MIDLAND MAIL

THE JOURNAL OF THE MIDLAND (GB)
POSTAL HISTORY SOCIETY

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Number 180, November 2013

We owe the outstanding quality of the Society's publications on mileage marks and mailcoach routes, and local posts, in no small measure, to the superb postal archive that we have at the BPMA. Yet, I have been in the search room there when people have arrived asking to see the museum. Ten minutes or so later, they depart. It is about fifteen years since the King Edward Building was sold and the National Postal Museum closed.

Since then a proposed museum at Swindon, on an ideal site with easy access, adequate parking and other attractions nearby, was aborted, after much preparatory work had been done, no doubt at considerable expense, on the grounds that the necessary finance was no longer available. However, it did not seem very long before we were told that it would be possible to convert Calthorpe House, near to the BPMA, into a National Postal Museum. Why if financial support was available for Calthorpe House, was it not there for Swindon? Or was it decided, for whatever reason, that the Museum was not going to move out of London?

Then we come to the fiasco of what must be the biggest non-auction in the history of philately – the sale at Sotheby's of duplicate material from the Museum in which the realisations came to about 6% of the low estimates. This was advertised as an opportunity for ordinary collectors to obtain "unique"? items. From the estimates, clearly someone thought that philatelists have pockets deeper than the Mariana Trench. Did no one consider the inadvisability of putting so much new material on the market at once? Did Sotheby's assume there would be the same large international market for this material as there is for Fine Art? In fact there name does not immediately spring to mind as philatelic auctioneers. [Perhaps someone from the BPMA should have caught the 9.55 East Midlands Train from St Pancras.] What will now happen to the unsold lots? Dr Adrian Steele writes in the Autumn Newsletter, "... the BPMA ... is working hard to ensure the post-sale process results in the best possible outcome for our project..." Will somebody please tell me what that means?

FORTHCOMING MEETINGS

On 7th **December** we hold our traditional meeting at the National Brewing Centre, Burton-on-Trent. From 10.30 a.m., members are asked to bring standing displays on '*Military Postal History*'. If you would like to join us for lunch at **12.30 p.m.**, please ring Richard Farman (01283-566515) by 1st December. At **2 p.m.** Richard will give a display, '*Napoleonic Prisoners of War in the Midlands*'.

Our first meeting of 2014 will be held on **11th January** at St. Germain's Church Hall, Birmingham B16 9TD starting at **1.30 p.m.** Members are invited to bring one board displays of *'Picture Postcards from WWI'*.

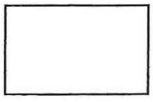
On a similar them, the meeting held at the Black Country Museum, Dudley DY1 4SQ on **15th February** will be devoted to members' one board displays of *'Postal History from WWI'*. The meeting will start at the usual time of **1.30 p.m.**

NEW MEMBER

We extend a cordial welcome to Dr Michael Poxton whose interests include Derbyshire, especially Duffield and also Goatland/Whitby.

ANNUAL SUBSCRIPTIONS

If your subscription for this season is still unpaid, a cross will appear in the box below. In which case, Eric Lewis would appreciate it if a cheque for £10 was sent to him at 27, Rathbone Road, Smethwick B67 5JG.



A MIDLANDS EDITION
OF
THE BRITISH COUNTY CATALOGUE OF POSTAL HISTORY

The Society's latest publication, launched at a special lunch with the Lord Mayor and Lady Mayoress of Birmingham at the Birmingham Botanical Gardens on 28th June, has been widely welcomed by the philatelic press and by those who have bought a copy.

A review in 'The GB Journal', the journal of the Great Britain Philatelic Society, describes it as *"a huge improvement over the original catalogues"* and comments that the county editors have *"produced a high-quality publication, very well presented and illustrated throughout, which is a model for others to follow"*.

Royal Mail's "British Philatelic Bulletin" makes mention of it being *"a well-laid out guide to postal markings in the pre-stamp era"* and particularly notes that *"the illustrations are of excellent quality"*.

"Postal History", the journal of the Postal History Society, welcomes the increase in page size from A5 to A4 which, it says *"gives the book a much more spacious feel"*. It claims that *"the maps and brief descriptions of the counties give added interest to the book which will be needed by anyone with an interest in these counties"*

A purchaser of the book writes *"What a super book! I have spent most of the afternoon digesting the material . . . "*. A dealer comments *"A triumph to retail at £20"*. Finally, a member writes *"It's an impressive work, well laid out, easy to use and absolutely packed full of information"*.

We hope every member of the Society will feel this is a book they must have on their shelves. In fact, we cannot envisage how anyone with an interest in the postal history of the Midlands could be without it. At the time of writing, at least forty members of the Society have yet to take the plunge and, in the hope of persuading them to buy a copy, an order form is enclosed with this number of "Midland Mail". However, if it is too much trouble to mail an order form, please e-mail john.calladine@mac.com and an invoice will be sent with the book.

THE ANNUAL AUCTION

Members who wish to enter material in the auction next April must let Eric Lewis have their by the end of January so as to allow adequate time to compile and distribute the catalogue. Lots can be handed to Eric or posted to him at:
27, Rathbone Road, Smethwick B67 5JG.

CHANGES TO THE ARRANGEMENTS OF THE ANNUAL AUCTION

At the recent committee meeting it was agreed that to improve the operation of our Annual Auction certain changes should be made to the running of the event, effective from the April 2014 auction.

The main changes are:-

1. Sold lots will no longer be distributed during the auction. Successful buyers will be able to collect all their lots at the end of the auction upon production of a receipted invoice.
2. Unsold lots will immediately become the property of the vendor and consequently unsold lots **will not** be available for purchase after the auction has finished, as has previously been the case.
3. Successful postal bidders will be required to settle their invoice within 14 days of the dispatch of an invoice. In situations where postal bidders will not be at home immediately after auction then they should send a limited open cheque by endorsing the cheque *"not over £xxx"* when submitting their bids. If postal bidders would like a quicker dispatch of their items, they should consider adopting this course of action.

CONGRATULATIONS

Congratulations to those members whose entries gained awards in the 16-sheet competition held at the MPF meeting at Hinckley in October.

Name	Entry	Mark	Award
Clive Jones	Early Mails by Broad Gauge Railway	87	Gold
Chris Jackson	Penny Posts in Worcestershire, 1812-1840	85	Gold
Brian Atkins	The Postal History of Much Wenlock	83	Silver-Gilt
Brian Atkins	Air Post Exhibition, London	80	Silver-Gilt
Alan Godfrey	The National Agricultural Centre, Stoneleigh	80	Silver-Gilt

THE SEPTEMBER MEETING

In the thirty-two years that I have been a member of this society I have seen some outstanding displays, but none can compare with that given by Alan Holyoake on '*Secured Delivery Leading to the Introduction of Registration (1400-1862*' at Kington St Michael on 7th September. I am tempted not to bother with a report of the meeting for Mr Holyoake distributed a superbly produced 48 page booklet outlining the display and illustrating, in colour, some of the main items in each of the eighteen frames. If you were not able to be at the meeting, try to borrow a copy for it will give a better idea of the wealth of material on display than I can possibly convey in a couple of pages. Not only is it a wonderful memento of a superb meeting, the booklet is an excellent reference source.

Alan began by saying that the need for a secure system of carrying mail had been recognised well before the introduction of the registration of mail in 1841, and that the Royal Mail needed to ensure secrecy of affairs of State, while the merchants needed to know that their correspondence would arrive safely. As an 'appetiser', Alan showed an item carried by a royal messenger – a letter sent by Henry VIII in 1514 to the Duke of Genoa.

The first frame contained material from the posts of the Venetian Merchants, the Merchant Strangers and the House of Fugger. We saw a letter sent in 1594 from Plymouth to Philippo Corsini in London which was endorsed 'port xiid', a letter sent in 1458 from London to Venice which showed a merchant's guild mark, and a further letter from London to Venice, this from 1589, showing the six schilling rate of the Thurn and Taxis Post.

The first known example of a 'La Raccomandata' endorsed letter was sent in December 1584 from Augsburg to Bartholomew Corsini in London. This system was a response to delays to letters sent by a forwarding agent in Cologne. Two letters sent from Cologne to Corsini and routed via Calais showed the earliest known fully dated and signed forwarding agent endorsements. The first sent on 6th February 1585 was endorsed '*di Cales a 23 di Febraro per via d'Alex Campari'* The second letter, sent on 5th July 1585 was also marked with the postal rate '*Due denarii'* (2d to pay). This style of endorsement, place, date and name, remained in use for nearly 300 years.

In the third frame Alan showed items with royal connections including documents carried from Harfleur in 1440 during the siege of that place in the Hundred Years War, a letter signed by Elizabeth I and sent from Windsor Castle in 1564, and a letter of 1857 from Mary Tudor.

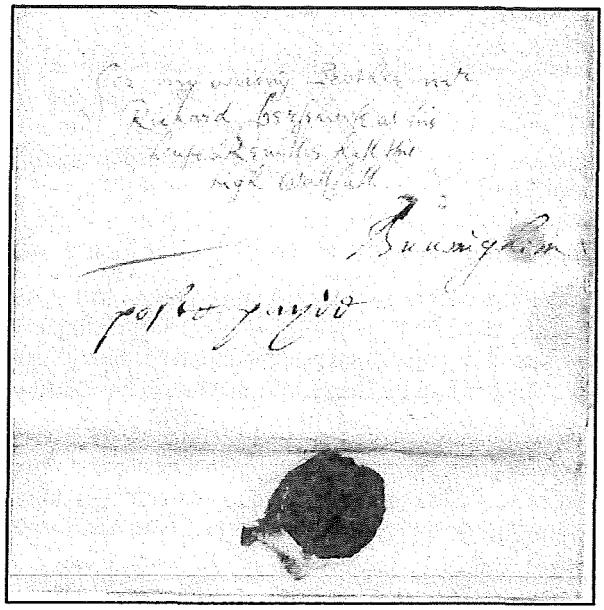
A 'Post Haste' letter sent in 1601 from Dover to beyond Reading via London carried in the address the endorsement '*hast hast/hast post hast/hast with all/speed & diligence*' signed *'Tho. Fane', 'for Lyfe lyfe/lyfe'.* Next, we saw one of the very few Elizabethan letters recorded outside archives or the Corsini correspondence; this was sent in 1594 by Sir Thomas Porter to the mayor '*of the sittie of Glouc. And to be left at his brother there, or to either of them'.* Two letters (1627 and 1628) from London to the bankers Lorenzo Segni and Francesco in Florence were '*franca p mantua',* (prepaid via Mantua), suggesting a link with the Thurn & Taxis Post. [It was some consolation to your editor that while his collection does not come within a million light years of that of Mr Holyoake, he does have two letters from the same correspondence showing a similar endorsement, slightly earlier (1624 and 1625) than those shown by Alan. However, they were sent from Antwerp.

We saw a copy of the proclamation issued by Charles I in 1635 establishing the first national postal system, and so ending all the private merchants' posts. A 'Haste Post Haste' letter, dated 10th November 1641 and signed by Lord Northumberland, was signed and timed on the reverse at nine of the thirteen post stages on the Chester Road.

In the period of the English Civil Wars (1642-51), a secure method of sending letters was essential to ensure secrecy was maintained and to ensure that each letter was delivered, particularly as the normal postal system was virtually non-existent. Alan displayed letters from both the King's Post as well as that of the Commwealth in addition to more 'Haste Post Haste' letters. Of particular note was a letter sent in January 1647/8 from Birmingham to '*Mr Richard Persehouse at his house Reynolds hall this nigh Walsall*', and endorsed in a second hand '*Burming-ham. poste payde*'. This is one of the first known examples of a manuscript name stamp.

In addition to the earliest known Bishopmark of the Foreign Branch, Alan showed in the seventh frame a letter sent in January through the London Penny Post of Robert Murray with triangular prepaid 'L/PENNY POST PAID' handstamp. Murray's system guaranteed delivery and compensation for loss, so forming the first domestic system of the registration of mail. This letter is one of four known; the other three are in the British Library. That was followed by one of only six of original Dockwras known. This letter dated 27th June 1682 has a type 4 'T/Penny/Post Paid' handstamp along with a heart-shaped time stamp 'Af/6' (6 p.m.) which guaranteed delivery within a set time, advertised as 1½ hours.

The first formal system of registration was introduced by the Foreign Branch in March 1817 for incoming and outgoing mail, with the 'Crown' registration handstamp. This was struck in red ink on incoming letters and black ink on outgoing letters. We saw a letter dated 21st March 1817 from Stuttgart to London showing the first type of 'Crown' handstamp. A letter sent from Vienna to London in 1830 showed both red and black 'Crown' marks. It is thought that the Foreign Branch had an officer at Dover who applied this; the red mark was applied in London by the Foreign Branch.



January 1647/8 to Walsall with manuscript '*Burming-ham*'

On 6th January 1841 the system for Inland Registration was introduced with a registration fee of one shilling, and in his ninth frame Alan showed some of the earliest known stampless letters showing this fee along with the first notices to postmasters. Among the items we saw were: a letter sent from London to Congleton on 15th January 1841, originally enclosing seven bank bills to a total of £919; an entire dated 4th February 1841 from Bula to Aberystwyth; a superb strike in red of the '*Registered/EDINBURGH*' on a letter of May 1842 from Edinburgh to Dundee; and what is thought to be an essay for the green wrappers in which registered letters were enclosed.

The next frame continued the theme of stampless letters showing the one shilling rate, but in this case inbound and outbound letters. Among these were the earliest known overseas registered letter, dated 6 March 1841, from Edinburgh to Sydney; the earliest known transatlantic overseas cover from Cahir to New York, dated 31 January 1842, and sent by the Halifax and Boston Steamer from Liverpool; the earliest known registered covers to the UK from Australia and New Zealand dated 18th March 1841 and 18th May 1845 respectively. A letter sent from Cirencester to Virginia on 30th March 1842 was endorsed '*Registered Letter No 7 to Bristol*' and '*Via Bristol per Steam Ship Great Western*' This letters was matched with the original 'REGISTERED LETTER' receipt and is the only 'Great Western' cover recorded.

The earliest known registered letter bearing a postage stamp was sent from London to Bath on 20th January 1841 with the postage paid by a 1d penny black tied by a red Maltese Cross. There were letters with multiples of penny blacks and imperforate twopenny blues as well as a Mulreadies, including a twopenny sent from Carlisle to Lancaster in June 1841 and endorsed '*Registered 746*' and *'P 1/- Registered*'.

On 28th March 1848 the registration fee was reduced to 6d, the fee initially having to be paid in cash. The fact that from 1st June 1850 the registration fee could be paid in postage stamps led to covers bearing a number of adhesives such as eight penny reds (a strip of six and a pair), paying double postage plus the registration fee, on a letter sent from Liverpool to London in 1855. A number of handstamps denoting registration appeared at this time such as the convex 'REGISTERED' struck in blue ink on a letter sent in 1851 from Wells, Somerset to Edinburgh. Alan showed one of two examples known of the boxed 'REGISTERED/AT/NORWICH' mark on a letter, dated 10th August 1861, to Pontefract. [In the afternoon John Forbes-Nixon showed what I presume is the other known example.]

A truly spectacular item was a large parcel label, bearing the signature of Victor Hugo, sent from Jersey to Paris via London in January 1855. This was franked with fourteen 1/- embossed stamps (three strips of four plus a pair) along with one 6d embossed. Almost lost among these was the earliest known use of the '[Crown]/REGISTERED' mark of Jersey in black and the similar mark of London in red. A registered letter sent from Bradford to Moscow in April 1858 carried a block of six and a pair of the 1856 1/- green along with 1d and 2d 'Stars', giving a total cost of 8s 3d.

We then saw examples of some of the earliest known registerd postage stamps produced. A letter from Melbourne, Australia bore the imperforate 'REGISTERED/ONE SHILLING'' stamp of Victoria used only four days after its introduction on 1st December 1854. The registered 6d adhesive of New South Wales was to be seen on a letter from Bathurst to Ireland on the second day of issue, 2nd January 1856, and in a pair on a letter of 1860 to Bologna, Italy.

Of particular note in the final frame were: the earliest known registered letter from Canada to the UK which was dated 3rd October 1855, and a green Money Letter receipt in the form of a wrapper sent on 24th March 1851from Hamilton, UC to the postmaster of Fortrose, Scotland, and which had contained a Money Letter for a person in Avcock. On 24th April the postmaster at Avcock filled in the receipt and struck it twice with the UDC of Avcock.

The only recorded block of four 10d embossed was to be found on a registered cover sent from Irvine to New York in September 1852. This was accompanied by seven imperforate 2d blues in strips of three and four to pay quadruple the 1/- postage plus the 6d registration fee.

When our Chairman, Chris Jackson, came to propose a vote of thanks to Mr Holyoake, he was almost lost for words such was the quality of the material we had seen. I am sure that he spoke for all present when he said that it was the finest display he had ever seen.

After a substantial lunch at the Jolly Huntsman (What on earth is that object masquerading as an inn sign?) it was time for members of the various societies to display some of the registered material. I apologise for the fact that some displays are not described in this report and that some reports are rather brief, but there was insufficient time for me to view a number of them. It is an enormous help if members can let me have a brief description of the material they are showing on these occasions.

Chris Jackson began with two items showing the 1/- rate: from Worcester to Birmingham on 18th August 1847 at a cost of 1s 2d, and a penny black cover from Bewdley to Birmingham on 6th May 1847. Chris went on to shows covers sent at the 6d rate, both before and after it became possible to use postage stamps in 1850. He ended with a cover to which was attached one of the 'anonymous' registered labels which had been struck with the cds of Madlesfield from which the date slugs had been removed.

A registered letter receipt dated 22nd September 1853 at Warwick was the first item shown by Alan Godfrey who then went on to show a number of covers illustrating the 6d and 4d rates. A cover of 1881 was cancelled with a squared circle. The P.O.S.B. (Post Office Savings Bank) single circle of Rugby was used on a large cover sent in 1897. Alan's final item was registered money letter sent to the postmaster of Great Alne from Redditch.

Much of Richard Farman's display consisted of material relating to the Money Order System, beginning with a notice in a newspaper of 1st October 1792 giving details of this system which was designed to prevent cash being stolen from letters in the post. The compensation was limited to £5.5.0 at a cost of 3d in the pound. However, Richard pointed out that Money Letters existed as far back as the 1760s. A 'Money Letter' from Walsall to London, dated 4th March 1833, and which contained banknotes was charged a treble letter rate of 2s 3d. A notice listed the serial numbers of the banknotes in a parcel stolen from the Holyhead mail. Some of these notes were from the Burton Union Bank and a Tamworth bank, and Richard showed an actual Tamworth banknote. A letter sent on the first day of the Uniform Penny Post – 5th December 1839 – from Coventry to Oakham was endorsed 'Money in Cover' and charged a double rate of 8d. Richard ended with a number of Sample Post items which included a bag used to send coffee, in this case to Switzerland in 1885 at a cost of 1½d for a sample weighing 2 to 6 ounces.

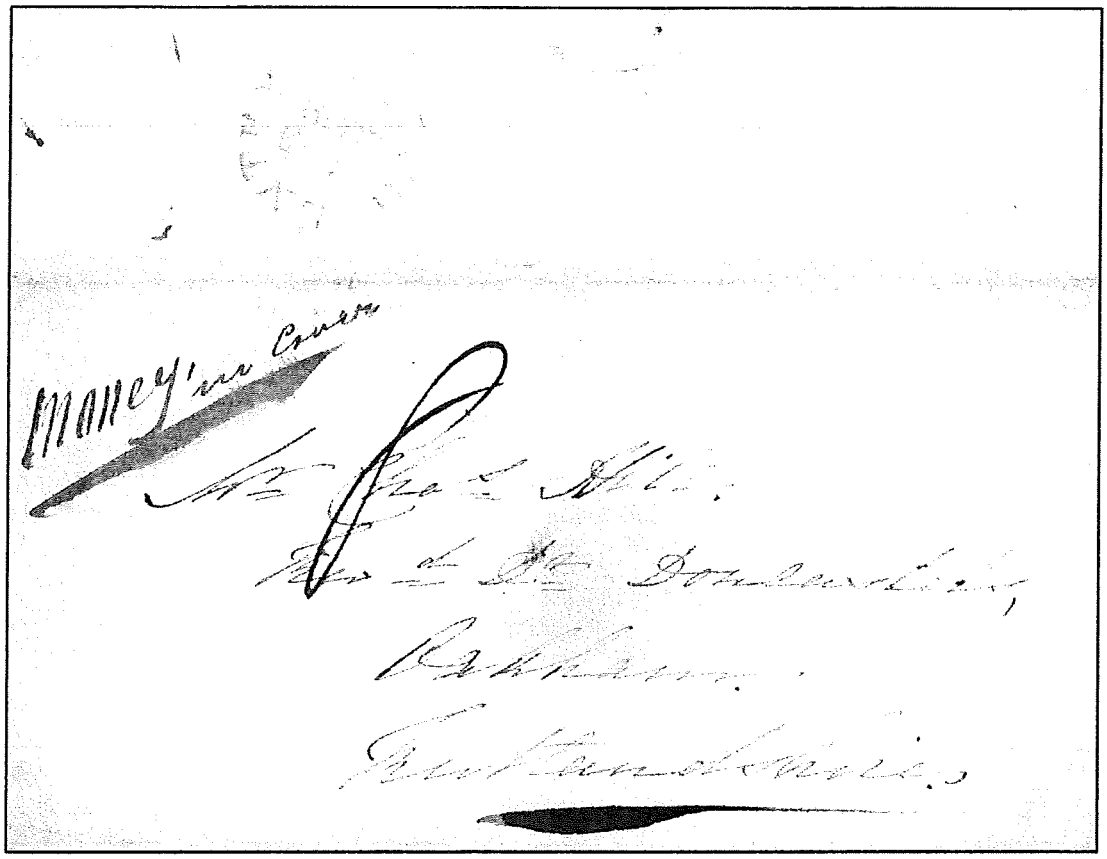
The Editor, John Soer, produced, as might be expected, registered items from Leicestershire. He commented that while the 3VOS handstamps of Leicester are rated as rare they are usually found, as he showed, cancelling the adhesives on registered covers from 1869 to 1890. Next came two items which had been placed in a letter box and not handed in at a post office as the regulations demanded, and so were surcharged and endorsed as being 'Posted out of Course'. John also showed a bankruptcy notice of 1881 sent at the printed paper rate with the ½d and 2d stamps of the 1880 issue (cancelled by the 449 3VOS of Leicester), paying the postage and registered rates respectively. The addressee of a registered cover sent from Ashby-de-la-Zouch to Burton-on-Trent in 1878 could not be found, and six postmen who had tried to deliver this item had initialled the envelope.

Ian May showed registered covers from Leamington Spa, Warwick and Coventry. The items from Leamington included a free letter of 1837 endorsed "supposed money" and a wrapper of 1842, with the "REGISTERED" mark of Leamington, rated at 1/4d to include the 1/- registration charge – all paid in cash. The Coventry items included a registered cover of 1858 with the Hampton in Arden UDC charged at 8d to include the 6d registration charge, and a large cover from 1869 sent by book post which was charged 6d to include 4d for registration. Two covers showed the unusual use of the R in an oval to cancel the adhesives one of which was an 1881 O H M S cover with 1d lilacs overprinted I. R. OFFICIAL, the second a registered envelope of 1888. The Warwick cover was a printed matter rate item of 1881 charged at 2½d to include 2d registration. The final two items were registered envelopes from the Warwickshire villages of Hatton and Cubbington used in the first year, 1907, of the introduction of registration labels. In both cases the labels were stamped with the circular date-stamps of the office with the dates removed.

Our Secretary, Mick Gill, took us to the Newark & Nottinghamshire Agricultural Show. Held in early May it is the first of the major agricultural shows to be held each year. From the 1950s to the 1970s a Mobile post Office attended and covers were sent in advance to the Head Post Office for reposting as registered items to ensure they received a Mobile Post Office datestamp. Covers bore a variety of registration labels until 1964 when a special roll of "Newark & Notts/Agric. Show" labels was provided. The same roll remained in use while a Mobile Post Office attended the show. Mick showed us ordinary Newark labels used in 1958, and anonymous labels correctly used in 1958 and 1959. In 1960, the clerk inverted the year slug and we saw an example of anonymous label 'No. 4' reading "09" but label 'No. 20' corrected in manuscript to read "60". 'Newark 8' labels were used in 1960 but anonymous labels were again in use in 1963, this time with "NEWARK/AND NOTTS/AGRICULTURAL/SHOW" in manuscript. Perhaps this prompted the introduction of the special labels described above on 8th May 1964. Mick's earliest example, No. 8 was from 9th May 1964. An example from 1969 had the receipt completed in Mick's handwriting – he had manned the Mobile Post Office that year.

We remained in Nottinghamshire for Alan Marshall showed material from Nottingham, beginning with a wrapper of December 1842 which had contained two £10 notes, and had been sent at the 1/- rate in addition to a penny red. An envelope sent at the 6d rate 1844 bore two penny reds each cancelled with the 1844 numeral cancel '583'. A wrapper of 1849 which had contained a £60 cheque was franked in the same manner. The 6d embossed adhesive was to be seen on two envelopes from 1854 in along with a 1d red, and in 1855 with a 2d blue. The 3HOS handstamp of Nottingham (583) was used to cancel the two 6d chestnut stamps found on a cover sent to France in 1872 – some fifteen years after that previously recorded. Alan remarked on the scarcity of the 3VOS handstamps of Nottingham which cancelled the 3d adhesives on two covers of 1879. Alan's final item was an envelope sent to Runcorn in 1858 and franked with a 1/- green and a 6d lilac stamps. Sixteen months later, the envelope was turned with similar stamps.

Our sincere thanks are due to Richard Farman for 'being brave enough to suggest' that Alan gave his display and to John Calladine, aided by Juliette and Sarah on the day, for arranging a truly superb day in Kington St Michael.



An item from Richard Farman's display – a Money Letter sent on the first day of the Uniform Fourpenny Post, endorsed 'Money in Cover' and charged a double rate of 8d.

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THE OCTOBER MEETING

On 12th October we held our meeting, on the theme '*Items new to the County Catalogue*' in the pleasant surroundings of the commodious extension to the property of Warwick & Warwick.

The first two displays were of material from Nottinghamshire. Mick Gill began with a Newark straight-line mark of 1789 in which the 'W' and the 'A' were widely spaced. This was followed by two marks from Ollerton: the boxed mileage mark used in 1815 and in which the '3' of '134' has a rounded top, and the skeleton with seriffed letters struck in blue ink in 1845. Of particular note was the straight-line mark 'MANSFEILD' in which the 'E' and 'I' were reversed.

Alan Marshall started his display with the 'NOTINGHAM' mark used in 1720 followed by a cover of 1780, showing a strike of NG139 'NOTTING/HAM', previously recorded only in archives. Although the seriffed cds (NG187) is quite common, it had not been listed in previous editions of the BCC. Two missent marks of Nottingham are now known; we saw NG204 struck in both black and red. The traveller NG190 has previously been recorded only in blue ink but Alan showed us a cover with it struck in black. Next, came examples of the '2' charge marks – NG198 struck in black and the larger NG199d struck in blue. Alan finished with examples of the marks of Bingham' including a 'Missent to' alongside the cds of Bingham.

Brian Atkins brought entires from OSWESTRY, with the first two having nothing to do with the county catalogue at all! The 1694 letter was stamped with the previously unrecorded SA in circle, according to Hugh Feldman the mark of Richard Sare, a receiver of letters at Grays Inn from 1683 to 1721. Entires from 1745, 1746 and 1748 with the first two having marks of the same dimension but with a clearly different letter W and the third only being slightly larger. These marks had previously been recorded as one and on seeing them together for the first time, they were the inspiration behind Brian's book in which he illustrated the known Shropshire postmarks from 1705/6 to 1910. Four covers followed between 1774 and 1777 illustrating the same mark and showing how difficult it was to obtain accurate measurements and provide good illustrations as they were so unclear. He ended this section with the only known use of SH419, the 'oily' straight-line, the first-type mileage and a different straight-line of 1797.

His second effort showed 6 items from Whitchurch and from Market Drayton with the first from each town from the same correspondence to Mr Brown 'att his Lodging in Deall (Dale) Street, in Liverpoole'. The 1713 DRAYTON being that town's earliest mark and new to the catalogue and the 1714 entire, though addressed from Drayton had entered the mail at Whitchurch and received the WHIT / CHURCH X cross post mark, one of only two known and not shown by Malcolm Ray-Smith at Kington St Michael in 2012, also new to the county catalogue. Entires of 1733 and 1778 from Market Drayton appeared to show the same mark in use for 45 years, a 1782 DRAYTON was locally made and horseshoes of 1796 and 1798 showed the first use of the town name as MARKET DRAYTON. There was a 1725 WHIT- / CHURCH from the hamlet of Agden, the 1769 convex arc and finally two WHIT / CHURCH.S to denote Shropshire.

Eric Lewis showed examples of all the numeral handstamps used by the receiving houses in the Birmingham Penny Post between 1826 and 1840. We saw the only known example of the 'N° 3' of Lancaster Street, the 'N° 5' of Deritend used in the first week of UPP, and the 'N° 7' of Sandpits struck in blue. Eric then produced a previously unrecorded circular mileage mark of Birmingham and ended with a letter sent in 1722 to the 'Coco Tree Chocolate House' in Pall Mall which showed a mark GIREN(s)/CESTER.

An early manuscript mark of Coventry was the first item to be shown by Ian May who then went on to query the inscription in the earliest known handstamp of Coventry. The 'V' in the mark of 1st November 1701 could be a 'U' as the impression is not very clear. A handstamp used in May 1706 contained a 'V', but a handstamp used in August 1706 contained a 'U' in place of the 'V'. While in 1708 and 1710, what was probably a broken handstamp 'COUEN' was used.

The previously unlisted first handstamps of BEWDLY (sic) and BROOMS/GROVE (sic) were included in the first half of the display by Chris Jackson. Other items included a new mark of Stour/bridge and unlisted mileage marks of Bewdley and Kidderminster. He finished the first half display by explaining why he had deleted WO922, the 1820's boxed with concave corners 'Missent to Worcester' and how after twenty plus years of looking he had finally found a copy from 1823. This just showed how whenever a catalogue is produced it is immediately out of date!

The second half of Chris' display included several travellers, including the only known copies of DUDLEY and DROITWICH, the latter in red on a May-date Mulready. Two new marks of UPTON on SEVERN were shown which had closed the fourteen year gap for this town in the original BCC.

We remained in Worcestershire to see Malcolm Allison's handstruck '4' of Worcester on a cover, dated 15th December 1839, along with the boxed 'No. 2' of Powick receiving house. Yet on 17th December, a manuscript '4' was applied. This cover too showed the numeral handstamp of the Powick receiving house.

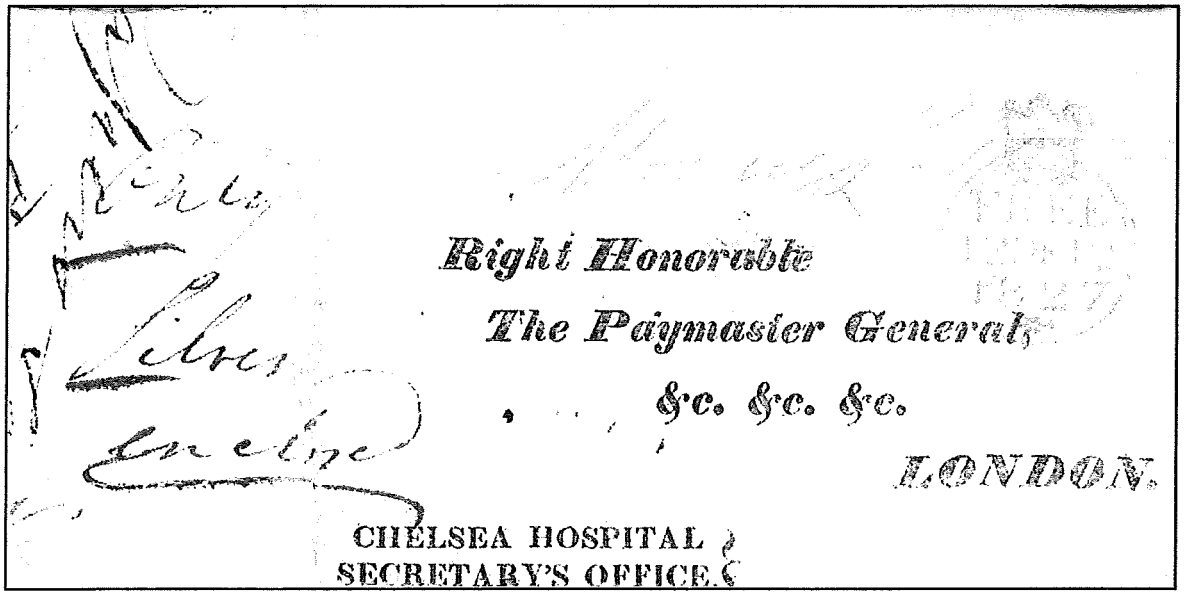
The Editor showed that whereas the previous catalogue had listed one boxed mileage mark used between 1801 and 1808 at Leicester, there were in fact two different marks. Similarly, three different circular mileage marks were used between 1811 and 1827, instead of one as listed previously. John also showed the only known copies of a first type mileage mark and a skeleton from Lutterworth. The former is unusual as Lutterworth was not an official office, let alone a posttown, at the time.

Guy Bridges began his display with three Bridgnorth items: a letter written in February 1840 with the handstruck '1' in red; an unstamped envelope from 1853 with the handstruck '2' in black; and another 1853 envelope with the small 'Too Late' struck in green as was the Bridgnorth cds. He then showed a letter written at wellington in 1846 which must have had a 1d adhesive affixed, but when it arrived in Ironbridge the stamp had fallen off so the handstruck '2' was applied to the cover in black ink. Guy then showed the first 'SHEFNAL' handstamp in which the 'H' and 'E' are joined on a letter of 1708, and the two-line 'OSWES/TRY' with crossed 'V's forming the 'W'. Four items NOT in the new county catalogue concluded Guy's display. These were: a 'PREES' udc struck in the previously unrecorded colour of green from 1857; an 1850 letter with the 'Cleobury/Penny Post' struck in blue. another unrecorded colour; and, finally, two letters from Halesowen dated 1850 and 1853, showing a handstruck '2' charge mark used at Halesowen and in black ink.

Derek Smeathers brought along a number of items which he had acquired in the last twelve months. We saw the unusual Type 16 mark of Peterborough with the arcs at the top. Also from Peterborough came a number of examples of the skeleton handstamps of that town, used between 1890 and 1893, and in which the code letters are shown at the bottom of the mark. There was the unusual three-line mark 'MISSENT/TO/DAVENTRY' used in 1842. Derek ended with the envelope which contains the card that the Queen sends to couples on the occasion of their Diamond Wedding Anniversary. This example had the instructions on the actions to be taken by the delivery office still affixed to it.

The afternoon showed that even when the theme for a meeting might appear to be limiting the range of material to be shown, a great variety of unusual items are to be seen at these meetings of members' one board displays. Our thanka are due to Warwick & Warwick for providing us with such an excellent meeting place, and especially Joe Cottriall for once more giving up a Saturday on our behalf. I would like to thank those members who kindly submitted reports of their displays.

*****



A further item from Richard Farman's display at Kington St Michael – a 'Free' Money Letter sent from Dublin to London on 10th December 1827 and endorsed: 'Only Silver enclosed'.

TWO LEA & PERRINS' COVERS

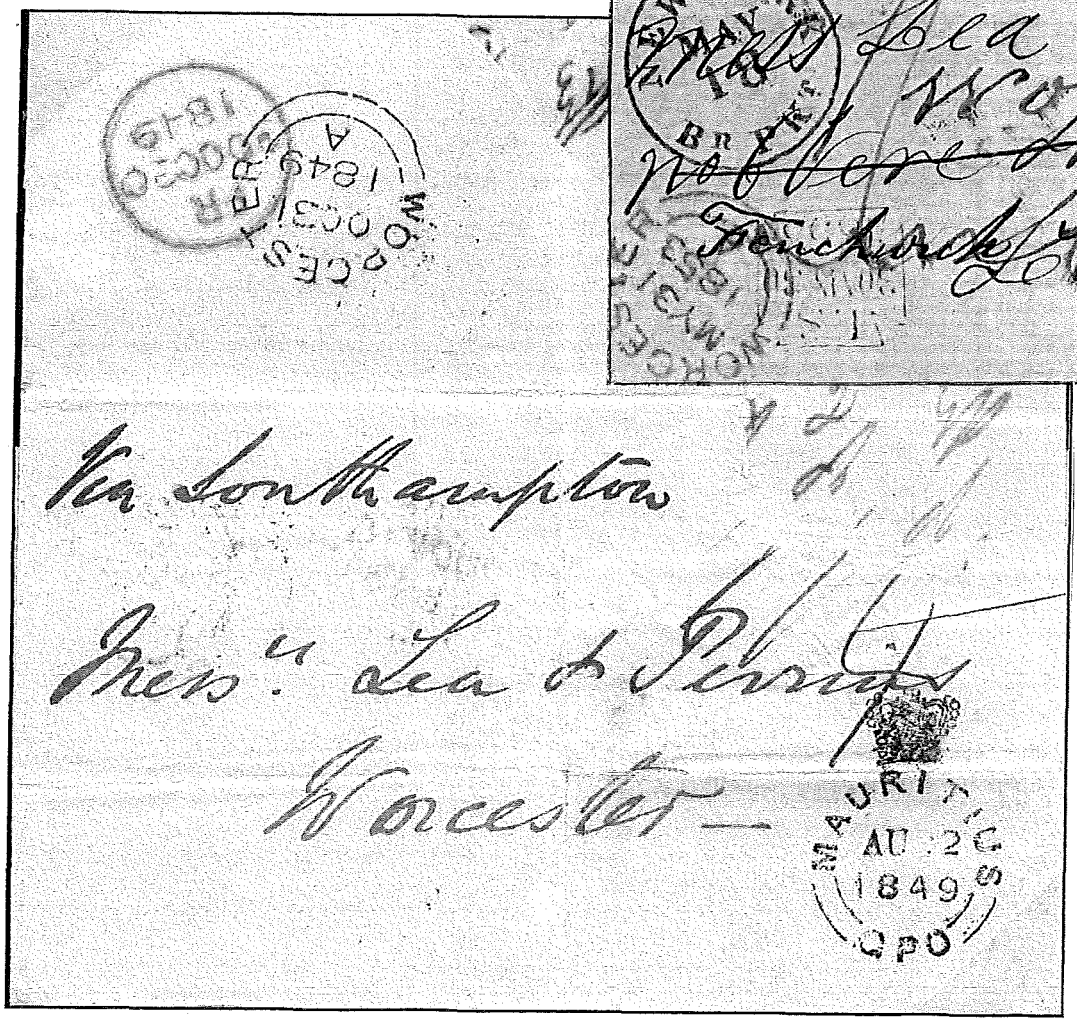
submitted by Mike Wilesmith

The Lea & Perrin brand of Worcester Sauce was first sold in 1838 by two men, John Wheeley Lea and William Henry Perrins, from a dispensing chemists in Broad Street, Worcester.

Shown below are two covers addressed to that company. The first, from New York, was sent to 'No 6 Vere St Oxford St/ London, then forwarded to Fenchurch Street before being sent on to Worcester. The second, re-ordering twenty cases of the famous 'Worcestershire Sauce', took over two months to travel from Mauritius to Worcester.

The obverse shows:
Single circle 'NEW-YORK/MAY/18/B^{R}PK^{T}
5 in a circle. 5 cents internal US postage.
Lombard St. B.O. cross dated 30MY30/1853,
Worcester double arc datestamp in red,
11d charge in black.



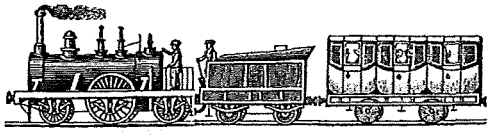


Manuscript charge in black 1s 4d,
Mauritius double arc with crown
dated AU 12/1849,

LIFE AFTER MAILCOACHES

The advertisement below, taken from *'The Midland Counties' Railway Companion'* of 1840, shows that at least one mailcoach contractor was willing to embrace a new era. C.S. Pettifor had been a contractor for the Leicester - Ashby-de-la-Zouch and the Leicester-Stamford (later Birmingham-Yarmouth) mailcoaches. The latter coach ran as the Leicester-Yarmouth mailcoach from July 1842 to April 1846, so it is likely that Mr Pettifor remained in that line of business for another six years.

UNDER THE IMMEDIATE PATRONAGE OF THE DIRECTORS
OF THE
Midland Counties' Railway Company.



UNITED
RAILWAY AND COACH OFFICE,
STAG AND PHEASANT HOTEL.

It is with feelings of unfeigned gratitude and sincerity that

C. S. PETTIFOR

returns thanks to his numerous personal Friends, and to the Town and County of Leicester generally, for the liberal support and decided preference he has experienced as a Coach Proprietor for upwards of Twenty-five Years.

He takes the present opportunity of informing them, that in consequence of the adoption of Railway conveyance, he has been compelled to abandon those roads in which Coaches have been superseded by the new and rapid mode of travelling by Steam.

It is also, he trusts, with feelings of honest pride, that he announces himself as AGENT TO THE MIDLAND COUNTIES RAILWAY COMPANY for the collecting and delivering of Goods and Parcels at the Leicester and Syston Stations, SPECIALLY APPOINTED BY THE DIRECTORS; and under their auspices he is authorised to provide Flys, Cabs, Omnibuses, &c., for the immediate conveyance of Passengers and their Luggage to their several points of destination.

In again soliciting the favors and confidence of the Public in this new avocation, C. S. P. refers with satisfaction to his past life, as affording the best assurance that he will steadfastly maintain the same indefatigable diligence and punctuality—the same spirit of attentive accommodation—and the same integrity on the part of his servants—by which his establishment has been invariably distinguished.

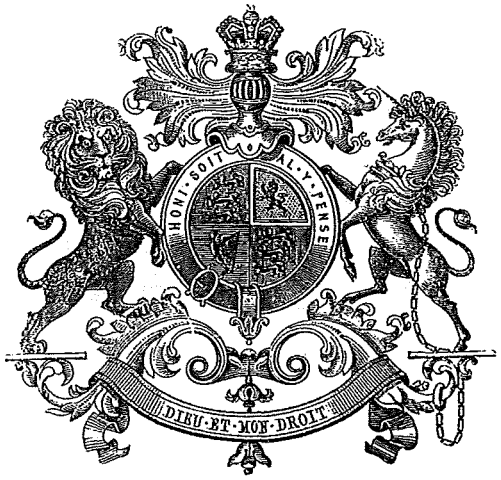
The Trains will be attended with promptitude and celerity, and every kind of information relative to Railway and Coach Travelling may at all times be obtained at the Office in Humberstone Gate.

To secure the utmost facility of communication on the Cross Lines of Road, it is in contemplation, as far as possible, to make the time of the Coaches on such Roads correspond with the arrival and departure of the Railway Trains.

N. B. No Fees to Fly, Cab, or Omnibus Drivers.

JOHN BUTLER OF NOTTINGHAM

In MM178/13 John Calladine mentions that the Grantham & Nottingham coach was built by a John Butler, coach-builder and harness maker of Lincoln Street and Parliament Street, Nottingham. Shown below is an advertisement for that gentleman taken from the same source as that opposite.



BUTLER,

COACH & HARNESS

MANUFACTURER,

PARLIAMENT STREET & LINCOLN STREET,

NOTTINGHAM,

AND FINKIN STREET,

GRANTHAM.

A LARGE

STOCK OF CARRIAGES,

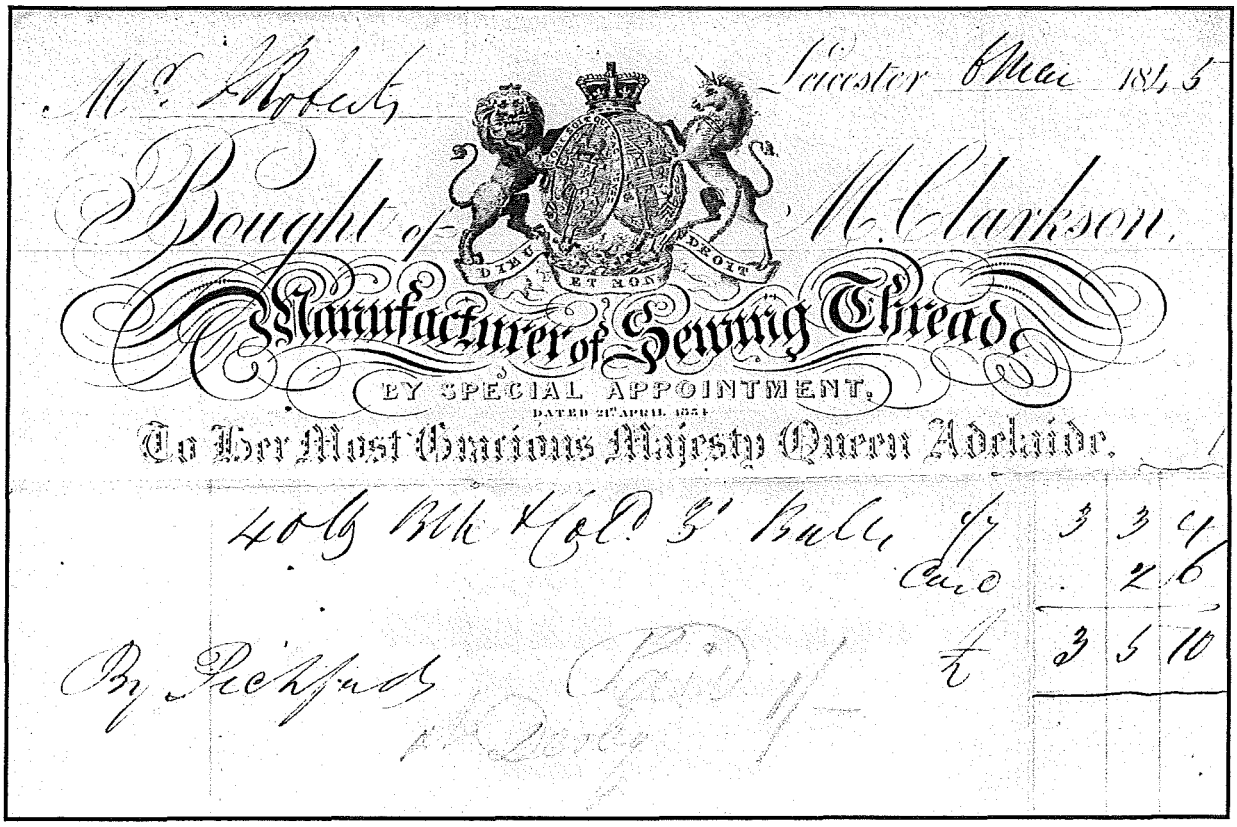
Of every Description and Style,

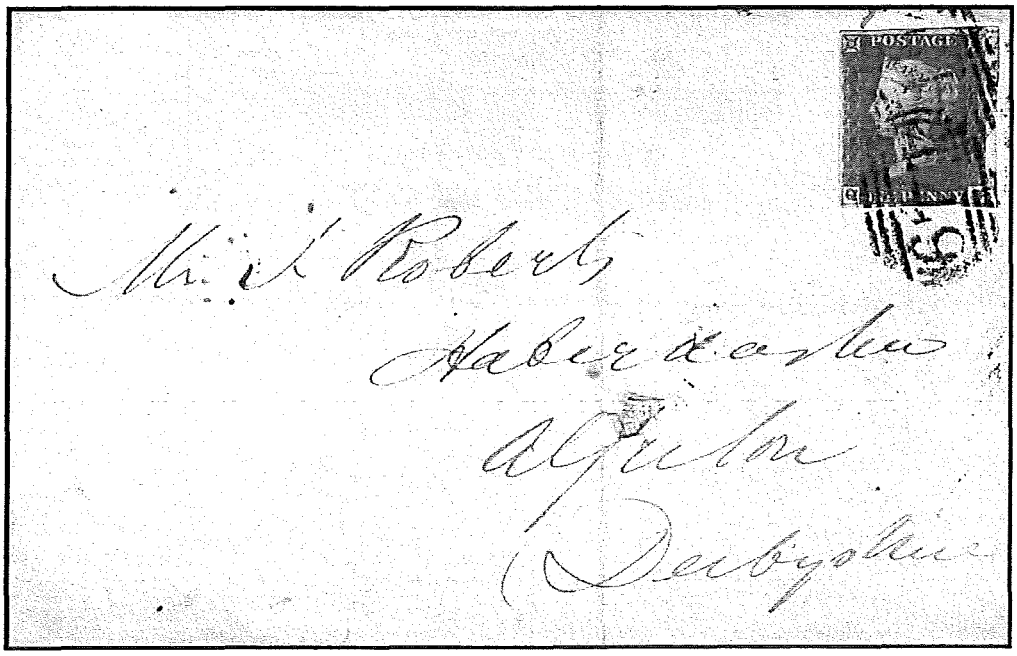
CONSTANTLY ON SALE.

WHERE ARE THE NEEDLES?

Those members who regularly attend meetings will know that Chris Jackson has some really superb material relating to the needle-making industry of Redditch. Now, some types of needle are meant to be used with a thread of some description. The bill-head shown below was sent in March 1845 by a M. Clarkson, Manufacturer of Sewing Thread, of Leicester to a Mr Roberts, Haberdasher, of Alfreton. Did Mr Roberts, I wonder, buy his needles from a Redditch firm.

The bill was franked with a 1d red which was cancelled by the 449 numeral handstamp of Leicester.





MISSENT TO WARWICK – NEW EARLIEST SIGHTING

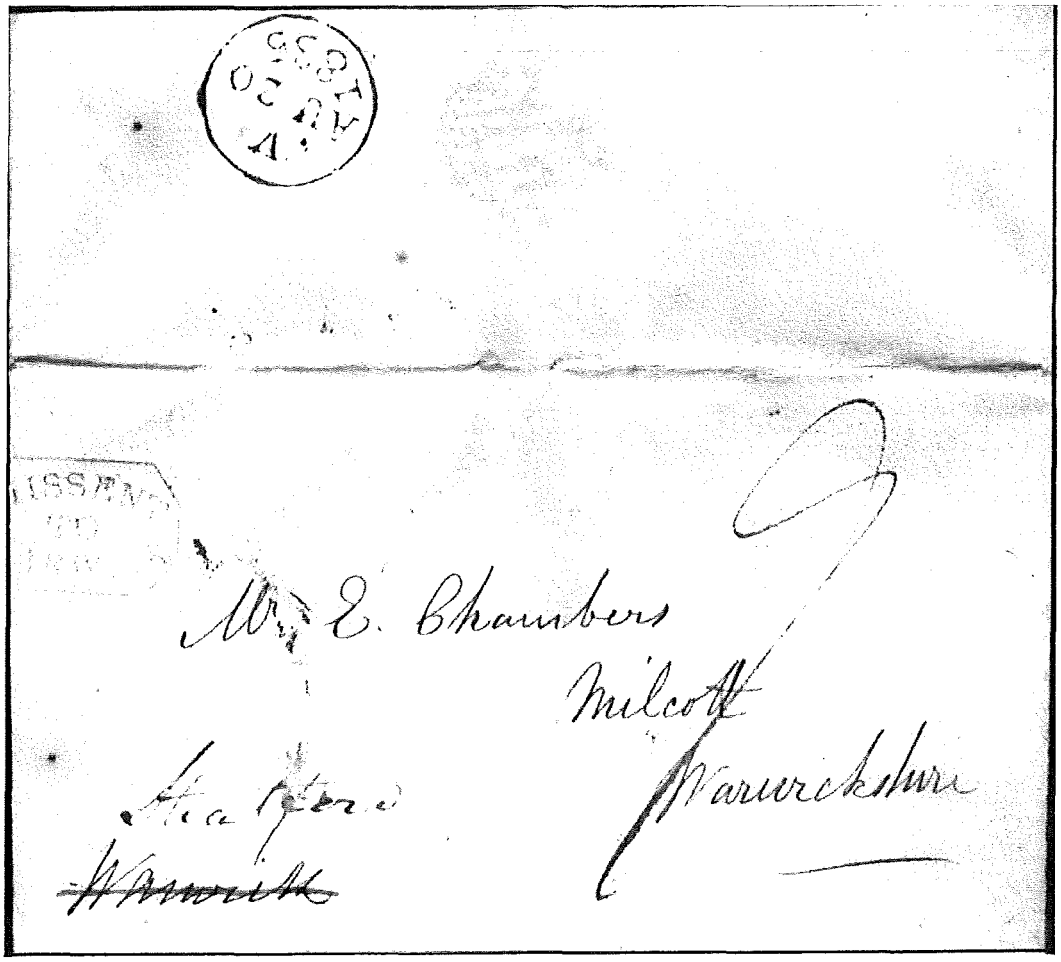
by Bryan Jones

The receipt of the new British County Postal History Catalogue was the incentive to mount and write up a few of those recent acquisitions, with perhaps the chance to highlight something a little bit special.

The cover illustrated is very much a case in point. A printed receipt from the Legacy Duty Department, Stamp Office, London addressed to Mr E Chambers, Milcott, Warwick, dated 20 August 1835, and readdressed to Stratford on arrival at Warwick, with the application of the octagonal lozenge "**Missent to Warwick**" handstamp (WA419) in black.

This pre-dates the earliest date in the new County catalogue by almost **eleven** years.

Milcott (now identified as Milcote) a hamlet located some two miles south of Stratford-on-Avon, between Stratford and Long Marston. Of no particular significance Milcote was the first station reached on the long since abandoned GWR route between Stratford and Honeybourne/Evesham.



A REVIEW OF EVENTS LEADING TO THE 1849 ANGLO – US POSTAL TREATY

by Brian Atkins

Prior to the Universal Postal Union, overseas postal rates were established unilaterally by a country or treaties were negotiated between countries. In March 1839 a Post Office Instruction reduced the packet rate to the US to 1/- and that rate was in place when Samuel Cunard's British and North American Steamship Company was awarded a British government contract on 4th May 1839. No similar contract was awarded by the Americans who became dependent on a British mail carrier and they didn't like it, so a March 1845 Congressional Act empowered the American Postmaster General to advertise for ocean mail bids. On 4th October Cave Johnson, the newly appointed Postmaster General in the Polk administration announced a contract offering for transatlantic mail to the UK and Europe. Four bids were tendered with a renewable 5 year contract at $400,000 a year for a fortnightly service between New York and Bremen offered to Edward Mills. Mills preferred to use Le Havre but the Bremen authorities enticed him by guaranteeing exemption from all manner of taxes! After some shenanigans Mills was finally awarded the contract, which he immediately assigned to the Ocean Steam Navigation Company, of which he was a general agent. The company managed to obtain subscriptions from German merchants and 6 German states. Using this money, they built the 1,750 ton steamer *Washington*, launched on 31st January 1847, which sailed from New York for Southampton and Bremen on 1st June 1847 with 127 passengers and the mails. The Cunard *Britannia* sailed from Boston on the same day and arrived at Liverpool two days before the *Washington* arrived at Southampton to a very cool reception, with one British reporter calling the ship 'ugly'!

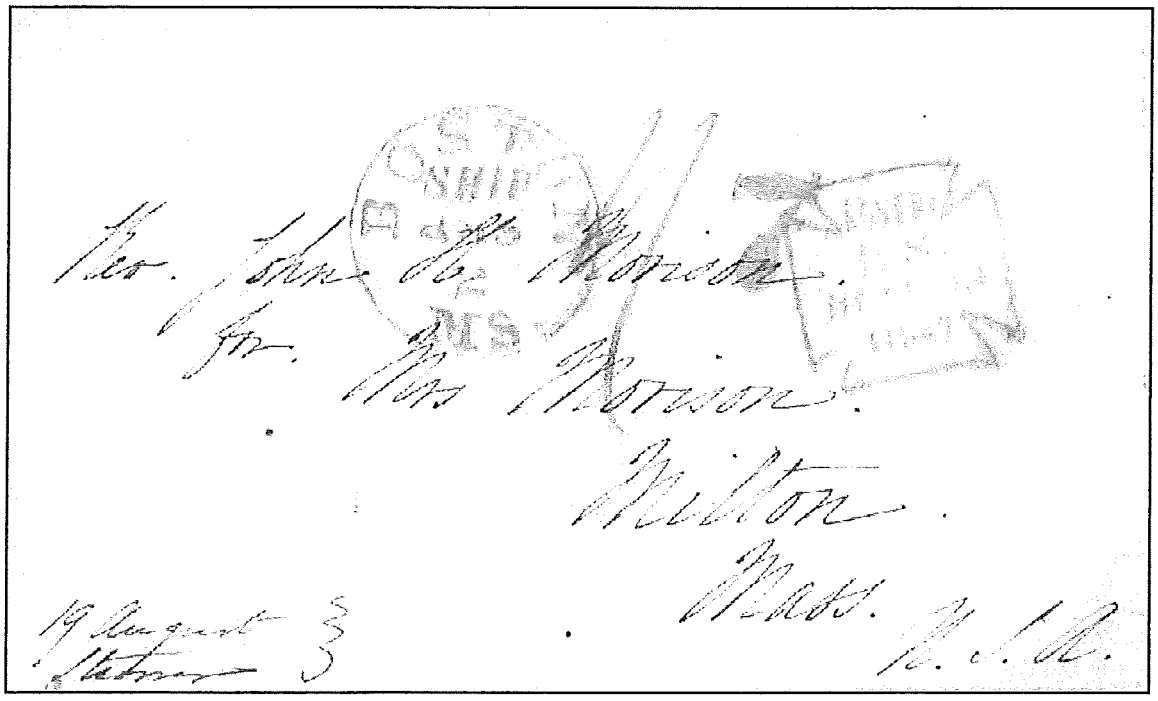


Fig 1: Typical entire sent from London to Milton, Massachusetts dated 18 AUG 1847, prepaid 1/- in the UK under the 1839 Instruction and charged 7 cents in the US, 2¢ ship rate plus 5¢ inland (the inland rate varied depending on distance). Carried on the Cunard *Caledonia* from Liverpool on the 19th Aug, arrived Boston 2nd September 1847.

The Lords of the Treasury then dealt the Americans a huge blow. By an order of 9th June 1847, all letters carried by the *Washington* were to be charged as unpaid, regardless of whether paid or not, effectively meaning paid letters were paid for twice, 24 cents in the US and 1/- in the UK. The American ambassador went to see the Marquess of Clanricarde, the British Postmaster General who told him the move was to protect Cunard and the revenue derived from it. Meanwhile the *Washington* continued to Bremerhaven to a not unexpected rapturous welcome. The British government refused to budge despite reminders from the Americans that they assisted British and Canadian closed mails through their territory. After weeks of negotiation the impasse remained and on 6th December 1847 Cave Johnson 'abrogated' all postal treaties between the UK and US, even for the aforesaid Canadian closed mail. Then, on 28th June 1848 Congress passed the Reprisal Act, effective 1st July 1848, which, in effect, authorised American postmasters to charge postage on all letters from the UK, whether paid or not. The Americans had 'retaliated'! Letters for Boston and New York were charged an additional 24 cents, those for New England and the Mid-Atlantic States 29 cents and those for the rest of the US 34 cents.

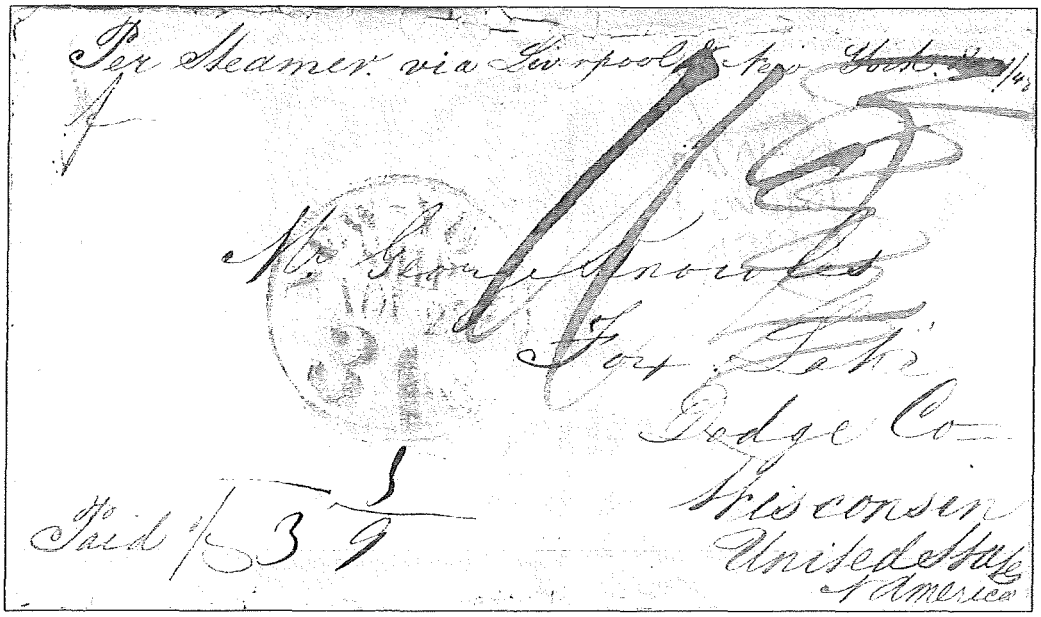


Fig 2: Paid 1/- packet rate, London to Wisconsin. Cunard *Cambria* to New York, on its 4th retaliatory rate voyage. **New York Ship 34cts** retaliatory rate hand stamp for 10 cents inland & ship rate + 24 cents transatlantic. Manuscript 5 added in Wisconsin for forwarding to correct post office, 39¢ in total to collect.

Eventually the British Post Office realised it had to come to terms with the Americans and as a temporary measure it was agreed to 'restore' the 1839 rates while negotiations continued through Colonel Maberly, then chief assistant to the British PMG. A final treaty agreement was signed on 15th Dec 1848, ratified by the UK on 23rd Jan and came into force on 15th Feb 1849. While the treaty was being ratified there were 4 east-west and 3 west-east sailings at the restored rates.

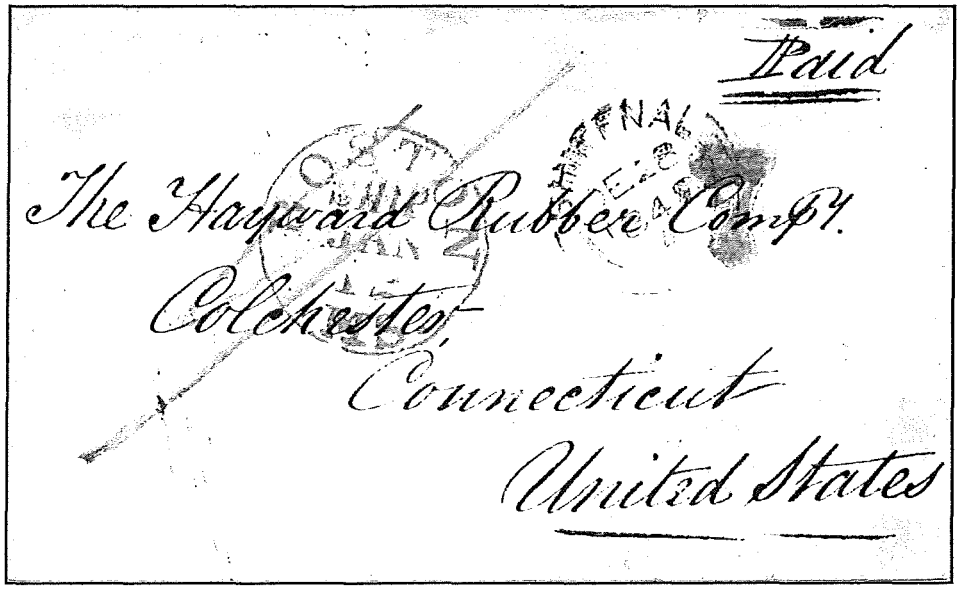


Fig 3: 28th December 1848 Shifnal, Shropshire to Colchester, Connecticut. FIRST restored rate sailing of Cunard *America*, Liverpool 30th Dec 1848, Boston 12th Jan 1849. Paid 1/- in the UK and 7 cents collect in the US as per the 1839 instruction, similar to Fig 1.

The first sailing under the new treaty was from Boston by the Cunard *Niagara* on 21st February and from Liverpool by the aptly named *America* on 24th February 1849. For a review of the treaty see my article in **MM 160**, page 8.

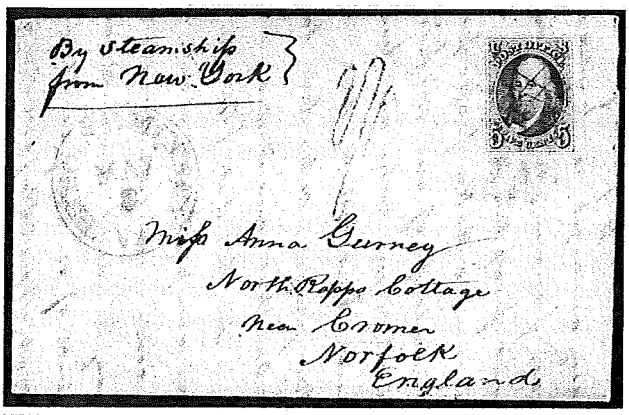
References: The Reprisal Act of 1848, Anglo – US struggle over Transatlantic Mail, Epstein. Journal unknown.
United Kingdom Letter Rates 1635 – 1900, Tabeart, 2nd ed., HH Sales, Bradford 2003.

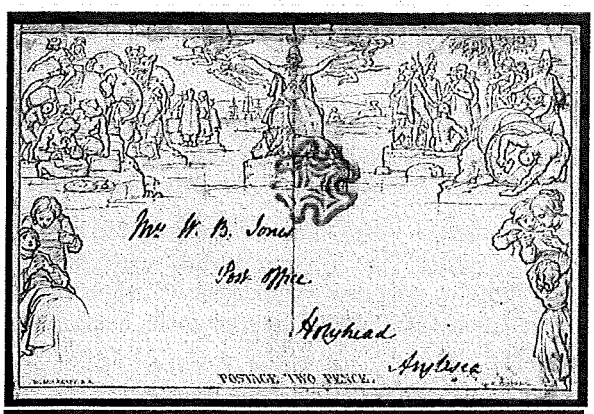
CAVENDISH

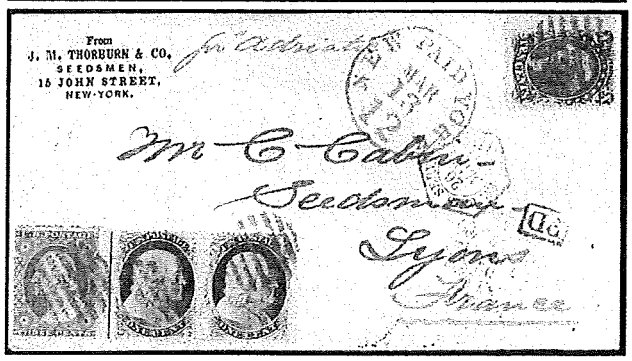
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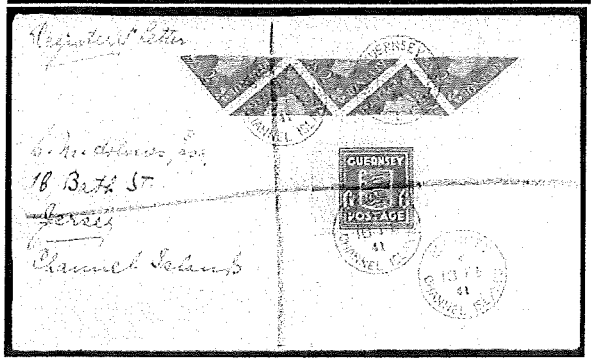
December 2013

Worldwide Stamps & Postal History Auction







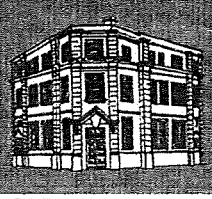


Featuring the First Day 2d Mulready Letter-sheet recently discovered in North America and superb stamped U.S. Transatlantic covers of the 1846-70 period.

Consignments accepted until 30th September

For further information contact
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THE BPMA STORE – DEBDEN

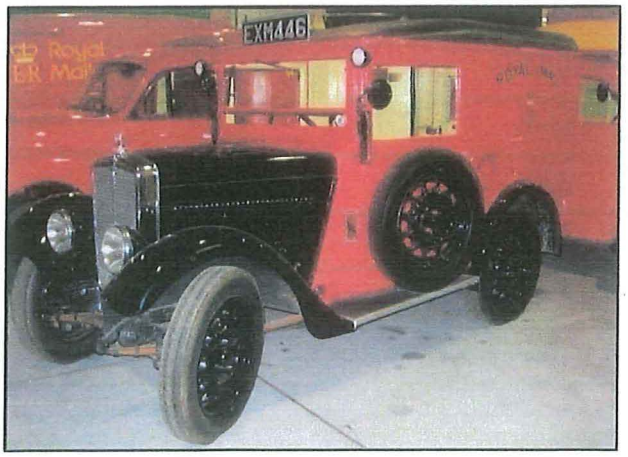
At Debden, which is near the eastern end of the Central Line of the London Underground, is a large building which contains over fifty pillar boxes, wall boxes, cancelling machines, various post office vehicles along with other postal artefacts. This is where the larger exhibits of the BPMA are kept. As this is a storage facility and not a museum access is restricted and can only be obtained by the pre-booked tours which are held once a month on a Wednesday. However, the BPMA does hold the occasional open-day on a Saturday at Debden

Although the store does contain mainly very large items, a set of draws did contain some smaller artefacts including the iron information plate from London's first pillar box.

The popularity of the tours can be gauged by the fact that at the time of writing those for the next two months were fully booked. There is ample time for individual study in these tours which are led by a curator. I hope that the photographs which follow will encourage readers to go and have a look for themselves.



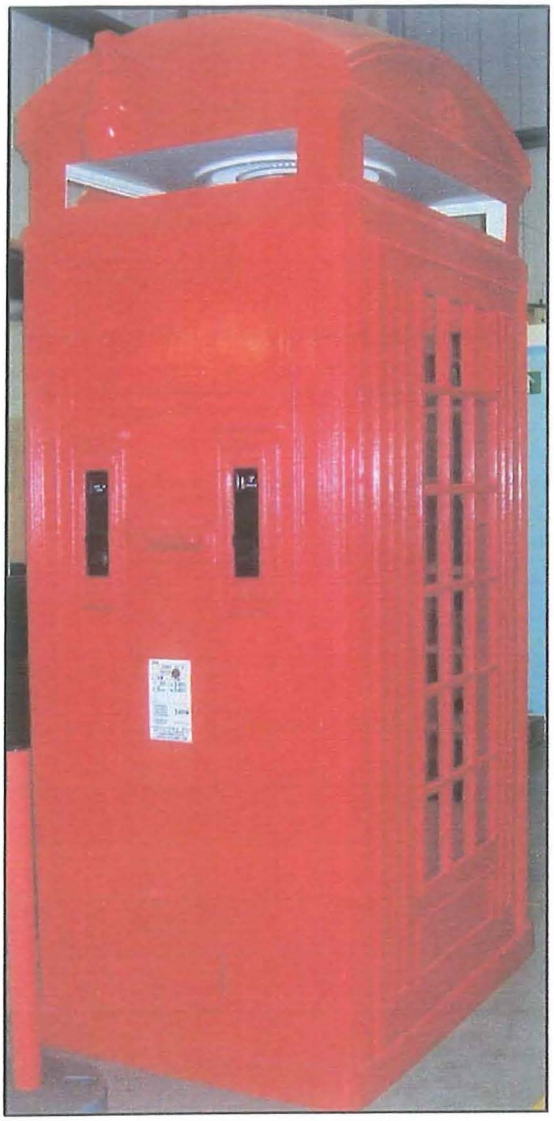
A few of the pillar boxes



A Morris post van, c 1920



The first type of vehicle used on the Post Office Railway



A K2 phone box with stamp machines and letter box



Motor cycles used by telegraph messengers



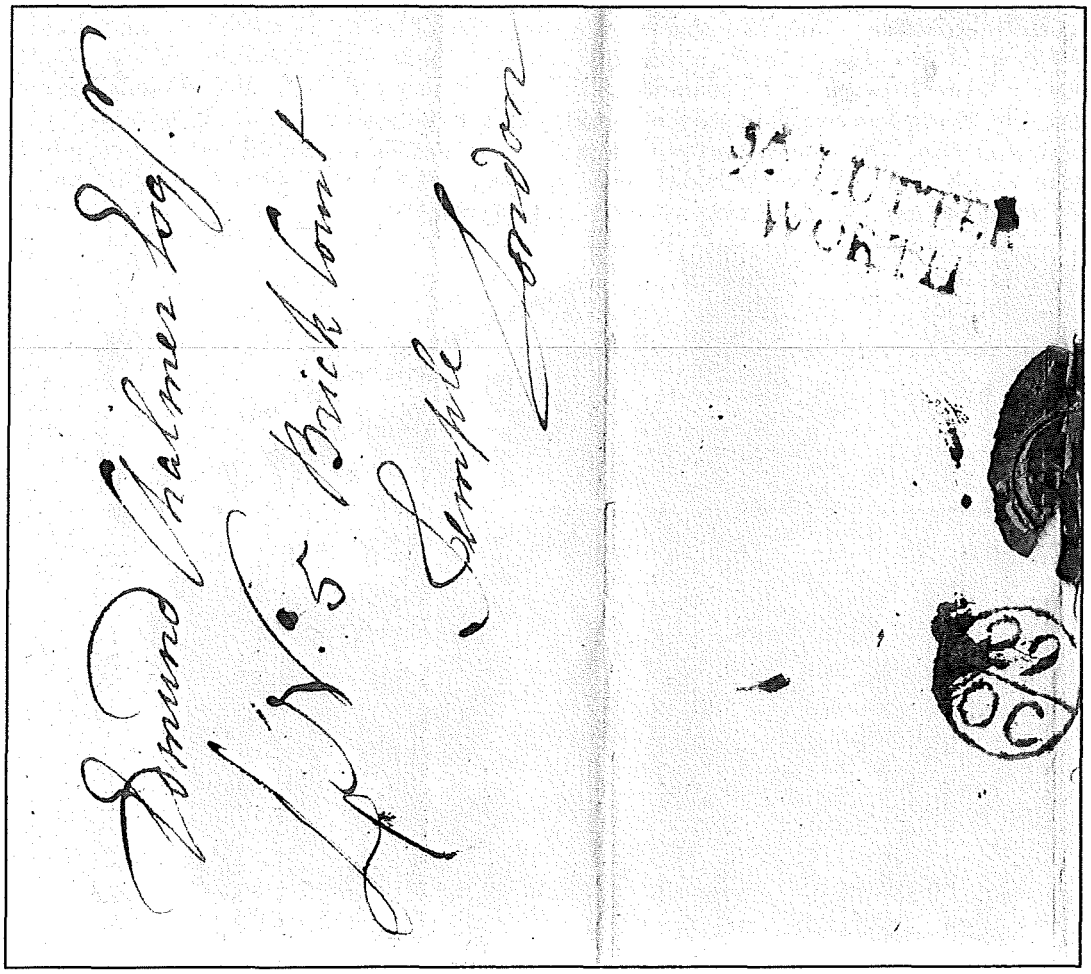
The base of a First type Standard pillar box made by Cochrane & Co of Dudley

On the right is a 'Suttie' pillar box made by Suttie & Co of Scotland. Behind it can be seen a First-type Standard.



AN ITEM NEW TO THE COUNTY CATALOGUE

Shown below is a cover dated 26th October 1785 with a strike of the first-type mileage mark of Lutterworth, '90/LUTTERWORTH'. This is unusual in that at the time Lutterworth was apparently neither a posttown nor an official sub-office as no salary was paid by the Post Office. However an entry in Post 58 shows that the office had some official status for it states that Susanna Wyatt was to be the postmistress of Lutterworth in place of her late husband.





Bill Pipe



THE MAGPIE

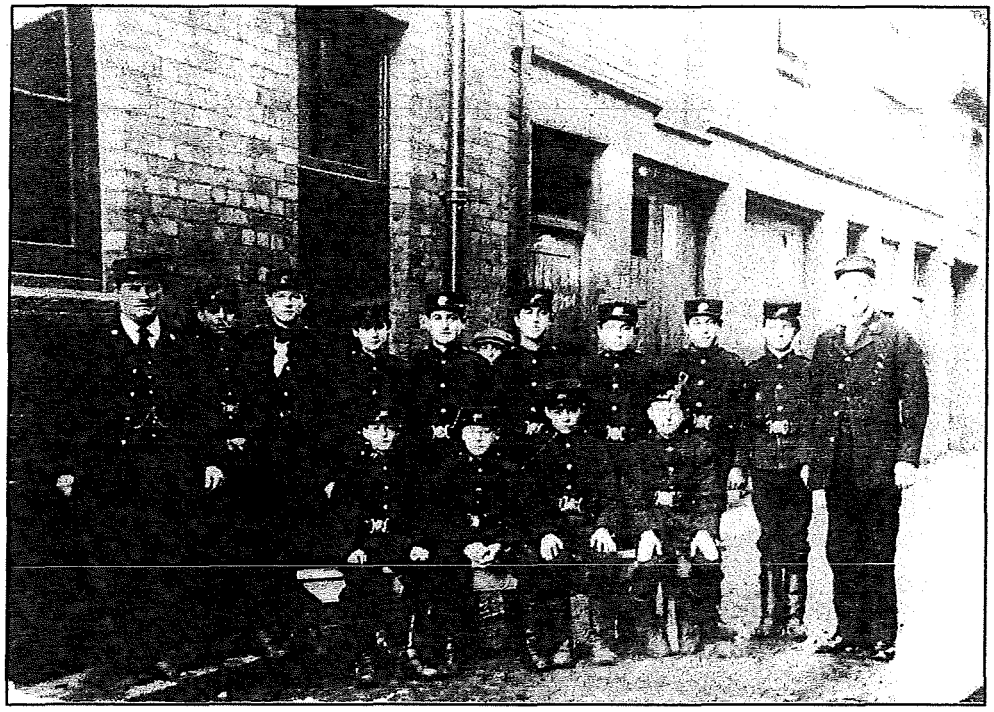
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MESSENGER BOY FORMS FROM NORTHAMPTON

by Derek Smeathers

I was recently able to see documents which had been in the cellars of Wellingborough museum, not on public display, and with no indication as to how they got there. Among them were examples of Postmasters Form No. 300 giving details of Telegraph Messenger Boys (and one girl) employed at Northampton post office just before the start of World War I. The forms seem to be conduct and attendance records, giving an insight into the working lives of the sixteen youngsters concerned. They reminded me of a photograph of the Northampton telegram delivery boys, taken about 1908, which was given to me by a retired BT employee whose father is one of the boys. He did not know the names of the other people on the photo which is a few years too early to be able to match it against the forms. However, the atmosphere created by the forms lends itself to those boys we can see on the photo – who may well have known each other. The photo shows twelve boys in uniform and one more whose face and flat cap can just be seen between the two taller boys in the middle of the back row. Was he the thirteenth telegraph boy out of uniform, a new recruit perhaps – or just a cheeky young rascal being nosey?



Returning to those forms, it is interesting to see that eight of the sixteen were appointed before their fourteenth birthday; seven others were each fourteen years old, and the other one (the girl) was sixteen when appointed. The usual wage seems to be six shillings a week (30p), but a few started at a lower wage and were promised 'increments' while the girl was appointed much later than the others and was paid eight shillings a week with a War Bonus of 4s.6d a week. Presumably this bonus was offered to all employees – does any reader know? We often speak of telegraph boys, but clearly there were telegraph girls as well. The form is headed 'BOY MESSENGERS' and has been adapted in manuscript for the young lady in our sixteen. Another of the forms refers to 'Girl Messengers'.

Much of the space on the forms is headed 'CONDUCT RECORD' but actually deals with misconduct, and it is difficult to stifle a smile when reading some of the reports. One must remember that these youngsters were born in Victorian Britain and sought their first employment in Edwardian times. A word that occurs regularly is 'loitering', sometimes giving how many minutes were lost because of it – in one case fifteen minutes. Several boys are accused of "***serious loitering***"; there is also "***loitering causing delay***" and it gets worse - "***Loitering when delivering Express Letter***" – now that would be serious! Imagine, too, how much time was lost when a boy was "***reading a book when out on delivery***". Some reports go into greater detail – "***dispatched with a telegram for Billing Road but accompanied another messenger to Clare Street before delivering it***". Or this – "***Delaying an Echo telegram, overlooked it in his pouch***"; the Echo was Northampton's daily newspaper.

It seems the messengers often used bicycles – whether supplied by the GPO is not mentioned. But they cause more misconduct reports such as: "***Riding bicycle with messenger Brown on it***" or "***Riding back from Kingsthorpe by an improper route***". Then there is "***Being 65 minutes delivering telegram to Wotton Hall***" – that is over two miles uphill, and then he has to get back! Whoever lodged these reports must have kept a very careful eye on these lads all day and every day! Boys will be boys and sometimes boys will be hooligans. "***Larking in the Messengers Room***" is unforgiveable; so is "***Rowdy conduct on the Messengers Room stairs***" which can lead to "***Fighting in the Messengers Room***" which should be stopped before it turns into "***disorderly conduct in the Instrument Room***

causing Messenger Lett to kick him in a dangerous part"! There are many less amusing accusations which could badly affect the post office services, among them being "***Offering telegram to wrong address***" ...."***Detaining official papers***" .... "***Failing to report for Sunday Duty***" ... "***Omitting to clear Chadstone WB and not reporting the neglect on reaching HQ***". I had no idea telegram boys emptied letter boxes. Finally, some reports verge on the disgusting, "***Coming on duty in a dirty condition, not fit to go on delivery***" ... "***Insolent remark to Inspector***" and "***Using obscene and filthy language to girl messengers***" – note the plural.

The forms have a column headed "DECISION" which indicates the punishment meted out for misconduct. "One hour extra duty" is quite normal, but two and three hours appear regularly. A caution from the postmaster usually follows an operational faux pas, with a reprimand, followed by a warning that dismissal may happen in future. Only in one case is there instant dismissal and that was for bad language to the girls. There is also a single case of a fine but no amount is stipulated.

Postmasters—No. 300.

~~BOY~~ girl **MESSENGERS.**

Name in full – _____ Date of Birth 30 June 1901

Address Northampton

Appointed ~~Boy~~ Messenger 2 April 1918 No. of Papers _____ Uniform No. 11

Cause and Date of Cessation as Boy Messenger Resigned 19 October 1918

Pay, and Dates of Increments (if on scale) 8/ per week 1/6 per week War Bonus

CONDUCT RECORD.

Date of Irregularity, &c.	Nature of Report or Irregularity	Decision	By whom given
5 & 7 August	Occupying excessive time in delivering Telegrams on the 5 & 8 August, failing to attend for Duty 5.0 to 6.0 pm on 8 August.	3 hours extra duty and warned that any similar case may lead to dismissal without notice.	Postmaster
"			
"			
"			
"			

Only one of our sixteen youngsters stayed in the job more than 2½ years. Most of the forms give brief details of what happened to them after they left the telegram messenger service. Five went on to promotion or continued to work with the GPO as postmen or in other positions, four at Northampton and the other went to Spilsby in Lincolnshire. The remainder all went into business or trades outside the Post Office, some taking apprenticeships or training opportunities. The following are all that is shown on the forms.

Boot and Shoe Industry: two boys took apprenticeships, one in last-making and the other in clicking which is cutting the leather into the correct size and shapes for producing hand-made boots or shoes; successful clickers are in great demand and well-paid.

Two boys obtained work, as town messengers, with the Midland Railway who had a station and goods yard at Northampton St. Johns.

One boy, aged fifteen, became a parcel boy for the Northampton Corporation Tramways, while another joined the National Telephone Company. Another fifteen year old worked for a local dentist and a fourteen year old became a trainee chemist at a town shop. A fourteen year old took an apprenticeship with Birdsall & Co who had a large factory with a book-binding business, and another boy of the same age went into the ironmongery trade.

The girl messenger stayed with the telegram service only six months. At the age of seventeen she resigned; it was October 1918 and the War was nearly over. There is no further mention of her.

PARCEL POST RATES

The data below is taken from the same source as the piece on Book Post and Printed Paper Rates in MM179/11. Although few parcel post labels are found after the 1920s, I have continued into the 1950s as I have in my collection, and the same may be true of others, a number of pieces from parcels where the adhesives have been cancelled by the rectangular handstamps. I stopped in

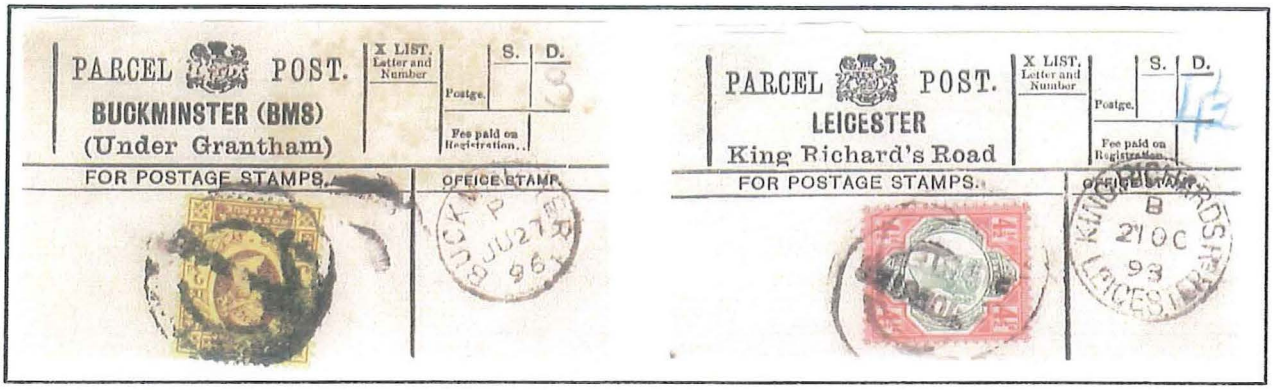
Before the official Parcel Post Service was introduced in 1883, there were a number of unofficial services operated by private companies or individuals. The first of these was set up in 1680 by William Dockwra, a London merchant but this was frowned upon by the Post Office as an infringement of its monopoly. The service was terminated in 1682 when action was taken against Dockwra in the name of the Duke of York (who then received the profits of the Post Office) with damages against him of £100.

A uniform Parcel Post was proposed by the postal reformer, Henry Cole, in 1839 but the idea was abandoned because of objections by Pickfords and the railway companies. An official Parcel Post Service was introduced on 1st August 1883.

The maximum dimensions allowed were 3ft 6ins as the greatest length, and 6ft for the length and girth combined. The maximum weight allowed is the highest weight shown for each date.

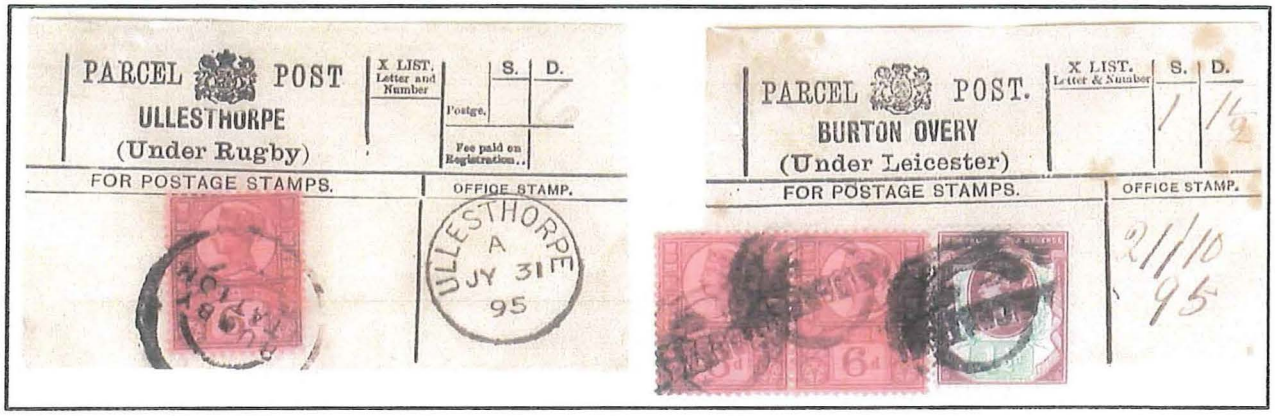
DATE	RATES OF POSTAGE				
1 AUG 1883	1lb 3d	2lb 6d	5lb 9d	7lb 1/-	
1 MAY 1886	1lb 3d	2lb 4½d	3lb 6d	4lb 7½d	5lb 9d
	6lb 10½d	7lb 1s	8lb 1s 1½d	9lb 1s 3d	10lb 1s 4½d
	11lb 1s 6d				
1 JUN 1897	1lb 3d	2lb 4d	3lb 5d	4lb 6d	5lb 7d
	6lb 8d	7lb 9d	8lb 10d	9lb 11d	11lb 1s
2 JUL 1906	1lb 3d	2lb 4d	3lb 5d	5lb 6d	7lb 7d
	8lb 8d	9lb 9d	10lb 10d	11lb 11d	
1 NOV 1915	1lb 4d	2lb 5d	3lb 6d	5lb 7d	7lb 8d
	8lb 9d	9lb 10d	10lb 11d	11lb 1s	
3 JUN 1918	3lb 6d	7lb 9d	11lb 1s		
1 JUN 1920	2lb 9d	5lb 1s	8lb 1s 3d	11lb 1s 6d	
14 MAY 1923	2lb 6d	5lb 9d	8lb 1s	11lb 1s 3d	
1 JUL 1935	3lb 6d	4lb 7d	5lb 8d	6lb 9d	7lb 10d
	8lb 11d	15lb 1s			
1 JUL 1940	3lb 7d	4lb 8d	5lb 9d	6lb 10d	7lb 11d
	8lb 1s	15lb 1s 1d			
6 JAN 1947	3lb 8d	4lb 9d	5lb 10d	6lb 11d	7lb 1s
	8lb 1s 1d	15lb 1s 2d			
29 DEC 1947	3lb 9d	4lb 11d	5lb 1s	6lb 1s 1d	7lb 1s 2d
	8lb 1s 3d	15lb 1s 4d			
31 JUL 1950	3lb 10d	4lb 1s	5lb 1s 2d	6lb 1s 3d	7lb 1s 4d
	8lb 1s 5d	15lb 1s 6d			
1 JUL 1951	3lb 11d	4lb 1s 1d	5lb 1s 3d	6lb 1s 5d	7lb 1s 6d
	8lb 1s 7d	15lb 1s 8d			
31 MAR 1952	2lb 11d	3lb 1s 1d	4lb 1s 3d	5lb 1s 5d	6lb 1s 7d
	7lb 1s 9d	8lb 1s 10d	11lb1s 11d	15lb 2s	

SOME PARCEL POST RATES, 1st MAY 1886 – 31st MAY 1897



3d – 1lb

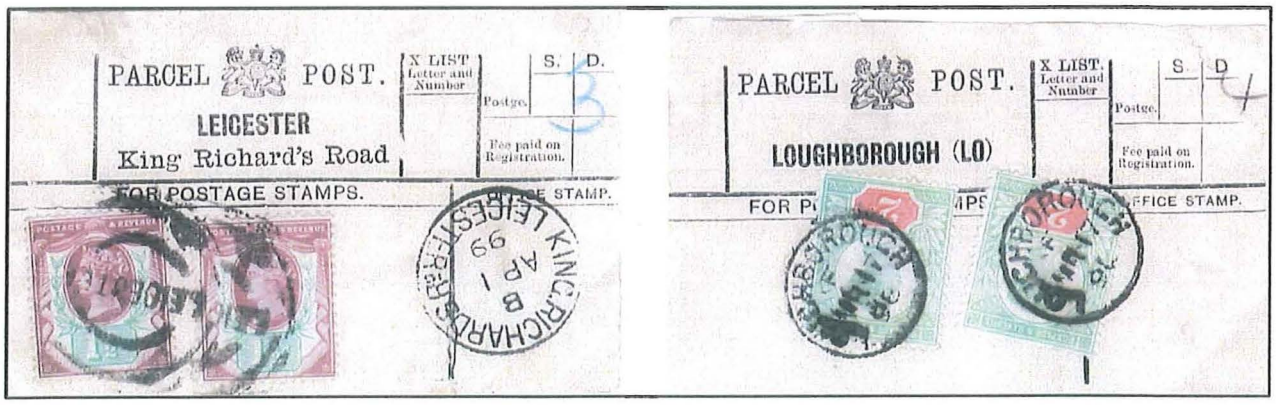
4½d 2lb



6d – 3lb

1s 1½d – 8lb

SOME PARCEL POST RATES, 1st JUNE 1897 – 1st JULY 1906



3d – 1lb

4d – 2lb

TWO MORE ITEMS FROM RICHARD FARMAN'S DISPLAY

Registered Sample Post sent from Stafford to Switzerland. 2d Registration Fee and 1½d Sample Post Rate



A Parcel Post Dispatch Note sent to Switzerland in April 1910, postage 2/-. The Duty due in France could be pre-paid, hence the labels, 'DUTY FREE' and 'TO BE DELIVERED DUTY FREE'.

