



MIDLAND MAIL

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



President: Rev. C.M. Beaver

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Mike Young

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Trevor Clewley

Secretary:
Eric Lewis

Number 81, August 1993

It was on this page of last year's August edition that our Co-ordinating Editor made an appeal for details of penny post and 5th Clause items, so that the information could be included in the book on local posts. Work on the book is almost complete, and it should go to press this month. The launch of the book, sponsored by Royal Mail, is scheduled for the 20th October. I am sure that it will be a book of which we can be proud.

In recent months, I have gained the impression that the amount of postal history, in its widest sense, to be found in the philatelic magazines has decreased. If indeed this is so, what is the reason? Can it be that there is nothing new about which to write, and that only the same old material can be served up again. Or is it that the editorial boards are only interested in philately? Certainly the journals of the specialist societies contain much that is of interest, and I will try to ensure that Midland Mail provides, five times a year, something worth reading. To that end, I would like to encourage more members to produce an article in the coming season. I am sure that we all have covers that could form the basis of a short and interesting contribution.

NEW MEMBERS

We extend a warm welcome to the following who have joined the Society since the publication of our last issue of Midland Mail, and look forward to seeing them at our meetings whenever possible:

Martin Scroggs from Banbury who collects Oxfordshire;
Martin Townsend from Hitchin who collects General G.B.;
Christopher Jackson from Redditch who collects Worcestershire.

SUBSCRIPTIONS * SUBSCRIPTIONS

Subscriptions for the 1993-4 season are now due. Cheques for £6 should be sent to our Treasurer, Trevor Clewley at:
127 Queslett Road East, Streetly, Sutton Coldfield, West Midlands B74 2AJ

In the past, we have tended to be lenient with those slow to pay, hoping that eventually they would remember to do so, which is usually what happened. However as the cost of producing and distributing Midland Mail has risen so much, we cannot in fairness to those who pay promptly continue to take that risk.

THE NEXT MEETING

We begin the new season on 4th September with a nine sheet display by members on the subject 'Liquid Postal History'. This title should give members scope to use their imagination! The meeting will be held in the '70 Club' Room at Carrs Lane Church Centre, Birmingham and will begin at 1.30 p.m. There will be a committee meeting starting at 12.30 p.m.

THE REST OF THE 1993-4 PROGRAMME

23rd OCTOBER. 'T.P.O's of Great Britain', a display by Harold Wilson at Carrs Lane Church Centre, Birmingham. This will start at 1.30 p.m. in the '70 Club' Room.

20th NOVEMBER. 'After the Penny Post', a nine sheet display by members at Carrs Lane Church Centre, Birmingham, which will start as usual at 1.30 p.m.

11th DECEMBER. This meeting will be our annual get-together at the Bass Museum, Burton-on-Trent. Full details will be given in the next issue, but the format of the meeting will probably be the same as in previous years, starting at about 10.30 a.m. with members' displays. After lunch Richard Nichols, of the Staffordshire Record Office, will talk on 'The Restoration and Preservation of Covers and Documents.'

8th JANUARY. There will be a committee meeting at 12.30 p.m. followed at 1.30 p.m. by a nine sheet display by members entitled 'You cannot be serious.' The venue for this, and the two following meetings, will be the Deacons Room at Carrs Lane Church Centre Birmingham.

12th FEBRUARY. This is the date of our Annual Competitions.

12th MARCH. Dave Tarry will display 'Mauritius Postal History' and 'Newport, Shropshire.'

23rd APRIL. A committee meeting, A.G.M. and Auction. This year there will be a new venue - St. Michael's Parish Rooms, Langley Green. Details of how to reach there will be given nearer the date.

14th MAY. A joint meeting with the Shropshire Postal History Society at Shrewsbury. Details will be given nearer to the date.

WANTS

It has been suggested that Midland Mail should contain a members' wants column. I have always been willing to do this, but rarely receive any requests. In the hope that it may encourage others to do so, I am listing a few of my wants below:

1. Covers sent, before 1788, to Lutterworth with a manuscript direction that the letter was to go in the Dunchurch bag.
2. In my student days, I delivered the post, at Christmas and Easter, from the sub-office at Oakthorpe in Leicestershire. I remember that it was not unusual to come across letters addressed to Oakerthorpe in Derbyshire. If any of these still exist, does anyone have one which they wish to sell?
3. This is listed without any great expectation of success - a cover from the Melton Mowbray Penny Post or a cover sent from Waltham in the Grantham Penny Post.

T.P.O. CHANGES

by Harold Wilson

The night of 14th May 1993 saw the end of an era with the cessation of the Up and Down Special T.P.Os after 155 years. Owing to the expansion of overnight air mail flights, there was no longer enough work for the Specials between London and Birmingham. However, because of the shorter distance it was still necessary to provide a service between Birmingham and Scotland so the Specials were replaced by a new service between Birmingham and Glasgow which started on Monday 17th May. The times are shown below.

Birmingham	22.35	00.36
Crewe	23.28	23.41
	23.56	23.31
Preston	00.43	22.44
		22.34
Carlisle	01.58	21.10
Motherwell	03.22	19.43
Glasgow	03.48	19.15

The North Western T.P.O. Night Down was renamed the North Western Down T.P.O. between Euston and Carlisle and a new service, the North Western Up T.P.O. started in the reverse direction on 17th May. This new service formed part of the Glasgow - Birmingham between those two cities.

The withdrawal, after 14th May, of the T.P.Os between Carlisle and Edinburgh means that there is now no service to Edinburgh. Also withdrawn at the same time were the T.P.Os between London and Shrewsbury and the Crewe-Glasgow S.C.



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POST OFFICE EMPLOYEES IN THE 1851 WORCESTER CENSUS

by Dr Malcolm Nixon

On the night of 30th March 1851, the Census Enumerators for Worcester found at least thirty Post Office employees; most, if not all, of these might be expected to work at the various head and sub-offices within the city. The list is comprehensive but not necessarily complete - the term 'clerk' could equally apply to a Post Office employee as one working in a glove factory or carpet works. It is also possible that some employees lived outside the city area and so fall outside the Census documents so far studied (PRO. HO. 107/2042 - 1,2 & 3).

The list of jobs is surprisingly catholic - containing post boys (including one aged 60!), mailcart drivers, postmasters, clerks, letter carriers (including one in the County Gaol!) and mail guards. Whilst the geographical location of their homes might help, from the Census alone it is not possible to allocate individual employees to specific offices. With the exception of the first three names on the following list, all employees lived in the city as opposed to St. Johns - which was on the west bank of the Severn.

Samuel Howell, 36, post office messenger, Allies Buildings.
 John Beard, 50, postmaster and grocer, Bransford Road.
 George Firkins, 42, postman, 1 Barn Close Cottages, Boughton Fields.
 John Sankey, 72, former postman, Dolday
 Charles Bagley, 21, post boy, Angel Row.
 Richard Evans, 37, mail guard, Angel Row.
 Richard Skarrot, 60, post boy, Little Angel Street.
 Thomas Stephens, 43, postmaster and fly proprietor, 25 College Street.
 William Evans, 24, post office clerk, Golden Lion, High Street.
 George Hundley, 18, guard to mailcoach, Sidbury Street.
 John Downes, 32, post office clerk, Loves Grove.
 Edward Kettle, 50, letter carrier, Spring Gardens.
 John Heritage, 27, mailcart driver, Back of Tything.
 William Skyrine, 58, letter carrier, 5 Upper Severn Terrace.
 Henry Painter, 33, letter carrier, County Gaol.
 John Boden, 33, mail guard, Angel Street.
 John Harding, 38, postmaster, Berkley's Charity.
 William Edwards, 46, letter carrier.
 Charles Taylor, mail contractor, Upper Butts.
 John Jones, 44, mailcart driver, Perrins Buildings.
 Thomas Watts, 25, postboy, Perrins Buildings.
 Thomas Mills, 40, postboy, Hughes Buildings.
 Samuel Corbet, 29, letter carrier, Holland's Buildings.
 Thomas Newell, 50, letter carrier, Lower Butts.
 Thomas G. Heming, 32, postmaster, 6 Nicholas Street.
 Thomas Davis, 50, posthorse master, 15 Nicholas Street.
 Thomas Lippitt, 55, postmaster, Nicholas Street.
 Robert Jones Edmonds, 28, post office clerk, 4 New Street.
 Robert Stephens, 43, post office messenger, Lowesmoor.

DUPLICATING IN THE 1890s

Eric and Elizabeth have recently come across a letter sheet addressed to a Mr Pinder in Birmingham and postmarked 1st June 1895. The contents were originally produced on a primitive form of duplicator and completed in ink with Mr Pinder's name and the section number as shown in the following photostat.

Birmingham Municipal School of Art.-
 Award of Scholarships, 1895.-
 On presentation of this notice Mr
 Chas. C. E. Pinder will be admitted to
 the Examinations under Section
 III the dates and times of
 which are given on the enclosed
 circular.- The Committee will
 provide such of the following
 materials as may be necessary:-
 Drawing-board and
 paper, canvas, and modelling
 slab and clay.-
 Other materials must be supplied
 by the candidates themselves.-
 C. Pinder H.K.
 Secretary.-
 1st June, 1895.-

The process used was probably some form of jelly duplicator in which the message, written in ink on a sheet of paper, was put face downwards onto a jelly surface which in turn was used to form a print on ordinary paper. The Birmingham Municipal School of Art (now Birmingham's College of Art) was the right sort of place to have such a machine before they were in general use.

Has any member any earlier letters duplicated in this way. It is certainly by far the earliest that Elizabeth and Eric have seen.

AN EXTRA PENNY AT ATHERSTONE

In his "History Of The Post Office", Herbert Joyce records that in order to have a mailcoach serve their towns the inhabitants of Hinckley, Atherstone and Tamworth agreed to pay an extra penny on each letter. My research into the postal history of Hinckley has not turned up any other mention of an extra penny being levied there as a consideration for the mailcoach service, and I was a little dubious about the correctness of Joyce's statement. However in the Post 42 index for Atherstone, there is an entry for 1801 which mentions the refusal of a request for the withdrawal of the charge of an extra penny. And all is made clear in the report by made Mr Saverland to Freeling (Post 40/24F/1801) which, apart from the introductory paragraph, is reproduced below.

"Previous to the establishment of Mail Coaches, & for some time after that establishment commenced, the Inhabitants of Atherstone received their Letters from Coventry, 13 miles, by a Messenger employed by the Postmaster of Coventry, to whom they paid twopence a letter each way, more than the postage, for that service. About fourteen years ago, the Inhabitants of Atherstone petitioned the Postmasters Genral, that one of the Mail Coaches which ran through Coventry might take the line of road from Northampton to Lichfield, promising under their signatures to the said Petition, that if the prayers of it were granted that the Post Office should not be at any expence of Salary to the Postmaster of Atherstone, or in any shape whatsoever; they agreeing, and binding themselves, as aforesaid, to pay to the Postmaster, one penny per Letter on the delivery only which was a saving to them of one penny on every Letter delivered, & twopence on every Letter sent from Atherstone, exclusive of the accommodation from a Mail Coach passing through the Town, & of sending & receiving their correspondence with greater dispatch, certainty & protection on direct lines of communication. A similar Petition was also presented by the more populous Town of Hinkley, served also from Coventry in a similar way, binding themselves to pay a Gratuity to the Postmaster, to which they have most scrupulously adhered. In consequence of these Petitions a Survey of the road from Northampton to Lichfield was made by order of the Surveyor & Comptroller General, by which it appeared that it was about five miles and a half farther from London to Lichfield through Northampton, Hinkley, Atherstone & Tamworth, than by the direct road through Coventry. The sending a Mail Coach so many miles about, at a certain great expence to the Revenue & to the Proprietors, would have been fatal to the prayers of the Petitioners had it not been from the consideration on the part of the Office that we should not be at any expence of Salaries to the Postmasters of Hinkley, Atherstone & Tamworth, no conditions being made by the Petitioners, in their Petition or otherwise, of withdrawing the pence to the Postm^s at any future period. On the part of the Proprietors it was consented to, on account of two Mail Coaches being worked by the same Proprietors & travelling the same road, 140 miles, together, both Coaches might be benefitted by the deviation, & particularly as it would be the means of counteracting a then powerful opposition to the Mail Coaches, set up by Mr Boulton of Charing Cross, called the Manchester Commercial Post Coach. These circumstances being duly weighed, the Chester & Holyhead Mail Coach was directed to take the route thro Northampton to Lichfield, & to leave Holyhead one hour earlier in the morning.

With respect to the Coach taking what the Petitioners are pleased to call the original road by Grendon & Polesworth, I beg to observe that it is full one mile further than the present road through through Wilnecote & Fazeley, & that altho the Mail Coach did, for a very inconsiderable time, take the Polesworth road, it was owing to a misconception of the distance, & to the deception practiced on the occasion by one or two interested individuals. The Letters for either line of road are very inconsiderable, not more than two letters a day for both roads, & are not delivered by the Mail Coach on the Fazeley road as it only stops to change horses at Atherstone, & could not therefore be delivered on the Polesworth road.

If the Postmaster General should be pleased to comply with the prayers of the Petitioners, it will be attended with a certain expence of about £50 a year at Atherstone &, not very remotely, with certain great expences for establishments at Hinkley & Tamworth. I am therefore of opinion that it would be for the interests of the Revenue for the Postmr General to insist upon a continuance of the engagements entered into by the Inhabitants of Atherstone with their Lordships; and in default thereof, to alter the route of the Chester Mail Coach to the direct road thro' Coventry, & to send the Liverpool Mail Coach from Coventry through Birmingham & Walsall the direct road to Stafford & Stone, thus doing away with the necessity & expence of a Mail Coach from Birmingham to Manchester. This arrangement would also allow of a later departure from Holyhead, & secure an earlier arrival at that place, which would be the means of accelerating the correspondence to and from Ireland many days in the Year."

Freeling agreed that the people of Atherstone should be told to comply with the agreement that they had made, but disagreed with the proposal to discontinue the Birmingham - Manchester coach should the mailcoach be withdrawn from the Atherstone line of road.

I suspect that Mr Saverland exaggerated the cost of providing a full salary to the various postmasters. I do not have the figure for Atherstone, but the basic salary at Hinckley was £10 p.a. as against £24 at Loughborough, a town of similar size and on a mailcoach route. So even if allowance is made for paying a letter carrier, say 3/- a week, the figure of £50 at Atherstone seems excessive.

The extra charge was not removed in 1801. Was it ever removed or did it last until 1838 when the mailcoach was withdrawn? Was the extra penny shown on letters sent to these three towns? The situation at Hinckley may be complicated by the fact that in 1823 a charge of a halfpenny, levied by the previous postmistress, was withdrawn. It is strange that the Post 40 report on this makes no mention of a levy of a further penny. I shall be very pleased to hear from members who can answer any of these questions.

GREAT BRITAIN 1580-1901

Elizabethan to Victorian

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MOTOR MAIL SERVICES, 1910

In August 1910, the following minute was sent to the P.M.G.:

"I submit the enclosed papers relating to the proposed establishment of a Motor Service for the conveyance of Parcel Mails between London and Birmingham, with a branch service to Leicester.

The establishment of a Motor Mail Service between London and Birmingham was suggested in November 1908; but some difficulty has been experienced in devising a satisfactory scheme involving no delay to parcels through their transfer from the railway to road. The distance by road from London to Birmingham is 109 miles; the service will thus be considerably longer than any of the existing Motor Mail Services, the longest of which - that between London and Portsmouth via Chichester - is 85 miles. A trial trip has been made over the Birmingham route; and it is considered that there will be no difficulty in securing its performance in a satisfactory manner provided that the work is entrusted to a reliable firm.

Under the scheme now proposed a branch service by Motor Van will be established between Stony Stratford and Leicester; and there will be short branch services to Rugby and Harpenden. The total cost of work will be about £5,000 a year, and the saving in payments to the Railway Companies will be about £8,000 a year, leaving a net saving of about £3,000 a year, which will probably increase rapidly with the growth of traffic.

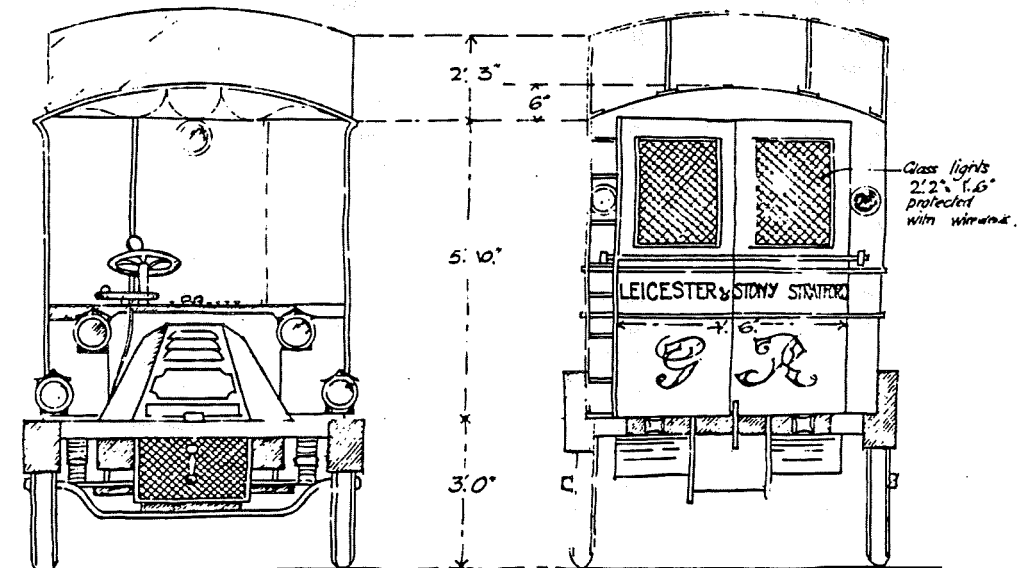
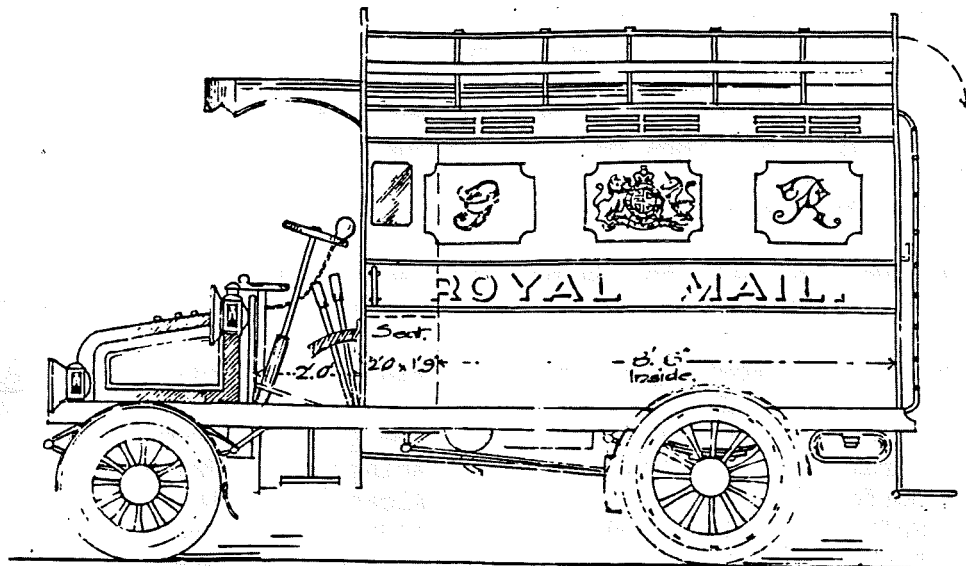
The two Motor Services have been advertised; and the lowest suitable tender is that of Messrs. Tilling, who offer to perform both services at the rate of 9½d. a mile (about £3734 a year) if three drivers are employed on the Birmingham service, or 9.725d. a mile (about £3822 a year) if the Department insists upon four drivers being employed. If this service is performed with three drivers, each man will perform about twelve hours work on two nights a week and about six hours work on four nights a week, making a total attendance of about 48 hours a week. The drivers will receive wages of £2. 15s. 0d. a week. From information furnished by the Board of Trade in September last, it appears that the average wages of motor van drivers in London are £1 11s. 11d. a week and their average weekly attendance 70½ hours. The conditions proposed by Messrs Tilling compare very favourably with the average rates; and I recommend that their tender at 9½d. a mile be accepted."

The minute then continues with the draft of a letter to the Treasury which repeats much of the information given above. It does, however, contain a breakdown of the financial effect of the scheme which is shown below.

	Cost p.a.
Motor Services	£3734
4 postmen to act as Guards - Wages and trip allowances (with necessary addition to cover annual leave and pension.)	£589
1 extra sorter at Chief Parcel Office (with cover etc.)	£143
Incidental expenses in London and Leicester	£352
Dunchurch and Rugby Mail Cart Service	£48
St Albans and Harpenden Mail Cart Service	£60
	<u>4924</u>

At the end of the minute it was stated that the contract was to start on 1st December 1910, and was to run for three years. Does any member know if these services did in fact come into operation? I have not found any other reference to them.

Sketch of
LEICESTER AND STONY STRATFORD
MOTOR MAIL VAN.



INSIDE MEASUREMENTS

Width of Body	4 ft 6 in:
Length of	8. 6.
Height of (at sides)	5. 10.
Height of Bed for ground	3. 0.

carefully 20 in

ROUTES AND RATES FROM BIRMINGHAM

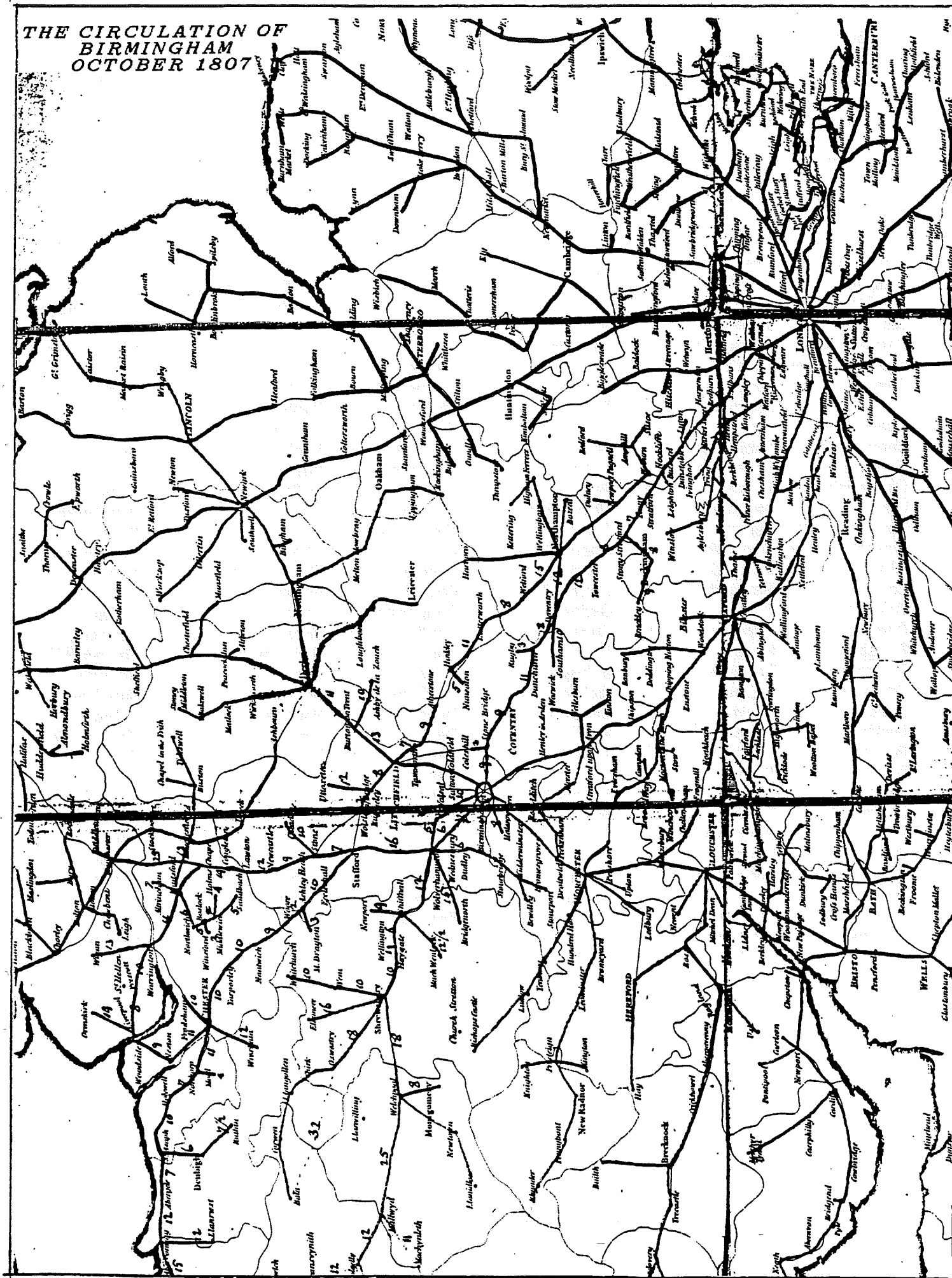
Members with better memories than mine will remember that sometime ago (MM50/8) I reproduced two pages from a booklet, printed in 1823, of rates of postage from Birmingham. Another such volume has now turned up. It was signed by B. Churchill in October 1826 and J. Hutchinson in January 1829. Most of the first thirteen pages have been filled in; the mail for nearly all of the places for which there is no entry would have been sent through London. The remaining pages were left completely blank.

It is interesting to compare this information with the 1807 circulation map of Birmingham (MM48/19), included again for the sake of new members. One major difference is that in 1826 Yorkshire, apart from some of the West Riding was served through Manchester instead of Sheffield. The introduction in 1823 of the Leicester to Stamford mailcoach completed a line of post Coventry-Melton Mowbray-Stamford. Thus mail for the southern half of Lincs was sent through Leicester instead of London. On the road from Stamford mail for places as far south as Caxton was sent to Leicester. It is possible that Royston was served in this way for Cambridge is listed as such.

I wonder why the mail for Banbury was sent to Warwick instead of directly in a bag. And why was that for Bicester sent via Oxford instead of on the Banbury coach?

<u>Place and County</u>		<u>Post-</u>	<u>Where sent</u>	<u>Place and County</u>		<u>Post-</u>	<u>Where sent</u>
		<u>age</u>				<u>age</u>	
Abbotsberry	Dorset	11	Bristol	Abergavenny	Monmouth	9	Bristol
Aberystwith	Cardigan	10	Salop & Worcs	Abingdon	Berks	8	Oxford
Acle	Norfolk	11	London	Alcester	Warwick	6	Stratford
Aldborough	Suffolk	11	London	Aldborough	Yorks	11	Manchester
Alfreton	Derby	8	Derby	Alnwick	Northum'land	12	Manchester
Alton	Hants	11	Bristol	Altringham	Cheshire	8	Knutsford
Ambleside	Westm'land	11	Manchester	Amersham	Bucks	8	Oxford
Appleby	ditto	11	ditto	Ashborn	Derby	8	Derby
Ashburton	Devon	11	Bristol	Ashby/Zouch	Leicester	7	Burton
Atherstone	Warwick	7	Lichfield	Aulcester	Warwick	6	Stratford
Axbridge	Somerset	10	Bristol	Axminster	Devon	11	Bristol
Bala	Merioneth	9	Shrewsbury	Bampton	Oxford	8	Oxford
Bampton	Devon	11	Bristol	Banbury	Oxford	7	Warwick
Bangor	Caernarvon	10	A bag	Barnard C'le	Durham	11	Manchester
Barnet	Middlesex	9	A bag	Barnsley	Yorks	9	A bag
Barnstaple	Devon	11	Bristol	Barmouth	Merioneth	9	Shrewsbury
Basingstoke	Hants	11	London	Bath	Somerset	9	A bag
Bawtry	Yorks	10	Nottingham	Beaumaris	Anglesey	10	Bangor
Beaconsfield	Bucks	9	Oxford	Bedal	Yorks	11	Manchester
Bedford	Bedford	9	Northampton	Bedworth	Warwick	5	Coventry
Belford	North'land	12	Manchester	Belper	Derby	7	On Derby
Bemminster	Dorset	11	Bristol	Bensington	Oxford	8	Oxford
Benson	Oxford	8	Oxford	Berkley	Gloucester	8	Dursley
Berwick	Yorks	11	Manchester	Beverley	Yorks	11	Manchester
Bewdley	Worcester	6	A bag	Bicester	Oxford	8	Oxford
Biggleswade	Bedford	9	Dunstable	Bilstone	Stafford	4	A bag
Binfield	Berks	8	Oxford	Bingley	Yorks	11	Manchester
Bingham	Notts	8	Nottingham	Birmingham	Warwick	1	
Bishops C'le	Shropshire	8	Salop & Worcs	Blackburn	Lancs	9	Manchester
Blackpool	Lancs	9	Manchester	Blakeney		8	Gloucester
Blandford	Dorset	10	Bristol	Blithburgh	Suffolk	11	London
Bodmin	Cornwall	12	Bristol	Bolton	Lancs	9	Manchester
Boston	Lincs	10	Leicester	Boroughbr'ge	Yorks	11	Manchester
Bourn	Lincs	10	Leicester	Brackley	Northants	8	Towcester
Bradford	Yorks	9	Manchester	Bradford	Wilts	9	Bristol
Brecknock	Brecon	9	Gloucester	Breewood	Stafford	4	Wolverh'on
Bridgend	Glamorgan	10	Bristol	Bridgnorth	Shropshire	6	ditto

THE CIRCULATION OF
BIRMINGHAM
OCTOBER 1807



Bridgewater	Somerset	10	Bristol	Bridlington	Yorks	11	Manchester
Bridport	Dorset	11	Bristol	Brigg	Lincs	9	Nottingham
Bristol	Gloucester	9	A bag	Brixham	Devon	11	Bristol
Broadway	Worcester	8&7	Oxford & Worcs	Bromyard	Hereford	7	Worcester
Bromsgrove	Worcester	4	A bag	Broseley	Shropshire	6	Shifnall
Brough	Westm'land	11	Manchester	Bruton	Somerset	10	Bristol
Buckingham	Bucks	8	Stoney S'ford	Builth	Brecon	9	Gloucester
Burnley	Lancs	11	Manchester	Burslem	Stafford	7	Newcastle
Burton/Trent	Staffs	6	A bag	Bury	Lancs	9	Manchester
Buxton	Derby	9	Derby & Manc'r	Burford	Oxford	8	Oxford
Caistor	Norfolk	11	London	Calne	Wilts	10	Bath
Cambridge	Cambridge	10	Leicester	Camelford	Cornwall	12	Bristol
Campden	Gloucester	7	Worcester	Cannock	Staffs	4	Walsall
Cardiff	Glamorgan	10	Bristol	Cardigan	Cardigan	10	Gloucester
Carleon	Monmouth	9	Bristol	Carlisle	Cumberland	11	Manchester
Carmarthen	Carmarthen	11	Gloucester	Cartmel	Lancs	9	Manchester
Castle Carey	Somerset	10	Bristol	Catterick	Yorks	11	Manchester
Caxton	Cambridge	10	Leicester	Chapel/Frith	Derby	8	Derby
Chard	Somerset	10	Bristol	Chatteris	Cambridge	10	London
Cheadle	Staffs	8	Stone	Cheltenham	Gloucester	8	A bag
Chepstow	Monmouth	9	Bristol	Chesham	Bucks	9	Oxford
Chester	Cheshire	8	A bag	Chesterfield	Derby	8	A bag
Chippenham	Wilts	9	Bath	Chipping N	Oxford	8	A bag
Chirk	Denbigh	8	Shrewsbury	Chorley	Lancs	9	Manchester
Christchurch	Hants	11	Bristol	Chumleigh	Devon	11	Bristol
Church S'ton	Shropshire	7	Shrewsbury	Cirencester	Gloucester	8	Gloucester
Clay	Norfolk	11	London	Cleobury M	Shropshire	6	Bewdley
Coalbrook D	Shropshire	6	Shifnall	Coleshill	Warwick	6	Lich & Cov
Colnbrook	Bucks	9	Oxford	Congleton	Cheshire	8	A bag
Conway	Carnarvon	9	Chester	Corfe C'tle	Dorset	11	Bristol
Corsham	Wilts	9	Bath	Corwen	Merioneth	9	Shrewsbury
Coventry	Warwick	5	A bag	Cowes (I.o.W)	Hants	11	Bristol
Cricklade	Wilts	9	Oxford	Darlington	Durham	11	Manchester
Dartmouth	Devon	11	Bristol	Daventry	Northants	7	A bag
Deddington	Oxford	8	Woodstock	Denbigh	Denbigh	9	Ches & Sal
Derby	Derby	7	A bag	Dereham	Norfolk	11	London
Devizes	Wilts	9	Bath	Devonport	Devon	11	Bristol
Dolgelly	Merioneth	9	Shrewsbury	Doncaster	Yorks	9	Sheffield
Dorchester	Dorset	11	Bristol	Douglas (I.o.M)	Cumb'land	15	Liverpool
Drayton	Shropshire	7	Stafford	Driffield	Yorks	11	Manchester
Droitwich	Worcester	5	A bag	Dublin		13	A bag
Dudley	Worcester	4	A bag	Dunchurch	Warwick	6	A bag
Dunstable	Beds	8	A bag	Durham	Durham	11	Manchester
Dursley	Gloucester	8	A bag	Easingwold	Yorks	11	Manchester
Eccleshall	Staffs	7	Stafford	Edinburgh		12	Manchester
Eton	Bucks	9	Oxford	Ellesmere	Shropshire	8	Shrewsbury
Emsworth	Hants	11	Bristol	Endfield	Middlesex	9	Barnet
Enstone	Oxford	8	Woodstock	Epworth	Lincs	10	Leicester
Evesham	Worcester	8&7	Oxford & Worc	Exeter	Devon	11	Bristol
Fairford	Gloucester	8	Oxford & Glos	Fakenham	Norfolk	11	London
Folkingham	Lincs	10	Leicester	Falmouth	Cornwall	12	Bristol
Fareham	Hants	11	London	Faringdon	Berks	8	Oxford
Fenny Strat'd	Bucks	8	A bag	Ferrybridge	Yorks	9	Sheffield
Fishguard	Pembroke	12	Bristol	Flamborough	Yorks	11	Manchester
Flint	Flint	9	Chester	Frodsham	Cheshire	9	Warrington
Frogmill	Gloucester	8	Gloucester	Froome	Wilts	9	Bath
Gainsbro'	Lincs	9	Nottingham	Gargrave	Yorks	11	Manchester
Gateshead	Durham	12	Manchester	Gerrard's X	Bucks	9	Oxford
Gisborough	Yorks	11	Manchester	Gloucester	Gloucester	8	A bag
Godmanches'r	Hunts	10	Leicester	Gosport	Hants	11	London
Grampound	Cornwall	12	Bristol				

THE SURVEYORS' JOURNALS (Part 7)

Much of the first three months of 1798 was spent by Mr Saverland in London and Yarmouth preparing for the trial of a Mr Roberts, a coachmaster of Fetter Lane, for carrying letters. It was to Mr Saverland's "unspeakable mortification" that it was decided the night before the trial was due to start not to proceed with the charge. On his return to London he reported to Freeling on a second application from Lord Dudley respecting the post between Birmingham and Dudley. On 24th March, he left London to attend the funeral of his mother.

His report on the riding work in February said that the fine dry weather during the whole of the month had made the roads so good that the mails had been conveyed with great regularity throughout his district. [Compare this with what Mr Western had to report.]

In mid-April he was back in London to consult with Freeling on "the circuitous route of letters from Birmingham to Sheffield." He was instructed to meet Mr Western at Birmingham to consult with him, and then report on the best method of preventing the delays complained of, and how to serve Burton-on-Trent with its London letters. A coach, which would prevent the above delays, could not wait at Lichfield for the arrival of the Liverpool down coach, by which the London bag for Burton was carried; the rider to Burton waited for the arrival of that coach as well as the Chester coach before set off on his ride.

Mr Saverland spent the first week in May at Market Drayton instructing the new deputy. From there he went on to Stafford, Lichfield, Tamworth and Atherstone. On his return home, he found a letter from Mr Western saying that he would be in Birmingham about the following Monday. On his arrival in Birmingham, Mr Saverland met the proprietors of the Sheffield stagecoach to offer them the conveyance of the Mail, "on the usual terms". They promised to consult their partners on the road and at Sheffield. Their eventual answer was that they could not consider working a patent coach, to carry only four inside and one outside passengers, and which did not have sufficient room to carry heavy packages. This answer was transmitted to Freeling.

Whilst waiting for the response of the proprietors of the Sheffield coach, he visited the office at Dudley and met the principal inhabitants to discuss the despatching of the mail to Birmingham at a later hour at an extra expence of £40.6.6 p.a. After a visit to Walsall, where he found that the deputy had been late in sending up the outstanding money from the previous quarter, he remained at Birmingham until the 26th May when he and Mr Western received a letter from Freeling saying that the business of a mailcoach to Sheffield had been postponed.

FOR POSTAL HISTORY

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**VISITORS VERY WELCOME BY APPOINTMENT AT BRIDGEFOOT HOUSE
BY THE OLD RIVER BRIDGE AT HUNTINGDON**

On 15th June, he set off from Claybrook for Wales, calling at the offices in Birmingham, Wolverhampton, Bridgnorth, Shrewsbury and Oswestry. At the last place he told the postmaster that the post from Bala to Dolgelly was to be withdrawn. Dolgelly and Barmouth were to be served from Welshpool by way of Mallwyd. The rest of the month and much of July were spent dealing with the posts in North Wales.

Mr Saverland left home on 28th August for Birmingham as Mr Perks, the proprietor of the Birmingham-Walsall coach had given notice of his intention to quit. He agreed with Mr William Hare of Birmingham for the carriage of the mail between the two towns, by coach and by horse, at £63 p.a. On the last day of the month, he went to Walsall where he called a meeting of the principal manufacturers to acquaint them that Mr Hare had contracted to work the mailcoach and asking for their support, which was promised. After spending most of September at home, Mr Saverland returned to Birmingham in time to see that Mr Hare was ready to perform his contract on the 24th. He instructed the postmaster of Birmingham to forward the western letters to Walsall by the horsepost in the morning, and the other letters by the mailcoach as soon as possible after the arrival of the London mail at about noon.

The main business Mr Saverland transacted in October was give to give "the advantages of a crosspost conveyance to the Towns of Brackley & Buckingham". Though this can hardly be described as a major change, it involved him in writing about the circulation and rates of postage on letters for those two towns to not only all the deputies in his district, but also to the Secretaries of the Scotch and Irish Post Offices as well as "my Brethren Messrs Hodgson, Woodcock & Western".

On the last day of October he was instructed to take charge of the Walsall office as the deputy was in arrears. He had been at Walsall three days when he received a letter from the Post Office solicitor saying that the deputy at Middlewich was in arrears, and that letters to the deputy and sureties had not been answered. So it was recommended that he left Walsall for Middlewich. On his way, he called at Birmingham to instruct one of the clerks of Mr Gottwaltz (the postmaster) in the business of the Walsall office, in case it was necessary to dismiss the deputy there. The rest of the year was spent at the offices in Middlewich and Holywell.

The only item in Mr Western's journal for January 1798 of interest to us, is that on the 28th and 29th he went to Matlock to receive the resignation of Mr Mason and to install Mr Carnelly as the postmaster.

Another postmaster was installed by Mr Western on 2nd February - Mr Rayner at Nottingham. He was then told to go to Loughborough and Castle Donington to discuss with Lord Moira "some regulation for the better security of his correspondence." Then he went on to Chesterfield, where the postmaster had died, to instruct the new deputy. After he had been at home for two weeks, the final part of the month was spent in Manchester and Huddersfield.

In his report on the riding work, he stated that the postmaster at Burton had been told to dismiss the rider with the mail to Derby who had been "very remiss in delivering the road Letters." Also, on 21st February, there had been such a heavy fall of snow between Grindleford Bridge and Sheffield that the rider had been obliged to go round by Chesterfield with the result that the post arrived in Sheffield nine hours late. The bags from Sheffield and Buxton for some towns in Cheshire had been badly delayed on the two following days.

The first part of March was spent in Manchester, Huddersfield and Bawtry. Then on 13th, he went to Loughborough where he arranged for small bags to be left at Cavendish Bridge for Castle Donington and its neighbourhood including Lord Moira at Donington Park, and gave instructions to prevent the letters losing a day by being put into the bags for Derby or Loughborough. This measure was no doubt a result of his visit to Lord Moira in the previous month. At Leicester, the next office he visited, all was in good order. At Market Harborough he corrected some mistakes in the method of sending up the Dead and Refused Franks. He gave instructions at North-

ampton with the aim of giving a more ready delivery of the road letters for "the gentlemen on the road to Harborough."

From Northampton, Mr Western went on to London where, apart from a few days leave in Bath, he spent the next four weeks. Amongst the issues he discussed with Freeling was the introduction of a mailcoach between Birmingham and Sheffield to replace the circulation via Knutsford and Buxton.

In his report on the riding work he mentioned that the proprietors of the Sheffield coach had threatened not to carry the bag between Derby and Chesterfield after 5th April, unless their terms were acceded to. So on 7th April, the coachman refused to take the bag which was then carried by horse. However as Mr Western had written to the proprietors, they then agreed to continue as usual until he was able to meet them.

From 17th April to 10th May, Mr Western was in charge of the office at Staines as the deputy there had absconded. When he arrived in Birmingham to meet Mr Saverland, his colleague was not there so he went on to Buxton to instruct the new deputy there - Mr John Leedham. When passing through Derby on his return, he found that the mail from Nottingham, due the previous evening, had been brought, that morning, by a man from Borrowash. The rider had been thrown from his horse and was too bruised to proceed. Mr Western went to see the rider who, he found, was "much hurt" in the shoulder and knee, but a surgeon found that he had not sustained any material injury. The next ten days were spent with Mr Saverland at Birmingham looking into the possibility of running a mailcoach between Birmingham and Sheffield. Then on the 26th he was ordered to go to Blackburn to inquire into some charges against the deputy there.

Apart from the last two days which were spent at Sheffield, Chesterfield and Derby looking into the post between the last two of these towns, the whole of June was taken up by business in Lancashire and Yorkshire.

During the next four months the only business he carried out in the Midlands was in the middle of July, when he put in a new postmaster at Uppingham and reported on a request from Sir William Lowther for a post from Greetham Inn to Oakham and Uppingham to replace that from Stamford.

In the report on the riding work for October, Mr Western mentioned two instances of trouble between Chesterfield and Derby. On the 11th the bag from Chesterfield for Derby had been left at Alfreton, and on the 28th the axletree of the coach had broken. He went on to say that it was expected that the coach would soon cease to run on six days a week, and that he was going to provide horse rides to take its place. For that purpose he was going to Chesterfield to make the necessary arrangements. It was not until 24th November he was able to do so. Shortly before that he went to Loughborough to inquire into a complaint about the loss of a day on the Shardlow, Cavendish Bridge and Kegworth letters for London.

The only office he visited in December was that at Melton Mowbray where the postmaster had died. His widow, Mrs Lydia Ward, was appointed.

The first three weeks of 1798 were spent by Mr Woodcock at home, engaged in routine business. On the 23rd January, he took charge of the Worcester office as the postmaster, Mr Spilsbury, had died. He was there for three weeks, running the office and then instructing the new deputy, Mr St. John. From Worcester he went on to Bromsgrove where the postmaster had surcharged a frank and had then omitted to show it in his accounts. Then two days were taken up in altering the route of the mail-coach between Gloucester and Oxford, which for a "short time" was not to go through Cheltenham. [I cannot find any other details of this change.] Inspections of the offices at Ledbury, Worcester and Tewkesbury did not reveal anything amiss.

When Mr Woodcock arrived in Stroud in the middle of March, he found the financial situation of the deputy so bad that his sureties refused to renew their guaran-

tees. After going to Tetbury to obtain from the sureties of the late deputy the balance of £168.1.11 due from him to the Post Office, he returned to Stroud ten days later and transferred the office from Mr Barrett to a Mr Jenner. It was 10th April before he finished instructing the new deputy.

A fortnight later he was called upon to inspect another office, that at Lechlade, where the postmaster, Mr Timson, was in financial difficulties. He took charge of the office until the appointment of William Hall. When he had instructed the new deputy in his duties inspected a number of offices in Oxfordshire.

Most of June was spent at home. A survey of the offices at Painswick, Stroud and Cheltenham revealed nothing of note.

Mr Woodcock made four thorough inspections during July. Two days were spent at both Ross and Ledbury, whilst the offices at Hereford and Worcester were visited for four days. At Worcester he had occasion to write to Birmingham to tell the deputy to charge letters for Stourport on Worcester. He commented favourably on Mr St. John whom he described as a very attentive officer.

There is little of interest in the journal for August. He inspected a number of offices on his way to and from London.

On 24th September he went to Pershore to transfer the office from Miss George to Mr Giles. However, when he got there he found that Miss George was not quite prepared to give up the office, so he went on to inspect the offices at Evesham, Alcester, Stratford and Warwick. He eventually returned to Pershore on 3rd October and remained there for ten days instructing the new postmaster. Also in October, he corresponded with Mr Saverland on the subject of crosspost communication between the towns of Brackley and Buckingham, and part of his district. He wrote instructions to eighteen towns on this; Oxford was to be the boundary on one side, and Worcester on the other.

The remainder of the year was spent in South Wales; for the whole of December Mr Woodcock was in charge of the Chepstow office.

(to be continued)

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

THE EFFECT OF INCREASED RATES OF POSTAGE

In July 1798, Mr Saverland wrote to Freeling the following letter:

"Dear Sir,

In my late survey through the greatest part of my District, it is with pleasure I report to you the general attention of the Deputies to the duties of their Offices, & their endeavours to suppress the illegal conveyance of letters; joined to which the Solicitor's letter to the Carriers has produced the best present effects, & I hope will continue. I have however to lament that since the Act of 6th January 1797 for increasing the rates of postage, the number of letters to and from most of the towns in my District has decreased, which I think is to be attributed directly to the increased rate of postage on the short distances where Carriers have it most in their power to injure the Revenue.

I have also to express my concern that notwithstanding the example which has been made of an officer in the Army certifying his own letter to be one from a private soldier, that the practice, it is to be feared, still continues & that officers have their letters directed to sergeants, corporals & private men, to evade the duties of postage. And altho' whenever this fraud is detected, from the handwriting, or other circumstances, they are charged with postage, a great number must escape from the hurry of business, & the pains taken to prevent suspicion.

Another part of the Revenue of the Country I have observed has been much injured by the increased number of Newspapers sent from London by post, into the Country the day after they are dated, & sold at half the usual price by the keepers of Coffee Houses, Distributors of Papers, and, as I was informed in Anglesey, by Clerks in the Secretary of State's Offices. They are likewise distributed by post in the Country, by persons receiving them in the due course of post according to the date from London; & the provincial Papers are circulated two and three times over in like manner; all of which might be prevented by an Act authorizing the Postmaster General to charge with postage all News Papers not put into the Post office in the Town where they are printed, & not put in on the day they are dated, or the day previous to the day they are dated, most country Papers, or a part of them to be sent by post, being dated a day forward. All of which is submitted by"

When Freeling forwarded this to the Postmasters General, he wrote in his covering letter:

".....I am entirely of opinion with him (Mr Saverland) that much of the diminution in number is to be attributed to the high rates on short distances. I beg to explain that in the ideas I had the honour to submit to Mr Pitt, it originally was my intention not to increase the rates at all on stages within thirty miles, but to let the increase fall on larger distances, being well aware that on the former they were at that time sufficiently high, and when it was determined otherwise, I took the liberty of remonstrating against it. Your Lordships will see that the fact has borne me out in my opinion, & I am well assured the Tax will not produce near so much as it was laid at, for people, on short distances will very generally avail themselves of a conveyance much cheaper than the post, tho' certainly far more irregular. On the large distances, they find it their interest to employ the Post Office.

With respect to the abuse practised by Officers of the Army & Navy in endorsing their own letters as those of private men and common seamen, I am not aware that any further application to the War Office or the Admiralty can have better effects than what has already been done, or that we can at all move further in the matter, unless it is by renewing my Instructions to the Deputies to be very careful in charging with full rates all letters that they suspect to come from Officers which I shall immediately do.

As to the practice of Newspapers being read and sent by the post on days subsequent to their dates, I perfectly agree with Mr Saverland that such an Act of Parliament as he suggests is highly desirable, but I must leave it to your Lordships' judgement whether the subject of Newspapers having been lately so much agitated in Parliament, the present is a proper time for reviving any question respecting them.."

Although, no doubt, it has been recorded elsewhere, I cannot remember reading before about the abuse by officers of the concessionary rate of postage granted to soldiers and sailors up to the rank of sergeant.

It appears that the suggestion for the treatment of newspapers was not taken up; the number of vested interests involved probably made the Post Office reluctant to seek legislation to bring about the changes mentioned.

WALLCHARTS AND POSTCARDS

One of our members Michael Mumford has produced a series of wallcharts and postcards on postal history and transport themes. For details please write to:
Token Prints, Llanddeiniolen, Caernarfon LL55 3AB

TRADESMEN AGAIN - AND WOMEN

by Rev C.M. Beaver

Here from Post 59/16 is a third list of persons appointed to work at or for the G.P.O. in Lombard Street, part-time professionals with particular skills. The list resembles those reproduced in MM60/7 and 61/7 where comments were made on the trades and people included. Those pages were of 1760, revised over several following years, and of 1702-3, this one detailing amounts paid for work done in the year.

The new list was drawn up in 1769, evidently to replace the amended 1760 one, and can be compared directly with it, so comments can be brief. What looks to be the last alteration on it is the addition of two names and categories at the bottom, specified as of 1787 and 1788. Other alterations are all but one in different hands, at first that of the original clerk, the rest in a much less careful script, and are likely to have been made from time to time in the many intervening years.

Three categories on the 1760 list are not repeated in 1769 - Scale Engraver, Chimney Sweep, and Nightman; and there was no longer a Pavior eighteen or nineteen years later, nor for the time being a Plumber. Only three individuals continued from 1760 through to 1788 - Isaac Jamineau, Purveyor of Newspapers; Isaac Dent the Mason; and Richard Hoare the Glazier, whose son joined him in that trade. Several women took over from their husbands it would appear; a lady Tinman, a widow who did not succeed her husband, sounds strange indeed. The Stamp and Brass Makers attract attention once again: the surname clearly is Pennock not Pinnock after all, and it is the only instance where a woman succeeds a woman, Ann replacing Deborah; no man had a look in during nearly thirty years; the sort of skill carried on in the home perhaps? Did mother teach daughter, and can we distinguish their products? By the way, it's worth mentioning there appears to be no sign of any woman being employed at the G.P.O. itself in any kind of clerical capacity until well after entry was by Civil Service examination, perhaps into the present century. It was as telephone operators that they first came into their own in large numbers.

Tradesmen.

Names

Professions.

Mount & Page	Stationers	
Isaac Jamineau	Purveyor of News Papers	
John Barrett	Wine Chandler	
Wm Threlby	Tallow Chandlers	
~~Thomas Threlby~~		
Wm & Dore		
~~Richard Thomas~~		
Ezra Pyley	Coal Merchant	
~~Thomas Pyley~~		
Widow		
Flax & Hale	Carpenters	
Leah & Richd	Upholsterers	
Edw & Wm & Pound	Bricklayers	
Isaac Dent	Mason	
Mary & Son		
James Percival	Painter	
Richard Hoare & Son	Glazier	
Thomas Palmer	Plasterer	
Joseph Lumsden	Shoemaker	
John Braggins		
Henry Rogers	Clock Maker	
Thomas Rose	Turner	
Widow Jabe	Tinman	
~~Thomas Jabe~~		
John Bond	Blacksmith	
~~John Bond~~		
Robert ^{none} ~~Callaghan~~	Pavior	
Ann		
Charles Pennick	Shanty and Rope Worker	
Charles DeGrauw		
Samuel Read	Scale Maker	
J. Thos. Grove	Architect & Surveyor	app. 3 Oct. 1877.
Oldham	Ironmonger	app. 6 Jan 1878.

TAILPIECE

Roger Broomfield has kindly sent the item shown below. He comments that we have all heard of the undated circle, but not of a dated, anonymous circle. [Or does this represent a new type of postmark, now that with the concentration of mail onto a limited number of MLOs the place shown on the postmark can be many miles from the place of posting?]

THE NEXT MIDLAND MAIL

This should appear at the end of October or early in November. At the moment, I have only a few items in hand so there will be plenty of room for other articles which should be sent to:

John Soer, 51d Barkham Road, Wokingham, Berkshire RG11 2RG.

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

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