announced the death of Steph Stobbs. After Mr. Chester had paid tribute to Steph, those present stood in memory of him.

The speaker for the afternoon was Mr. Hall of Leamington Spa who gave a talk, illustrated with slides, on "The Roadside Letter Box". The first part, which traced the history of the pillar box, began with a slide of the experimental box of 1852 still in use in St. Peters Port, Guernsey. He then turned to the type introduced between 1853 and 1859. Each District in the Post Office produced its own design, and each of these was illustrated, including the 9ft. high box, produced in error. In 1859 the first national standard pillar box was introduced. Various examples of this were shown. Of particular note was one with a lamp standard on top of the box which is now in use in a conservation area in Rochdale. The first national standard type of box was considered to be ugly so the hexagonal Penfold box was introduced. Mr. Hall traced the development of this type of box which was eventually considered to be not very serviceable. The result was the familiar cylindrical box. The first of this type was the so called "Anonymous Box" since it did not carry the Royal Cypher or the words "Post Office". There are still 600 or so of these still in use. One, in Cambridge, has a number of spikes on the top. From the reign of Edward VII we saw an oval box with stamp machines at one end, and a telephone box with a letter box and stamp machine in its back panel. Finally in this section Mr. Hall turned to the latest type of box, the "K box" introduced in 1980.

The second part of Mr. Hall's talk was devoted to "Amusing and Interesting Boxes". The first of these was a box from Ireland painted orange with a black top. Needless to say it was quickly repainted. A superb example of the graffiti artist's work from Biggin Hill had most of the red paint covered with white. There were examples of boxes in stone housings, some of which were covered in thatch. We were shown an example of the sheet-steel boxes with a mechanism to help in clearing the box. The final example was a mobile letter box with stamp machines used at the N.E.C.

In the final part, we were taken on a trip round the world and saw boxes from Nepal, Kashmir, Peking, Moscow, Somalia and Cyprus amongst many other places. Some countries used British made boxes; one in Cyprus, bearing the GR crest was painted yellow. Some looked as though they served purposes other than the collection of mail; the standard United States letter box looked more like a litter bin.

In thanking Mr. Hall for a most interesting and unusual talk, our Chairman revealed a knowledge of the construction of pillar boxes gained in his youth.

GREAT BRITAIN 1580-1901

Elizabethan to Victorian

POSTAL HISTORY

**We offer FREE lists - computerised - of EACH COUNTY,
LONDON, SCOTTISH, IRISH, WELSH, LINE ENGRAVED,
SURFACE PRINTED. MACHINES, AZEMARS, SPOONS,
ADD. ½'s. MILITARY BRUNSWICK'S. MARITIME. etc.**

PAUL D. HANSON

12 MALVERN GROVE, BRADFORD BD9 6BU

Tel. 0274-46887 0532-676945

ACCESS - VISA - FACILITIES

CORRESPONDENCE

Harold Wilson has written about the article on incorrect mileage marks in the last issue:

"Buxton/178 does not appear to be an incorrect mileage. The story of the routing of Buxton mails is very complex and two members of the Derbyshire P.H.S. are researching the Buxton area with a view to publication. There are two Buxton mileage stamps recorded Buxton/166 and Buxton/178. I have the 166 dated November 1801 and October 1814; and the 178 dated August 1818 and June 1821 but I believe there is some overlap in their use.

An entry in Post 14, dated 5 June 1805, stated that letters for Buxton were to be charged 10d. single and the Buxton bag was to be enclosed in the Macclesfield bag instead of the Derby bag (rate previously 9d.). 10d. was the rate for 170-230 miles. A further entry for the years 1809 - 1813 stated that the Buxton bag was to go via Leek from June to November and via Sheffield during the rest of the year."

With regard to the 1839 mail coach routes, Harold has sent copies of similar entries from the British Almanack for 1840, 1844 and 1845. These will be summarised in a future issue.

Gay Parker has written apologising for missing so many meetings due to ill-health. He very much misses the knowledgeable rapport between members at meetings. His second book on Nuneaton's postal history this time should soon be available, price £3.50. Gay has also sent an account of the mailcoach ride from Nuneaton to Bedworth last October. Time and space do not permit its inclusion in this issue but in the meantime an hour long video is available from Gay at £10 by ringing 0203 314922.

Concerning the slogan on the page 20 of the last edition, Mr. de Rousset-Hall writes:

"There has been a change in P.O. policy in respect to commercial slogans, and there have been quite a few in recent months. However there has always been some latitude with slogans in support of Rag Weeks and theatrical productions. I recall a number of pantomines, both amateur and commercial being so advertised. This recent change is however quite sharp."

G.B. COVERS

Do you see my lists of GB cover material? If you don't and are a member of The Midland (GB) Postal History Society, you should! They contain a wide selection of interesting and unusual items - county material, difficult values and rates- from 1840 to date. Send for a copy of my latest list today. All 'Wants Lists' for specific items or county material will receive my personal attention.

ROGER HUDSON



P.O. Box 172,
COVENTRY CV6 6NF

Phone: 0203 686613

IRONBRIDGE TOLLS

by Jim Hammond

It was nice to see the photograph of the table of tolls for the Ironbridge in the last issue. The original is well worth viewing (as is the bridge itself) on a wall on the south side of the river. The way in which the Royal Family are linked with baggage wagons in the final rider is most amusing.

Mailcoaches were exempted from tolls levied by the Turnpike Trusts by the Act of 15 July 1785, which applied to England and Scotland but not Ireland. This was to avoid coaches being delayed at the toll-gates, which were opened for the coaches on the sounding of the posthorn. The Ironbridge was owned by a private company, not a Turnpike Trust. There were, therefore, no exemptions from tolls at the bridge.

The mail of the Shifnal Penny Post was horsed daily over the Ironbridge to and from Wenlock, and toll was certainly paid; though whether it was paid at each crossing or by quarterly payments I cannot say. There was, however, an allowance made to the Shifnal Postmaster for the toll, which is shown in a "Riding Work" volume (1838-1843) at P.O. Archives (Post 9/132). That part of the Shifnal entry showing the toll allowance is reproduced here. Although the initial entries are for 1838, there are subsequent entries and amendments up to 1843. It is not possible to determine from the volume itself when the particular changes to entries were made.

<i>Shifnal continued.</i>			
~~Daily p.p. foot messengers from Madeley~~	~~18~~	~~5~~	~~"~~
~~Wood to local post~~	~~2~~	~~shillings~~	
Daily P.P. Messengers between Madeley & Dawley Green	26	1	6
~~Ironbridge P.P. Reserve~~	10		
Madeley ~~Wood~~ p.p. Receiver including delivery	~~10~~	"	"
Broseley ditto	15	"	"
Wenlock ditto including delivery	20	"	"
Toll at the Ironbridge	9	2	6
Dawley Green P.P. Reserve	5	-	-
Ditto Letter Carrier	5	-	-
Letter Carrier	20	"	"

Reproduced by permission of P.O. Archives.

THE DANGERS OF MAILCOACH TRAVEL

Sadie Cole has sent the following item from *The Cambrian* of 12th. March 1808., and comments that it confirms other evidence that travelling by mailcoach was not for those of a nervous disposition.

Birmingham March 7th.

The following melancholy accident occurred on Friday night. A Young Lady of the name of Capper set out in the Mail Coach from this town for Bristol and arrived at the Star and Garter Inn, Worcester at the usual time and at 9 o'clock, after having taken some refreshment proceeded onward to Bristol, when by some means, as yet unaccounted for, she, being the only passenger (except a child of the coachman) this unfortunate lady was found dead on the road near Ripple and about 4 miles from Tewkesbury. The only information we can yet obtain of this disastrous accident is from the coach coming upwards who was informed that the horses had set off in consequence of the reins breaking and that the young lady being very much alarmed had it was supposed thrown herself out of the window.

Verdict: Fractured neck. Aged 20.

It was also reported that the young lady's father had died while on a journey along the same route as he travelled from Bristol twelve months previously.

White's Leicestershire Directory of 1846 contained the following account:

The Birmingham and Yarmouth Mail, which ran through Syston, was established 6th. July 1835 and discontinued 5th. April 1846. Mr. Jph. Bennett, of Grantham, was one of the guards of this mail during the whole period of its running, and commenced the service of mail and coach guard in 1828. In the discharge of his duty, he met with many very serious accidents, the last of which was on the 25th of May, 1843, when, on the arrival of the train at Syston, one of the leaders took fright, and began plunging and rearing in a most frightful manner. Mr. B. immediately seized the animal, which, rearing nearly perpendicular, suspended him from the bridle, at the same time fighting him furiously with his fore feet, till his left arm was broken, and he fell to the ground, and the horse upon him. Recovering himself, he again seized the bridle with his right hand, was a second time suspended and struck down, and the horse again falling upon him, broke his arm in several places, and inflicted some severe contusions on his head and body. The horse then broke loose, and ran at a rapid rate till it was knocked down and killed by coming in contact with the posts of Syston toll-gate. The praiseworthy exertions of the guard saved the lives of the passengers, who were chiefly females, and he happily recovered from the serious injuries he received. His father, Mr. David Bennett, lost his life by an accidental fall from the Swansea and Bristol mail.

Mr. Fieldhouse has sent the following cutting from a recent copy of the *Birmingham Post*. Whilst it does not refer to mailcoach it does illustrate the hazardous nature of travel at the time.

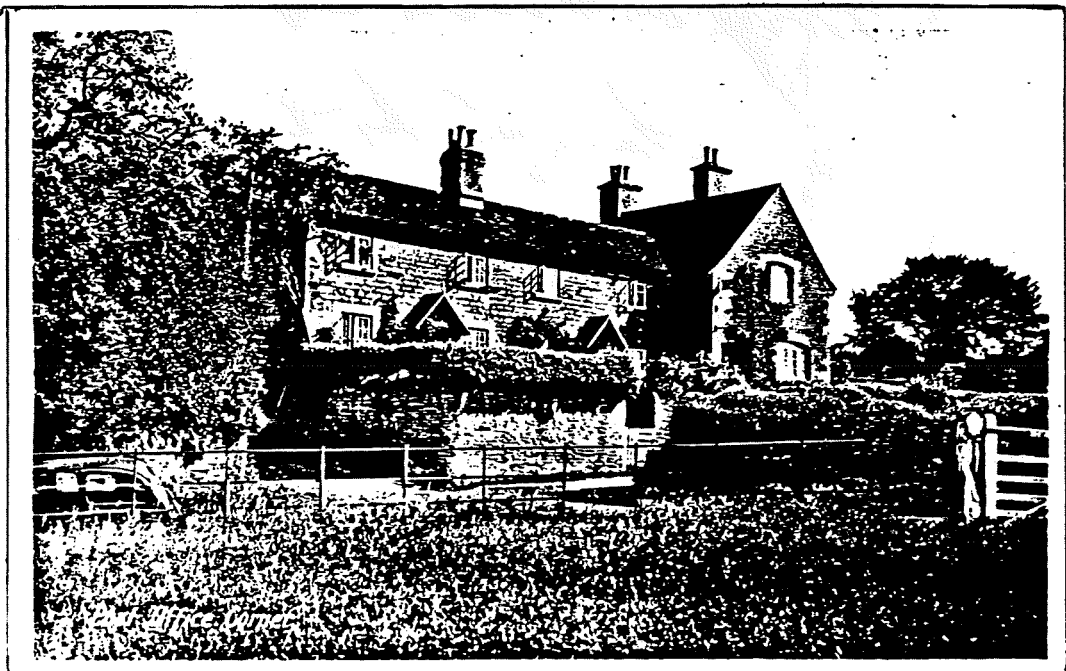
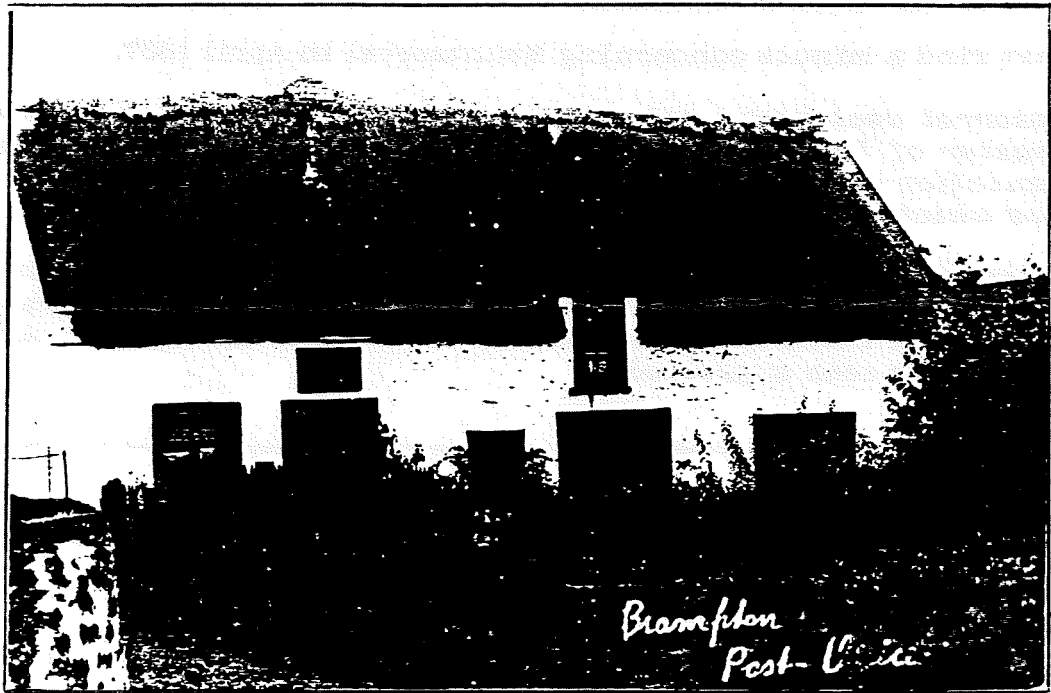
200 YEARS AGO

Passengers in the four o'clock stage from Birmingham to Exeter were all injured to some degree when the coach did slide and strike a bridge parapet only some forty miles from the Castle Inn in this town on Wednesday last. The coach lost a front wheel and serious other damage was incurred. — *Aris's Birmingham Gazette*, January 1789.

WHERE ARE THEY?

Ted Coles has sent the postcards which are reproduced below and opposite. Can any member identify the post offices shown on them? The one immediately below was sent from Campden in 1905. As for the others, there are at least five Astons excluding the double barrelled names; also there are five Bramptons and three Corbys. Post Office Corner could be almost anywhere.





ALONG THE A6

The use of mileage marks at four villages on the road between Leicester and Derby has, for some time, puzzled postal historians. The villages were Mountsorrel, Kegworth, Cavendish Bridge and Shardlow. They are quoted as examples of sub-offices using handstamps showing the mileage of the post-town, Mountsorrel showing 97 (Leicester), and the others 109 (Loughborough). However I shall show that the offices were not even official sub-offices but "private" receiving houses. So how they came to use mileage marks is even more of a mystery. Willcocks implies that they were ordered by the surveyor. Certainly they were of the same style as those produced officially but would the Post Office have provided handstamps for unofficial receiving houses?

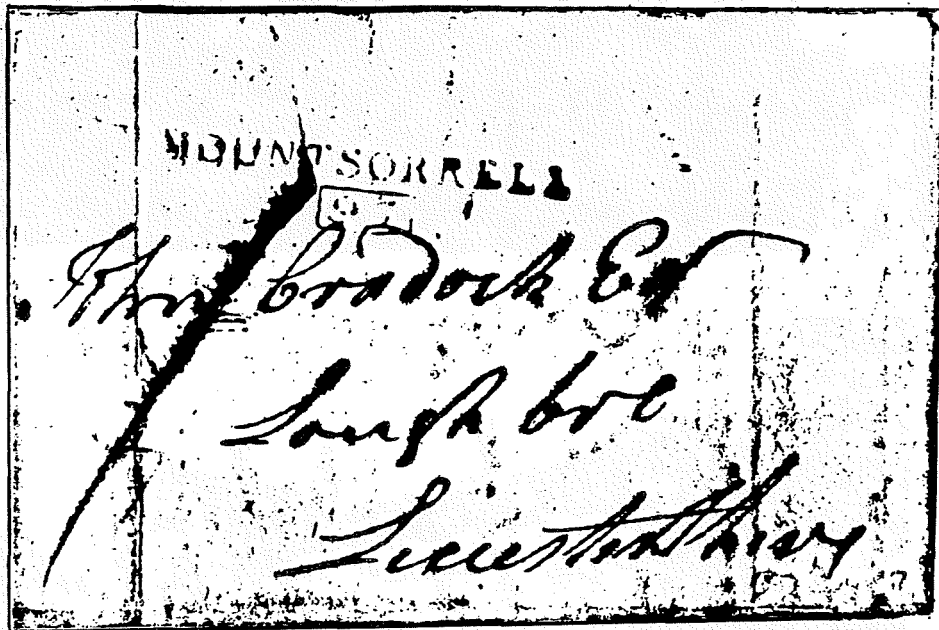
Mountsorrel is about seven miles north of Leicester. The earliest use of its mileage mark I have seen is in 1812. A minute of 1819 reads:

Mr. John Brown to succeed his late father. The receiver at Mountsorrel has no salary from us nor is the name mentioned in the books. The postmaster of Leicester approves of confiding the letters to the charge of the man and that is sufficient.

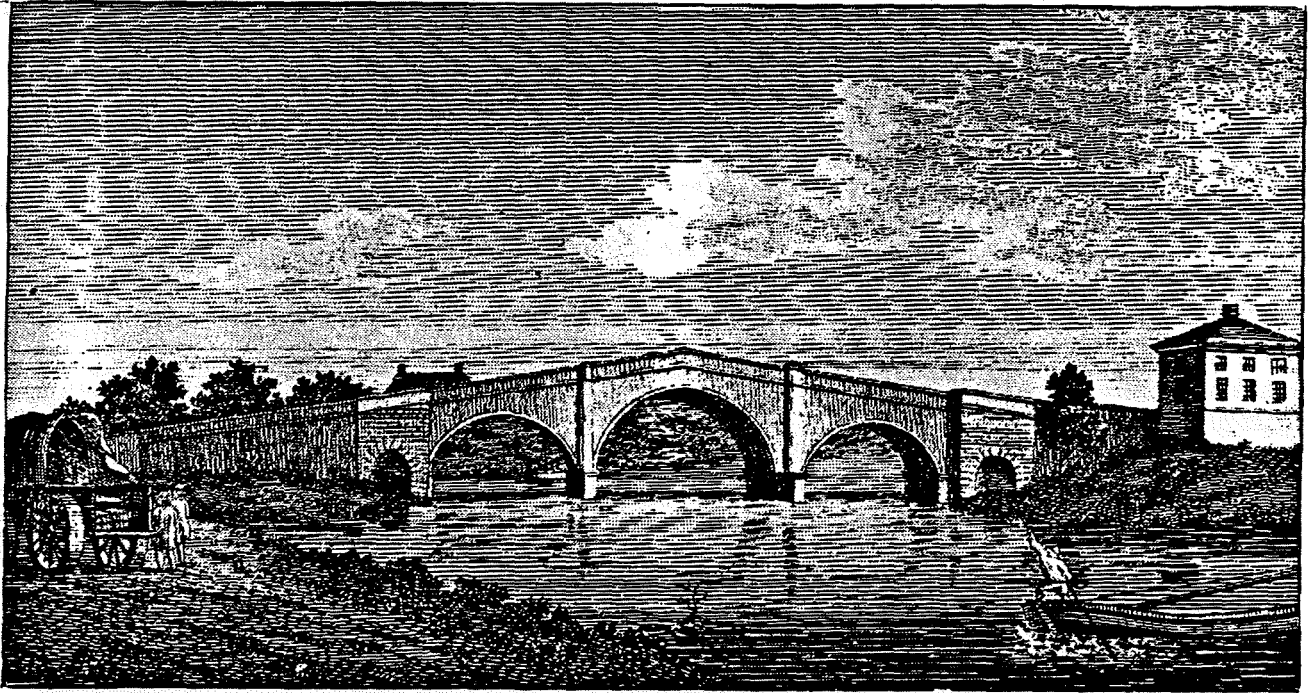
We next find a minute concerning Mountsorrel in April 1837:

Mountsorrel declared a sub-office. With regards to the pence paid to the Postmaster of Leicester and which formed a part of his income, see what compensation is reasonable as he went to no expense in the conveyance of the bag which was carried by the Mail.

Almost co-incident with Mountsorrel becoming a sub-office was the issue of the well known double circle of unusual style. The fact that it appears in the Steel Impression Books suggests that it was issued by the GPO and not made locally as I have seen suggested.



Mountsorrell/97 on a local letter from Swithland to Loughborough.



Cavendish Bridge over the River Trent c.1770.

In December 1792 Mr. Western reported that Thomas Hasker had said to him that if small bags were made up at Loughborough for Kegworth, Cavendish Bridge and Shardlow, time might be saved between Derby and Loughborough. Does this imply that the coaches stopped to put off letters? Whatever, the proposal was turned down by Mr. Western.

There is very little in the records, before 1840, concerning Kegworth which is about 6 miles NNW of Loughborough, but the following instruction was given to the Inland Office in 1825:

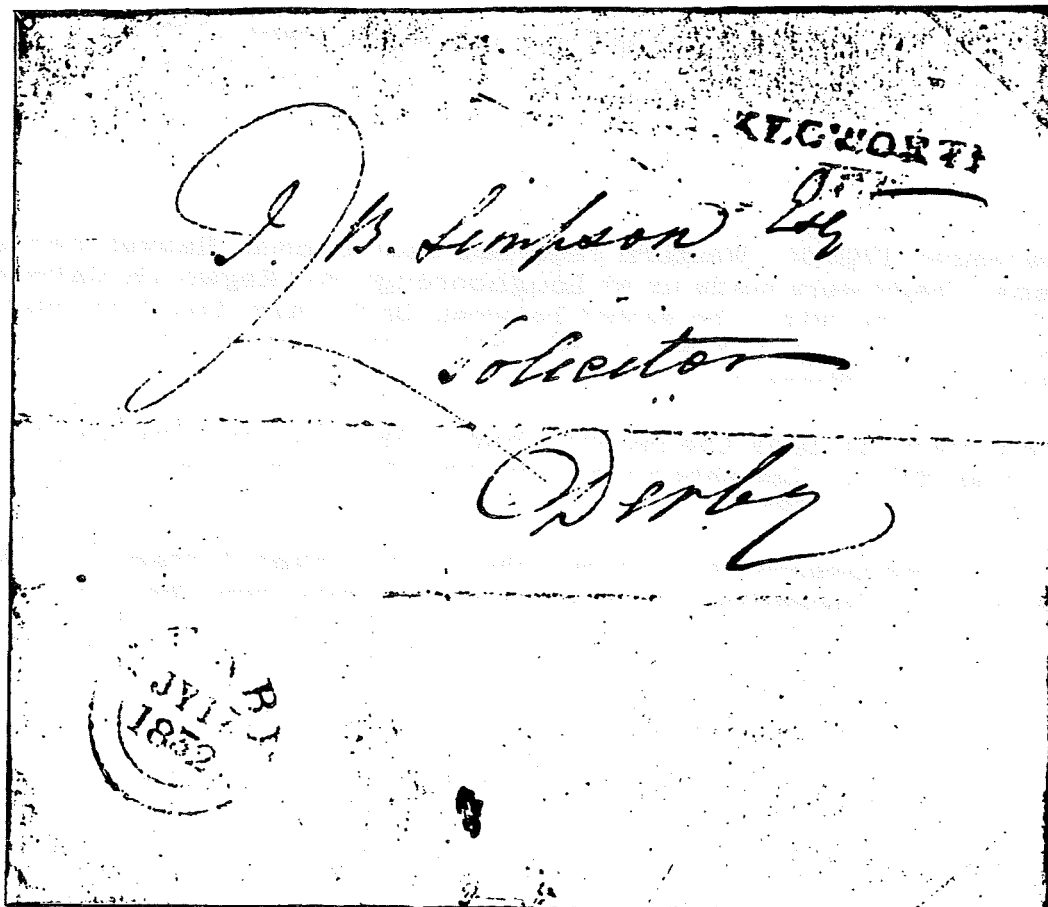
It is very necessary to renew the order that letters for Kegworth, Shardlow and Cavendish Bridge which are now sent partly to Leicester and partly to Loughborough should be forwarded, however addressed, in the Leicester bag.

By 1827 the position, concerning the bags, had changed as far as Cavendish Bridge and Shardlow were concerned. By then these two villages on the Leicestershire - Derbyshire border, although little more than half a mile apart, had separate receiving houses and bags. The surveyor reported that both places received their London and South letters from Leicester, and their Manchester and North letters from Derby. The stop of the mail-coaches at those offices allowed the letters to be sent on. There was a problem with the mail for Manchester as the coach did not stop for long in Derby but that need not concern us here. The inhabitants paid one penny extra on their letters which was divided between the postmasters and their own receiver. In arguing against taking these places into the official delivery, the surveyor said that although Penny Postage or charging according to the full distance would have added to the Revenue, the Post Office would have had to pay the expenses. In particular the wage of the person employed by the postmaster of Leicester to sort out the letters for these places during the halt of the coach.

When the mail-coach was withdrawn in 1840, it was mentioned that there were a number of unofficial receiving houses between Loughborough and Derby. Orders were also given to the Inland Office for the letters to be sent to Derby instead of Leicester. However it was stated that these receiving houses would have to be "sacrificed" and the Post Office refused to provide an official post since the postmaster of Derby had arranged a private conveyance by which the inhabitants could obtain their letters "regularly at a very moderate extra charge." It seems likely that Kegworth, at least, continued to use its mileage mark right up to the introduction of an official post in 1843. (See page 24 of the "straight line" book)

None of the above has answered why the receiving offices concerned used a mileage mark or by whom they were provided. What is clear is that the authorities were aware of their existence but were prepared to leave the postmasters of Leicester and Derby to provide the service.

Whilst on the subject of the use of mileage marks, I am told that at a Robson Lowe auction, some years ago, a cover with a MARKET BOSWORTH / 100 mark was sold. The mileage is that of Hinckley. So far, I have not been able to find any documentary evidence of a post to Market Bosworth before the introduction of a penny post in 1823. The documents in P.O. Archives concerned with the setting up of this penny post do not mention any preceding service. I would be very pleased to hear from anyone who has information about the use of this handstamp.



A letter from Kegworth to Derby showing a 2d. local charge.

RECENT BOOKS ON POSTAL HISTORY

by Ted Heath

GLOUCESTER'S POSTAL HISTORY by Peter Copeland. Available from the author at 20, Chapel Hay Lane, Churchdown, GL3 2ET, August 1988. £10, 78 pages, 19 illustrations, paperback. ISBN 0-9513558-0-5.

SPURN HEAD POSTAL HISTORY by Ronald Ward. Available from the author at 48, Bannercross Road, Eccleshall, Sheffield S11 9HR. September 1988, £2.50, 44 pages, illustrated, paperback. ISBN 0-907022-13-8.

COLLECTING BRITISH FIRST DAY COVERS, 8th. edition by N.C. Porter. Available from A.G. Bradbury, 3, Link Road, Stoneygate, Leicester LE2 3RA. December 1988, £7.50, 310 pages, 2000 illustrations (some colour), paperback. ISBN 0-9508132-7-3.

NORWEGIAN TRAVELLING POST OFFICES by Arthur Chambers.

Part 1:- Railway markings and cancellations. 64 pages, 85 illustrations, £8. ISBN 0-947628-61-4.

Part 2:- Shipboard markings and cancellations. 84 pages, 95 illustrations, £8. ISBN 0-947628-62-2. Both published by Peter Cockrill, Hampstead Norreys, Newbury, Berks RG16 0TT, November 1988.

RATES OF POSTAGE IN GREAT BRITAIN AND IRELAND, 1635-1839

by Denis Salt

The following general notes apply to the three Tables of Rates for England and Wales, Scotland, and Ireland, set out here.

1. All rates are for Single Letters (i.e. for letters written on a single sheet of paper, without a separate cover or enclosure). These rates must be doubled for Double Letters, trebled for Treble Letters, and quadrupled for Packets weighing up to 1 ounce; above 1 ounce each additional ounce is charged as a Single Letter.
2. The Tables of Rates show two distances, e.g. "30 to 60 miles": this means over 30 miles and not exceeding 60 miles, so that, if the distance is exactly 60 miles, the letter is charged at the lower rate.
3. Most of the rates are laid down by Acts of Parliament: the year in which the Act was passed, and the day on which it became effective, are given at the head of each Table, and remained in force until the date in the following Table.
4. With the introduction of Uniform Penny Postage on 5th December 1839, all these rates of postage ceased, as also did any items of additional postage referred to in the Tables; so also did all Penny Posts and Fifth Clause Posts.

English Rates of Postage for Single Letters, 1635 to 1839.

<u>Proclamation of 1635.</u>	<u>Act of 1657.</u>	<u>Act of 1660.</u>	<u>Act of 1710. 1 June 1711.</u>	<u>Act of 1765. 10 October 1765.</u>
Up to 80 miles 2d. 80 to 140 miles 4d. Above 140 miles 6d. London-Edinburgh 8d. London-Dublin 9d.	Up to 80 miles 2d. Above 80 miles 3d. To Scotland 4d. To Ireland 6d.	Up to 80 miles 2d. Above 80 miles 3d. To Berwick 3d. To Dublin 6d.	Up to 80 miles 3d. Above 80 miles 4d. London-Edinburgh 6d. London- Dublin 6d.	1 Post Stage 1d. 2 Post Stages 2d. Up to 80 miles 3d. Above 80 miles 4d. London-Edinburgh 6d. London-Dublin 6d.
<u>Act of 1784. 31 August 1784.</u>	<u>Act of 1796. 5 January 1797.</u>	<u>Act of 1801. 5 April 1801.</u>	<u>Act of 1805. 12 March 1805.</u>	<u>Act of 1812. 9 July 1812.</u>
1 Post Stage 2d. 2 Post Stages 3d. Up to 80 miles 4d. 80 to 150 miles 5d. Above 150 miles 6d. London-Edinburgh 7d.	Up to 15 miles 3d. 15 to 30 miles 4d. 30 to 60 miles 5d. 60 to 100 miles 6d. 100 to 150 miles 7d. Above 150 miles 8d. London-Edinburgh 8d.	Up to 15 miles 3d. 15 to 30 miles 4d. 30 to 50 miles 5d. 50 to 80 miles 6d. 80 to 120 miles 7d. 120 to 170 miles 8d. 170 to 230 miles 9d. 230 to 300 miles 10d. Every 100 miles or part + 1d.	Up to 15 miles 4d. 15 to 30 miles 5d. 30 to 50 miles 6d. 50 to 80 miles 7d. 80 to 120 miles 8d. 120 to 170 miles 9d. 170 to 230 miles 10d. 230 to 300 miles 11d. Every 100 miles or part + 1d.	Up to 15 miles 4d.* 15 to 20 miles 5d. 20 to 30 miles 6d. 30 to 50 miles 7d. 50 to 80 miles 8d. 80 to 120 miles 9d. 120 to 170 miles 10d. 170 to 230 miles 11d. 230 to 300 miles 1/- Every 100 miles or part + 1d. * From 6 January 1838 reduced to 2d. for Post Towns within 8 miles of each other.

Notes. Prior to 5 April 1797 all letters passing through London were charged separately for the distances from the place of origin to London, and from London to the destination.

Prior to 5 April 1801 letters to and from Scotland (apart from those between London and Edinburgh which were charged at a special rate shown in the above Tables) were charged separately for the distances to and from the border town of Berwick or Carlisle. From 5 April 1801 onwards the English rates of postage applied in Scotland, and a single rate was charged for the overall distance, if it was partly in England and partly in Scotland.

For charges on letters to and from Ireland, see Note on Tables of Irish Rates of Postage.

Rates of Postage for Single Letters within Scotland, 1635 to 1801.

<u>Proclamation of 1635.</u>	<u>1657 Commonwealth Act.</u>	<u>1660 British Act.</u>	<u>1662 Scottish Act.</u>
Edinburgh to London 8d.	Scotland to London 4d.	Berwick to London 3d. From Berwick in Scotland: Up to 40 miles 2d. Above 40 miles 4d.	Edinburgh-Glasgow 2/- Edinburgh-other parts 3/- Edinburgh-Ireland 6/-
<u>Aberdeen Magistrates, 1667.</u>	<u>1689 Privy Council Proclamation.</u>	<u>1695 Scottish Act.</u>	
Aberdeen to Edinburgh 2/-	From Edinburgh to: Dumfries, Glasgow, Ayr, Jedburgh, Kelso, Dundee, Perth, Stirling 2/- Carlisle, Port Patrick, Dunkeld, Aberdeen 3/- Kirkcudbright, Inverness, and places beyond Aberdeen 4/-	From Edinburgh to: Berwick, or any place in Scotland within 50 miles 2/- 50 to 100 miles 3/- above 100 miles 4/-	
<u>1710 British Act 1 June 1711.</u>	<u>1765 British Act 10 October 1765.</u>	<u>1784 British Act 31 August 1784.</u>	<u>1796 British Act 5 January 1797.</u>
Under 50 miles 2d. 50 to 80 miles 3d. Above 80 miles 4d. Edinburgh-London 6d.	1 Post Stage 1d. Under 50 miles 2d. 50 to 80 miles 3d. Above 80 miles 4d. Edinburgh-London 6d.	1 Post Stage 2d. Under 50 miles 3d. 50 to 80 miles 4d. 80 to 150 miles 5d. Above 150 miles 6d. Edinburgh-London 7d.	1 Post Stage 3d. Under 50 miles 4d. 50 to 80 miles 5d. 80 to 150 miles 6d. Above 150 miles 7d. Edinburgh-London 8d.

Notes. The rates quoted in 1662, 1667, 1689 and 1695, are in Scots shillings, one Scots shilling being equivalent to one English penny.

The composite rates between Edinburgh and London were laid down in the Acts of the Westminster Parliament, but the rate shown from 1797 to 1801 is not specifically mentioned in the 1796 Act; A.R.B.Haldane in his book "Three Centuries of Scottish Posts" at page 199 states "the year 1797 saw a further rise in postal rates for all stages, increasing the cost of a letter from London to Edinburgh to 8d."

From 5 April 1801 the English rates of postage (see separate Table) applied to Great Britain, which included Scotland, and which were regarded as one country by the British Post Office.

From 3 June 1813 all letters carried for any part of their journey in Scotland by a Mail Coach with more than two wheels, were charged an additional postage of $\frac{1}{2}$ d., to defray the cost of turnpike tolls in Scotland. This $\frac{1}{2}$ d. was in respect of each letter or packet, and was not doubled for Double Letters, etc.

CALCULATION OF THE RATES ON
IRISH PACKET LETTERS, 1635-1839.

This article attempts to show how the rates to be found on letters between Great Britain (i.e. England, Wales and Scotland) and Ireland were calculated. The method was the same whether the letter was from Great Britain to Ireland, or vice versa.

The notes at the foot of the Table of English Rates explain the separate charges which were raised to and from London, and to and from the Scottish border, and the notes at the foot of the Table of Irish Rates explain the separate charges raised on letters to and from Dublin. It should however be added to these notes that, from 6 July 1768 letters to or from Ireland were sent through the Cross Posts in England and charged accordingly, and did not have to pass through London.

The first charge mark on a letter will be from the Post Town where it originated to the Packet Port (or to London or Dublin if it passed through these places, which would result in two charge marks to the Packet Port instead of one). Each charge mark in turn is deleted and included in the subsequent one. The Packet Boats all belonged to the British Post Office, so that the Packet Rate is added to the British charge. Ireland had its own pounds until 1825, when the pound sterling was adopted throughout the United Kingdom. But no conversion of either pounds or miles was made, the two charges being simply added together and the new charge marked on the letter accordingly.

This position continued until 5 July 1827, from when letters between Great Britain and Ireland in either direction were rated in accordance with the English Postage Rates on the overall combined distance measured in English miles. Alan W. Robertson's book "Post Roads, Post Towns and Postal Rates, 1635 - 1839", pages 32 - 52, contains tables giving the distance in English miles of Post Towns in 1827 in each of the countries comprising the United Kingdom and the Packet Ports. If these tables are used in calculating Irish Rates prior to 5 July 1827, it is of course necessary to convert the English miles in Ireland into Irish miles as shown at the foot of the table.

The Packet Rates were as follows:-

Holyhead - Dublin	1635-1839	2d.	
Port Patrick - Donaghadee	1718-1820	4d.	1820-1839 4d.
Milford Haven - Waterford	1787-1801	6d.*	1801-1839 2d.
Liverpool - Dublin	1826-1839	8d.*	

*There were however provisions that, letters carried by these routes during these periods should not be charged more than if they had been sent by Holyhead - Dublin.

There were certain charges of additional postage in England & Wales, payable only on letters to or from Ireland (in the case of Double Letters, etc., these charges were to be doubled, etc., accordingly:-

Menai Bridge	From 2 July 1819, by way of Dublin and Holyhead	1d.
Conway Bridge	From 28 May 1821, by way of Conway and Chester	1d.
Milford Road	From 21 June 1836, by way of Milford and Waterford	½d.

In Scotland all letters carried for any part of their journey by a Mail Coach with more than two wheels, were subject to an additional charge of ½d. from 3 June 1813, but this charge was not doubled. Until the 1830's the number of Mail Coach routes in Scotland was relatively few, and in particular there was no Mail Coach between Port Patrick and Ayr. Letters from Port Patrick to Edinburgh were carried by the Mail Coach via Dumfries.

Rates of Postage for Single Letters in Ireland, 1711-1839 (all distances in English miles prior to 1784; later Irish miles).

1635 Proclamation.	1657 Commonwealth Act.	1660 British Act.	1710 British Act. 1 June 1711.	1765 British Act. 10 October 1765.	1784 Irish Act. 25 March 1784.
Dublin-London 9d.	Dublin-London 6d. From Dublin Up to 40m. 2d. Above 40m. 4d.	Dublin-England 6d. From Dublin Up to 40m. 2d. Above 40m. 4d.	Dublin-London 6d. From Dublin Up to 40m. 2d. Above 40m. 4d.	Dublin-London 6d. Within Ireland 1 Post Stage 1d. Up to 40m. 2d. Above 40m. 4d.	Dublin-London 6d. Within Ireland Up to 15m. 2d. 15 to 30m. 3d. Above 30m. 4d.
1796 Irish Act. 25 March 1796.	1805 U.K. Act. 5 April 1805.	1810 U.K. Act. 26 June 1810.	1813 U.K. Act. 14 June 1813.	1814 U.K. Act. 3 August 1814.	
Dublin to London 6d.	Up to 15m. 3d.	Up to 15m. 4d.	Up to 10m. 2d.	Up to 7m. 2d.	
Within Ireland	15 to 30m. 4d.	15 to 30m. 5d.	10 to 20 m. 3d.	7 to 15m. 3d.	
Up to 15m. 2d.	30 to 50m. 5d.	30 to 50m. 6d.	20 to 30m. 4d.	15 to 25m. 4d.	
15 to 30m. 3d.	50 to 80m. 6d.	50 to 80m. 7d.	30 to 40m. 5d.	25 to 35m. 5d.	
30 to 50m. 4d.	Above 80m. 7d.	Above 80m. 8d.	40 to 50m. 6d.	35 to 45m. 6d.	
50 to 80m. 5d.			50 to 60m. 7d.	45 to 55m. 7d.	
Above 80m. 6d.			60 to 80m. 8d.	55 to 65m. 8d.	
			80 to 100m. 9d.	65 to 95m. 9d.	
			Above 100m. 10d.	95 to 120m. 10d.	
				120 to 150m. 11d.	
				150 to 200m. 12d.	
				200 to 250m. 13d.	
				250 to 300m. 14d.	
				Every 100m. + 1d.	

Notes. From 1784 to 5 April 1831 the Irish Post Office was independent, and the inland rates for Ireland were laid down in the 1784 Irish Act and amended by the 1796 Irish Act. Following the Act of Union in 1801, all rates of postage in Ireland were laid down by the United Kingdom Parliament at Westminster, though not in the same Acts as the British rates. It appears that the composite rate of 6d. between Dublin and London continued until 5 April 1801, but is not referred to in the two Irish Acts or in the British Act of 1796.

Prior to 3 August 1814 letters sent from one part of Ireland to another part of Ireland (except where carried by the Dublin Penny Post) were conveyed via Dublin, and were charged separately for the distances to and from Dublin. From 3 August 1814 such letters were charged a single rate for the distance from place of origin to destination.

For rates of Postage on Letters between Great Britain and Ireland, see separate sheet.

To convert English miles into Irish miles, divide by 1.27.

To convert Irish miles into English miles, multiply by 1.27.

WORCESTER RURAL POSTS

The following is a list of the posts in the proposed revision of those under Worcester. The document is dated 28 October 1853 (Post 14. Ref. 224, p. 517ff.).

Worcester - Hawford

Corner Closes, Northwich Lane, Kidderminster Road, Bevere Green, Hawford, Claines Rectory. Daily. The messenger to call at Claines and Bevere Green on his way home.

Worcester - Salwarp

Mill Lane, Melbourne Terrace, The Blanquets, Perdiswell, Oakhill, Hindlip, Martin Hassingtree, Salwarp.

Worcester - Crowle

Brickwood, New Lane, Spetchley (Bredicot, White Ladies, Aston, Churchill), Broughton Hackett, Crowle, Crowle Green.

Worcester - Stoulton

Red Hill, Whittington, Norton, Woodhouse, Stoulton.

Worcester - London Road

London Road as far as 300 yds beyond the 1st. mile, Digles Lock and Gloucester Road as far as the 1st. mile, Rainbow Hill, Mount Pleasant, Merrimans Hill. The London Road Office to be cleared by the Stoulton messenger.

Worcester - Grimley

Henwick, Hallow (Shoulton, Moseley, Linton), Thorngrove, Grimley.

Worcester - Martley

Henwick Mill, Temple Lawn, Broad Heath, Kenswick, Martley.

Worcester - St John's

St. John's, Boughton House, Pilmaston.

Bag conveyed by Mail Cart. Delivery by sub-pmr St. John's.

Worcester - Lower Wick

Lower Wick. Bag to be conveyed by Malvern Mail Cart. Delivery by Alfrick messenger.

Lower Wick - Alfrick

Upper Wick, Laughern House, Rushwick, Bransford Hill, The Bank, Leigh, Hopton Court, Alfrick, Suckley.

Worcester - Powick

Powick, Stanbrook, Callow Green, Callow End, Bastingford, Bowling Green, Collets Green. Bag to be conveyed to Powick by Malvern Mail Cart.

Worcester - Cotheridge

Cotheridge. Bag to be conveyed by Leominster Mail Cart.

Worcester - Broadwas

Broadwas. Bag to be conveyed by Leominster Mail Cart.

Worcester - Sapey Bridge

Sapey Bridge, Huntlands, Gaines, Knightwick, Lulsley.

Bag to be conveyed to Sapey Bridge by Leominster Mail Cart.

Sapey Bridge - Clifton-on-Teme

Whitborne, Clifton-on-Teme, Shelsley Walsh, Shelsley Beauchamp.

Worcester - Bromyard

Bromyard. Bag to be conveyed by Leominster Mail Cart.

Bromyard - Felton

The Green, Pencombe, Little Cowarne, Ullingswick, Felton.

Bromyard - Bishops Frome

Stoke Lacey, Hopton, Bishops Frome.

Bromyard - Upper Sapey

Union Workhouse, Bromyard Downs, Tedstone Wafer (Edwin Loach, Tedstone Delamere, Lower Sapey), Upper Sapey.

Bromyard - Bredenbury

Edwin Ralph, Collington, Thornbury, Wackton, Grendon Bishop, Bredenbury.
Four days a week.

Worcester - Kempsey

Kempsey. Bag to be conveyed by Mail Cart.

Kempsey - Pirton

The Nash, Baynhall, Clifton, Sandford, High Green, Pirton.

Worcester - Severnstoke

Severnstoke. Bag to be conveyed by Mail Cart.

Severnstoke - Earl's Croome

Kinnersley Green, Severn Bank, Earl's Croome, Boughton, Holly Green, Ryall, Naunton.

Worcester - Upton-on-Severn

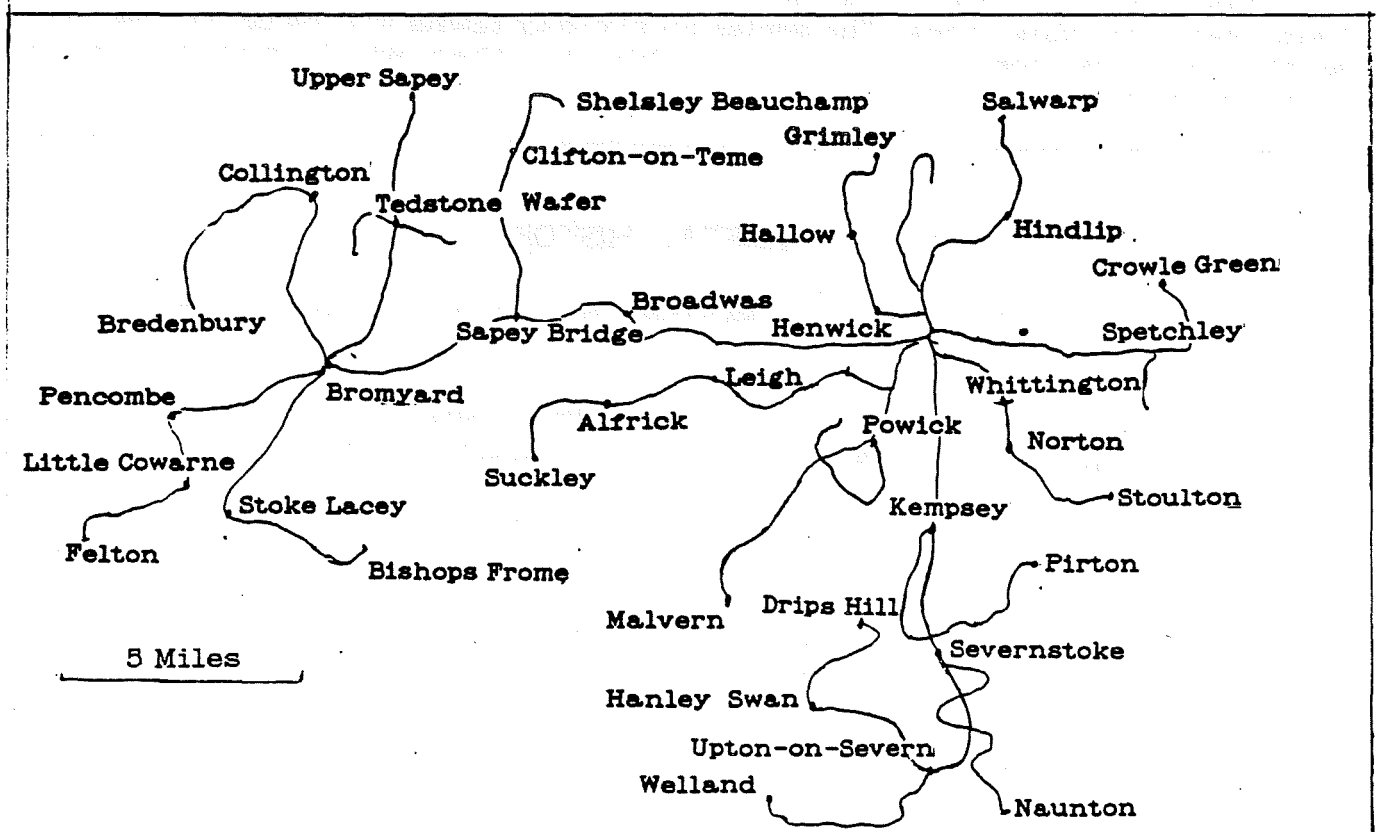
Upton-on-Severn. Bag to be conveyed by Mail Cart.

Upton-on-Severn - Robert's End Street

Pool House, Hanley Quay, Hanley Castle, Robert's End Street, Hanley Swan, The Rhydd, Drakes Place, Drips Hill.

Upton-on-Severn - Welland

The Hyde, The Eades, Ulley, Ham Court, Longdon Heath, Eastington, Welland.
The Upton and Ripple Messenger to have this walk.



WELL WOULD YOU BELIEVE IT!

Elizabeth and Eric are now convinced that a certain auction company are dropping a few hints as the following extract from a recent catalogue shows.

Lot Description No.	Estimated Value	No. of Items
446 Large stock book with duplicated m and u E.II and some many decimal commens.		
447 STOCKBOOK contg. dealers unmounted mint stock of the 1967/70 Machin issues (inc qty of the 1d & 4d missing phosphor). Also 1969 high vals. 2/6 (16), 5/- (17), 10/- (14) and £1 (4), all in blocks. FACE VALUE ALONE IS IN THE REGION OF £95.		EO Few 100s
448 Pocket book with sm used range comprising 1870 ½d plates, surface printed to 1900 and E.VII 2/6d (7).		
449 Sm stockbook with used stock of G.V to G.VII		
450 Sm stockbook with		

A glance at the back page of your January 1987 and January 1988 issues of Midland Mail will reveal that this is at least the third time they have given such a valuation on this type of material.

BIRMINGHAM PKTS

David Hardwick, who has sent a copy of an envelope damaged by machinery in the Birmingham Sorting Office, had not before seen a postmark like that illustrated before. Has anyone else?

THE NEXT MIDLAND MAIL

This is due to appear in the second half of May. A number of items have been held over from this issue. The series on six-day towns will be continued as well as that on rural posts. Also it is possible that there will be more on brass and steel handstamps.

For POSTAL HISTORY

Especially GB (County), Maritime, Transatlantic and some Foreign

Contact **MICHAEL JACKSON (Philatelists) Ltd**
Now at **P.O. Box 3, St Neots, Cambs PE19 2HQ**

Phone 0480-215063

24 hr ansaphone

Visitors welcome by appointment at
The Stables, The Shrubbery, St Neots