

MIDLAND MAIL



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



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Number 101, September 1997

Now that Midland Mail has scored its first century, it is matter of taking guard again and setting out towards a double century. When I look at the very early issues, I marvel at the changes that have taken place in the last twenty years - no spirit duplicators now - and wonder what the format of Midland Mail will be in twenty years time. Will we communicate only through electronic mail? The machine on which Midland Mail is produced is only seven years old yet it is a museum piece compared with today's personal computers. In twenty years time, whether Midland Mail is delivered by Royal Mail or transmitted electronically, I am sure that as twenty years ago, the editor will be making his usual pleas for more articles. Some things never change.

This summer saw another successful Midpex, but it was obvious that it has become a victim of its own success and has outgrown the site that it has occupied so far. I am sure that in the Midlands there must be larger venues with good car-parking and access to public transport is needed. However, the cost would, I imagine, be much greater, and the question then arises as to whether philatelists/postal historians will pay a realistic entry fee or not. It seems that the only way a reasonable attendance can be guaranteed at Stampex is to make the admission free (How many complimentary tickets have you received for Autumn Stampex?), yet the queue of postcard collectors prepared to pay £3 for entry to Bipex this year was far greater than anything I have seen at Stampex. The entrance fee for Midpex of 50p which included a programme of 64 pages does seem to represent an under-selling of the product.

BARRIE WILDBLOOD

It is with great regret that we have to record the death of Barrie Wildblood, and we extend our sincere condolences to his family.

Although Barrie was unable to attend meetings because of his prolonged illness, he was an enthusiastic member, contributing whenever possible to Midland Mail and making extensive use of the Society library. Barrie was also a member of the Shropshire Postal History Society and contributed much information to the Shropshire section of Willcock's County Catalogue. Of late, his interests extended to a study of Irish mails.

G.B.

STUART HOBSON

I am very sorry to have to report the death of Stuart Hobson, and we extend our sincere condolences to his wife Barbara.

Because of a heart condition Stuart was not able to attend meetings but he was an avid reader of Midland Mail, and made a valuable contribution to the Staffordshire section of the Society's projects. He had not only a wide knowledge of Staffordshire postal history but also of the history, culture and geography of the county.

Stuart was the organist at the local Methodist Church, and was very keen on gardening. His health prevented him from being very active in this sphere so he depended upon Barbara to do the work in the garden he enjoyed so much. He was a very generous person and it was always a delight to talk to him.

R.E.F.

FORTHCOMING MEETINGS

The September meeting will be devoted to nine sheet displays by members on the theme "Some best finds or recent acquisitions".

On 18th October, Eric Lewis will give a display "Signs of the Times", starting at 1.30 p.m. This will be preceded by a committee meeting at 11 a.m.

Chris Jackson will show Worcestershire postal history at the meeting on 29th November, again starting at 1.30 p.m. All three of the meetings will be held at Carrs Lane Church Centre, Birmingham.

THOSE MYSTERY SQUARED CIRCLES

My thanks to all those members who wrote to me about the question I posed in the last issue which does seem to have aroused some interest. An especial thank you is due to John Hine for pointing me in the direction of a probable solution. This is to be found in supplements no's 2 and 3 to "Collecting British Squared Circle Postmarks" by Stanley Cohen. Members should consult these sources for details but it is suggested that they were used for the preparation of "traps" when an employee was suspected of theft.

NO DAY MAIL FOR SUTTON COLDFIELD

In February 1853, Mr George Bodington, the Warden of the Corporation of Sutton Coldfield, wrote to the P.M.G.:

"Allow me to address you on the subject of the Post delivery in this Town. The inhabitants generally are much disappointed and inconvenienced in being deprived of the double daily delivery which they at one time obtained. Since the adoption of a single delivery the Officer employed has to remain idle or loitering about from 8 o'clock in the morning until 8 at night & the inhabitants think that he might be as well employed in the interim in effecting a mid day delivery. On behalf of the inhabitants of this Town & neighbourhood (some 5 or 6,000) I have to request that the Officer about to be appointed according to advertisement issuing from the General Post Office, may be enjoined to effect a double delivery by which amongst other benefits the morning papers will be received here on the day of their publication. ..."

The surveyor, Mr Churchill, wrote that Sutton Coldfield was a large village seven miles from Birmingham and that the use of a mailcart twice daily would entail such a large expence that the provision of a day mail was out of the question. He was asked by the P.M.G. to ascertain how many letters would be accelerated by a day mail. The result of the survey is to be found in the document reproduced on the opposite page. And this is the reason why the papers on such a mundane matter have survived for they are endorsed, "Papers preserved as they contain a specimen of form 'Account for a Week'"

Reference: Post 14/36

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THE Postmaster of

Birmingham

is desired to keep for one Week a Daily

Account of the Number of Letters received at

his Office, addressed to the undermentioned

Places.

	<i>March</i>							TOTALS
	5	6	7	8	9	10	11	
<i>Letters for</i>								
<i>Tutton Collyer</i>	15	<i>Sunday</i>	10	38	17	28	28	<u>136</u>
<i>received in</i>								
<i>Birmingham</i>								
<i>between 6 A.M.</i>								
<i>and 2³⁰ P.M.</i>								
<i>that would</i>								
<i>be accelerated</i>								
<i>if there was</i>								
<i>a Day Despatch</i>								
<i>to that Village</i>								
<i>Edington</i>	3	<i>Wed</i>	3	20	16	15	11	<u>68</u>

The Number addressed to each Place to be

stated separately, and this to be returned to

Mr. Churchill, at the end of the Week.

Oswestry,

4 March 185 .

MIDLAND MAILCOACHES 1784-1840

by Christopher Beaver

A listing of mailcoaches throughout Great Britain during the eighteenth century could now be refined, chiefly by the addition of three or four minor routes and the insertion of missing dates of establishment. It has proved a useful summary of what was attempted in the first fifteen years of the mailcoach era.

With time and patience, evidence in Post 6 concerning payments through the Mailcoach Office to horsing contractors in each quarter from October 1791 to January 1846 has now enabled much more lengthy lists to be compiled.

The very first entry is typical in style and will serve to illustrate the complexity of interpretation: "Mr John Weeks for conveying the Bristol Mail one quarter to 5th July 1790 £14-14-10." There is no payment to this contractor for the quarter to 10.10.1791 itself, only late dues, yet it was not until April 1792 that he was paid for the quarter to 10.10. 1790, this time £64.14.10. By good fortune there exists in Post 97 a list of mileage warrants for 1789 and this shows that at that time the contractor for the Bristol to Oxford mailcoach was paid not by the mile but at a rate of £200 per annum. Clearly then £50 had already been paid and the new rate retrospectively made effective from 5.4.1790 was for 86 miles daily at 2d. a double mile. If he had been using a patent coach it would have been 3d. because fewer passengers were allowed. It was quickly evident that the number of days in a quarter was immaterial, and the 366th day of a leap year was disregarded, like fractions of pennies and, at this period, of miles.

Yes, but if you are struggling to discover the distance a payment represents it does help to know that until January 1803 one per cent was deducted from the contractor of armed mails "towards defraying the expense of firearms and other incidental charges connected therewith." And the frequency may not be daily.

John Cary's team of surveyors were commissioned to re-measure every mailcoach road and their work was mostly done in time for the payments of July 1794. With some 400 miles still to be walked 17 miles had been "saved for the revenue." Not until April 1836 were furlongs included in the calculations. By then, the rates varied enormously - 1½d., 3¾d., 7d. a double mile, £165 p.a., for example. Unfortunately, some mailcoaches were worked "for the tolls"; in a few instances the contractor paid for the privilege of carrying the mail. Private toll bridges were not included in the Mailcoach Exemption Act of 1785. The Post Office of course hoped the contractors would agree to pay; some were reimbursed. There were also 'extra' payments for difficult routes or parts of routes, evidently agreed but to be kept quiet about. A quarter, by the way, began on the day the previous one finished, for example if a mail set out from either terminus in the evening. Apart from the London routes one cannot usually be certain on which routes this was so; some calculated start dates are sure to be one day out.

On the list following, distances paid for are given with a date or year, beginning where appropriate with the 1789 warrant figure and followed by Post 6 information. The details after the solidus (/) are from other sources in this order:-

1. Distance shown on a 'Bonnor' timebill, that is one of a collection bound evidently in the early months of 1792.
2. Distance on a 'Hasker' timebill, dating from March 1797.
3. 'Class' of mailcoach as on the list from Post 30/474K which Post 6 evidence would suggest was written between 5.8 and 10.10.1812. (For the distinction between the classes see MM53/5.)
4. Distance on the Duke of Manchester's volume of timebills, compiled in September 1827.
5. The number of **horses** with in brackets **outside** passengers allowed, according to "Returns to the House of Commons" dated 6.6.1835. and 2.6.41. The latter gives such numbers for each of the five years 1837-41, ostensibly on 1st March. Patent coaches were never allowed more than four outsides. Any change between 1835 and 1840 is noted.

The penultimate set of columns gives the dates between which a mailcoach operated, and the final column contains references to other mailcoaches in the list.

Distances are in miles and furlongs. S = on the list of Stage Coaches that have been used as mails, 1843.

O.P. - Old Passage (over the Severn). N.P. - New Passage.

1.	LONDON-BRISTOL	1789 - 125; 4.1794 - 122; 5.4.1836 - 121.0;/	2.8.84-2.2.40	
	via Marlborough, Chippenham, Bath	125; 123.4; 1st, 122.2 4(3)		
2.	BRISTOL-HUBBERSTONE	via N.P., Swansea, 1789 - 161;/ 151	6.8.87-5.1.93	3, 13A,B
3.	BRISTOL-MILFORD	via N.P. 1793 - 155; 1794 - 152/ 151	5.1.93-10.10.98	4,6
4.	BRISTOL-CARMARTHEN	via N.P., 1798 - 111, 4 times a week; 10.10.1799 - daily;		
		5.7.1822 - 110; 19.7.1824 - 109;/ 2nd, 149.7 with 6	10.10.98-5.4.35	5
5.	BRISTOL-CARMARTHEN	via O.P., 1835 - 117; 5.4.36 - 116.5;/ 4(4)	5.4.35-31.8.45	
6.	CARMARTHEN-MILFORD (A)	1798 - 41, 4 times a week; 24.7.33 - daily;		
		5.4.36 - 39.7;/ 2nd, 4(4)	10.10.98-10.10.36	7, 18
7.	CARMARTHEN-PEMBROKE	1836 - 37.0; 5.4.39 - 35.2;/ 4(4)	10.10.36-c4.54	
8.	BRISTOL-BIRMINGHAM	1789 - 86; 1837 - 88.0; 5.2.41 - 86.2;/	2.7.87-5.4.33	9
		88 88 1st, 88.2, 4(4)	12.7.37-7.3.41	94
9.	BRISTOL-MANCHESTER	via B'ham, 1833 - 169; 5.4.1836 - 170.5;/ 4(4)	5.4.33-11.7.37	
10.	BATH-BIRMINGHAM	S, No payment, POD 93.3/4(8)	19.8.39-by 3.41	
11.	BRISTOL-OXFORD	1789 - 86; 1792 - 83;/ - 83, 3rd, 83.0	2.10.86-5.4.91	
	via Bath and Cirencester		5.4.92-5.1.28	
12.	BATH-CHELTENHAM	1828 - 47; 5.4.1829 - 49; / 2(4)	5.7.28-5.4.42	
13.	LONDON-GLOUCESTER	1806 - 111; 5.4.36 - 111.3/ 1st, 112.0, 4(3)	22.8.85- 87	15
	via Wycombe (1785), Henley (1806) and Oxford		5.8.06-2.2.40	
13A.	GLOUCESTER-CARMARTHEN	via Chepstow, Swansea 1785 - 3 times a week;	by 11.85- 86/7	16
13B.	GLOUCESTER-HUBBERSTONE	1785 - daily Ross Hereford, 3t. a wk. Brecon, Carmarthen,		
		at least 3t. a wk. Carmarthen-Hubberstone	29.10.85- 86/7	2
14.	LONDON-CHELTENHAM	Royal Mail Six weeks of the summer of 1788		
15.	OXFORD-GLOUCESTER	1794 - 50;/ 50	6.4.94-4.8.06	13
16.	GLOUCESTER-CARMARTHEN	via Brecon 1797 - 111, 3 times a week;;	5.4.97-10.10.98	17
		1805 - 112, daily; 5.1.1811 - 113; 5.7.1830 - 112;	1.5.05-4.4.52	
		5.4.1835 - 113; 5.4.1836 - 112.7;/2nd, 112.2, 4(4)		
17.	GLOUCESTER-MILFORD	1798 - 152, 3 times a week;	10.10.98-30.4.05	16
18.	CARMARTHEN-MILFORD (B)	1805 - 41, 3 times a week;/ 151 with 16, 2nd	1.5.05-24.7.33	6,7
19.	GLOUCESTER-HEREFORD	via Ross 1802 - 31, 4 times a week;	6.7.02-13.8.05	20
20.	GLOUCESTER-HEREFORD	via Ledbury 1805 - 31, 4 times a week;/3rd	14.8.05-24.5.13	25
21.	HEREFORD-BRECON	1807 - 36, 3 times a week;	13.5.07-5.7.13	
22.	GLOUCESTER-CHELTENHAM	1819 - 9; 1839 - S, no payment	5.1.19-10.10.22	
			24.12.39- ?	
23.	CHELTENHAM-HEREFORD	1827 - 39; 1829 - 39; 5.4.36 - 37.4/	1.5.27-5.1.28	24
	via Tewkesbury and Ledbury	38.1, 4(4)	1.3.29-5.7.37	
24.	CHELTENHAM-BRECON	1828 - 74;	c20.3.28-28.2.29	23
25.	GLOUCESTER-CHEPSTOW	1838 - 29.5; 10.10.38 - 28.0;/ 2(8)	2.10.38-5.7.39	
26.	GLOUCESTER-BRIGHTON	1836 - 155.2; 5.4.37 - 153.7;/ 4(4)	15.8.36-12.11.37	
27.	LONDON-STROUD (3t. a wk.), -TETBURY (3t. a wk.)	1785 - ;	12.9.85- by 3.86	
27A.	LONDON-STROUD	via Abingdon, Cirencester, 1827 - 105; 5.4.36 - 104.7;/		
		105.3, 1835 - 4(4); 1837 - 4(3)	26.8.27-2.2.40	
28.	(London)-DORCHESTER-STROUD and CIRENCESTER-KINGSCOTE		6.7.09-5.4.12	29
		1809 - 69; 1816 - 74.	10.10.16-5.11.17	29
29.	(London)-NETTLEBED-STROUD and CIRENCESTER-KINGSCOTE	1812 - 79;	6.4.12-20.7.12	
		1817 - 81;	5.11.17-5.1.18	27A

30.	CHALFORD-CHEPSTOW	1827 - 31; / 30.4	27.8.27-18.2.29	31
31.	CHALFORD-WOTTON	1829 - 12;/ 2(4)	18.2.29-10.10.30 5.1.31-5.4.40	
32.	LONDON-LUDLOW via Henley, Oxford and (1822) Wycombe, Oxford	1785 - 147; 1822 - 147;/147.0	29.8.85-3 to 11.86 19.11.22-5.4.30	33 34
33.	LONDON-WORCESTER via Henley and (1817) Wycombe	1789 - 118; 5.1.1818 - 115; 1830 - 114; 1836 - 114.2/118, 118, 1st, 115, 4(3)	By 11.86-18.11.22 5.4.30-5.7.42	32
34.	WORCESTER-LUDLOW	1789 - 29, 3 t. a wk; 10.10.1800 - 31, 3 t. a wk; 5.4.1805 - 4 t. a wk; 5.7.05 - 5 t. a wk; 8.1820 - 6 t. a wk; 1830 - daily; 5.4.36 - 31.3/ 32, 32, 3rd, 1835 - 4(4); by 1840 - 4(8)	By 11.86-18.11.22 5.4.30-22.11.42	32
35.	WORCESTER-HEREFORD via Ledbury	1794 - 32, 3 t. a wk; 1815 - 4 t. a wk; 19.7.20 - daily;/ 3rd	2.94-15.4.94 28.4.94-24.5.13 18.5.15-5.7.16 10.10.16-5.1.24 30.4.27-14.5.27	20 41
36.	WORCESTER-UPTON	1794 - 10; 1797 no timebill;	26.7.94-5.7.03	
37.	LUDLOW-ABERYSTWITH via Bishop's Castle, Newtown, Llanidloes	1805 - 78, once a week;	5.6.05-5.7.12	53
38.	WORCESTER-LEOMINSTER	1820 - 26; 1838 - 26.2;/ 4(8)	20.3.20-15.12.22 30.6.38-11.9.42	40
39.	LEOMINSTER-PRESTEIGNE	1836 - 14;/ 2(4)	5.7.36-5.7.38	
40.	WORCESTER-KINGTON	1822 - 40; 5.4.36 - 40.3 1830 - 40;/40.2, 4(4)	16.12.22-5.1.38 5.4.38-30.6.38	
41.	WORCESTER-HAY via Hereford	1824 - 53;	5.1.24-30.4.27	49
42.	LUDLOW-WELCHPOOL via Montgomery	1825 - 38;	14.11.25-14.7.27	43
43.	LUDLOW-BISHOPS CASTLE	1827 - 20;/ 20.0	14.7.27-21.1.28	
44.	HEREFORD-KINGTON	1835 - 19	18.6.35-5.7.36	46
45.	KINGTON-ABERYSTWITH	5.4.36 - 59.1;	1.5.35-5.7.36	46
46.	HEREFORD-ABERYSTWITH	1836 - 79.3;/ 4(4)	5.7.36-5.7.37	47
47.	CHELtenham-ABERYSTWITH	1837 - 116.7;/ 4(5), 1839 - 4(8)	5.7.37-29.12.45	
48.	WORCESTER-BIRMINGHAM	1834 - 26;/ 2(4)	3.11.34-5.2.41	
49.	WORCESTER-KINGTON	1839 - 40.3	5.1.39-5.4.39	40
50.	HEREFORD-ABERGAVENNY	S, 1838 - No payment	8.10.38-5.1.43	
51.	LONDON-SHREWSBURY via Wycombe, Oxford, Birmingham,	1789 - 164; 1817 - 167/165.4, 165.4	5.9.85-5.9.08 5.8.17-14.3.19	57 58,63
52.	SHREWSBURY-WELCHPOOL	No payment, 3 times a week	10.10.06- 6.07	53
53.	SHREWSBURY-ABERYSTWYTH via Mallwyd	1807- summer- twice a week; 11.1810 - winter - once a week; 6.1811 - 3 t. a wk;/4th	6.6.07- 6.12	37
54.	SHREWSBURY-NEWTOWN	once a week	by 5.07- 6.12	70
55.	WELCHPOOL-BARMOUTH	3 times a week	by 07-by 12	
56.	SHREWSBURY-CORWEN	No payment	6.4.07-4.9.08	57
57.	LONDON-HOLYHEAD via Oxford	1808 - 276;/ 1st	5.9.08-5.8.17	51
58.	OXFORD-BIRMINGHAM and STRATFORD-KIDDERMINSTER	1821 - 95;	5.4.19-26.5.21	64, 65
59.	OXFORD-BIRMINGHAM	1822 - 62;	24.11.22-5.4.23	

60.	CHIPPING NORTON-BIRMINGHAM	1835 - 44; 1839 - 45.0;/2(4), 1839 - 2(8);	5.4.35-5.7.36 5.7.39-5.7.42	61
61.	STRATFORD-BIRMINGHAM	1836 - 23.2;/ 2(4)	6.7.36-5.7.37	
62.	(Oxford)- WOODSTOCK-BANBURY	1817 - 17	by 96- 7.12 23.2.17-5.4.26	
63.	LONDON-BIRMINGHAM and STRATFORD-KIDDERMINSTER via Buckingham, Banbury, Stratford	1819 - 155	5.4.19-26.5.21	64
64.	LONDON-BIRMINGHAM	1821 - 121; via Buckingham, Banbury, Warwick	27.5.21-5.7.23	58,67
65.	BANBURY-KIDDERMINSTER	1822 - 54;	1.12.21-9.12.21 26.1.22-5.7.22	66 81
66.	WARWICK-KIDDERMINSTER	1821 - 50;	by 15.12.21-26.1.22	65
67.	LONDON-BIRMINGHAM	1823 - 119;/119.4, 4(3) via Bicester Banbury Warwick	5.7.23-30.9.38	
68.	WOLVERTON-BANBURY	1838-27.5, 6t. a wk; 20.7.39 - daily;/2(4)	29.10.38- 50+	
69.	LEAMINGTON-BIRMINGHAM	1837 - 24.1;/2(4)	by 6.35-28.2.39	
70.	SHREWSBURY-NEWTOWN	1823 - 32;/ 32.0, 2(4)	15.5.23-5.4.52	
71.	NEWTOWN-ABERYSTWYTH	via Llanidloes, 1839 - 43.3;/2(5)	5.4.39-5.7.40	72
72.	WELCHPOOL-ABERYSTWYTH	S, 1839 - 56.2;/ 2(8)	2.6.39- 41	
73.	BIRMINGHAM-SHREWSBURY	via Ironbridge, 1834 - 45;/ 2(4)	10.11.34-5.4.38	
74.	LONDON-BIRMINGHAM	1812 - 109, S;/ 3rd via Coventry	22.8.85-5.11.85 25.5.12-5.8.17	75 57
75.	LONDON-BEWDLEY	via Coventry, Birmingham, Kidderminster	5.11.85-7.3.86+	
76.	COVENTRY-BIRMINGHAM	1800 - 18, twice a day;/21, 20	9.7.87?- by 89 10.10.00-25.5.12	74
77.	LONDON-HOLYHEAD Express	1799 - 259, daily; via Coventry, Shrewsbury	13.5.99-17.6.99 17.9.07-5.1.08 1.3.10-20.6.10	102
78.	BIRMINGHAM-STOURBRIDGE	via Dudley, No payment	27.6.96-28.6.96	
79.	BIRMINGHAM-DUDLEY	1820 - 10;	5.4.20-10.10.20	
80.	BIRMINGHAM-STOURBRIDGE	via Halesowen, 1820 - 18;	5.4.20-16.10.22	81
81.	BIRMINGHAM-BEWDLEY	via Halesowen, 1822 - 22;	17.10.22-5.1.23	82
82.	BIRMINGHAM-BEWDLEY	via Dudley, 1823 - 25;	5.1.23-5.1.27	83
83.	BIRMINGHAM-STOURPORT	1827 - 28; 5.4.39 - 28.5; No payment 1835-39;/28.4, 4(4), 1837 - 2(4)	5.1.27-7.12.40	
84.	BEWDLEY-LUDLOW	1839 - 19.6;/ 2(4)	18.8.39-7.12.40	
85.	BIRMINGHAM-WALSALL	twice a day; no payment to 1820; 1820 & 35 p. ann./ 4th, 9.0, 2(4)	10.96- ? 1.6.97-9.00 8.3.01-5.4.20? 5.4.20-5.4.34 16.3.35-5.7.37	
86.	BIRMINGHAM-LICHFIELD		1.11.96-5.7.01	89
87.	DERBY-CHESTERFIELD	(Sheffield) summer 6t. a wk; winter 4t. a wk;	14.6.97-1.5.01	88
88.	(Birmingham)- DERBY-SHEFFIELD	1801 - 36	1.5.01-5.7.01	89
89.	BIRMINGHAM-SHEFFIELD	1801 - 75; 5.1.35 - 76; 5.4.36 - 75.6;/ 2nd, 75.6, 4(4)	5.7.01-5.4.40	

90.	DERBY-NOTTINGHAM	1801 - 16;/ 3rd	1.5.01-5.2.25	
91.	DERBY-LINCOLN	1824 - 53;	3.8.24-5.5.25	92
92.	NOTTINGHAM-LINCOLN	1825 - 37	6.5.25-5.4.26	
93.	BIRMINGHAM-TAMWORTH	1821 - 16; 1827 - 15;/ 15.0, 2(4)	1.11.21-5.1.22 6.1.27-29.10.38	
94.	BIRMINGHAM-MANCHESTER	1800 - 84; 2.8.28 - 83;/ 2nd, 85.4		
	via Wolverhampton, Congleton		10.10.00-5.4.33	8
95.	BIRMINGHAM-LIVERPOOL	1822 - 99; 5.4.36 - 98.3;/ 98.4, 4(4)		
	via Wolverhampton, Warrington		22.7.22-10.7.37	
96.	KNUTSFORD-MANCHESTER	1825 - 15;/ 15.4, 2(4)	30.11.25-5.7.37	
97.	WOLVERHAMPTON-BRIDGNORTH	1824 - 15; 1839 - 15.0/ 2(4)	5.4.24-12.12.24 24.2.39-5.7.43	
98.	WOLVERHAMPTON-LICHFIELD	1824 - 17;/16.4	3.5.24-4.8.34	
99.	LONDON-BIRMINGHAM	(3 M.C's for Carlisle, Liverpool, Manchester) 1837 - 108.4;/4(3)	3/5.7.37-21.5.38	101,136
100.	LONDON-BIRMINGHAM	(Irish Day Mail) S/ 108.4, 4(5)	4.9.37-22.6.38	114
101.	DENBIGH HALL-BIRMINGHAM	(3 M.C's via Coventry), 1838 -63.0,	21.5.38-30.9.38	
102.	LONDON-HOLYHEAD	1817 - 265; 10.10.22 - 264; 5.7.26 - 261; via Coventry, Birmingham, Shrewsbury 5.4.36 - 259.2;/ 261.2, 4(3)	5.8.17-21.5.38	103
103.	DENBIGH HALL-HOLYHEAD	1838 - 213.6	21.5.38-30.9.38	
104.	BIRMINGHAM-HOLYHEAD	1838 - 150.6;/ 4(4), 1839 - 4(8)	1.10.38-6.10.47	
105.	COVENTRY-STRATFORD	S, 1838 - p.ann./ 2(5)	20.12.38-5.7.40	
106.	COVENTRY-WARWICK	1840 - 12.4;/ 2(8)	5.7.40-5.4.45	
107.	LONDON-LIVERPOOL	1789 - 205; 1794 - 206; 18.9.28 - 203; 5.4.36 - 201.3;/ via Coventry 207.4, 207.6, 1st, 207.7, 4(3)	25.7.85-5.7.37	99
108.	(London)-DAVENTRY-WARWICK	1807 - 20;	4.11.07-5.7.08	
109.	DAVENTRY-WARWICK	1818 - 20;	25.7.18-5.7.19	
110.	COVENTRY-WARWICK	1810 - 10, 6 times a week;/ 3rd	29.10.10-10.10.12	
111.	COVENTRY-LEICESTER	1810 - 27;/ 3rd	29.10.10-5.4.15	
112.	LIVERPOOL-HOLYHEAD	via Chester, Llangollen 1819 - 119;	5.4.19-5.4.20	113
113.	LIVERPOOL-HOLYHEAD	1820 - 104; 12.11.22 - 102; 5.7.26 - 101; via Woodside, Chester, Conway 10.10.26 - 102; 8.28 - 102; 5.4.36 -100.6/101.3, 4(4)	5.4.20-5.4.28 31.8.28-5.9.37	121
114.	HARTFORD-HOLYHEAD	via Chester 1837 - 102.0; 4(4)	5.9.37-14.6.41	115, 100
115.	HARTFORD-CARNARVON	S, No payment, POD 91.6;	15.6.39-14.6.41	
116.	LONDON-HOLYHEAD	via Coventry, Stone, Chester	10.10.85-5.4.88	117
117.	LONDON-HOLYHEAD	1789 - 279; 1791 - 186+93; 1794 - 278; 1815 - 278;/ 279.4, 278.6, 1st	5.4.88-5.7.13 5.7.15-5.4.19	118 112,119
118.	(London)-DUNSTABLE-HOLYHEAD	1813 - 244;	10.10.13-5.7.15	117
119.	LONDON-CHESTER	1819 - 191; 1832 - 191;/191.2	5.4.19-5.4.32 10.10.32-5.7.35	120
120.	LONDON-WOODSIDE	1835 - 205; 5.4.36 - 205.0;/ 4(4)	5.7.35-5.4.38	123

Note: 117, 118, 119 and 120 all ran via Northampton, Stafford and Chester.

121.	CHESTER-ABERGELE	1820 - 35;	5.4.20-5.4.21	113
122.	HARTFORD-CHESTER	1837 - 16.6, twice a day;	5.7.37-15.4.39	
123.	DENBIGH HALL-LICHFIELD	via Northampton, Hinckley 1838 - 78.0	21.5.38-30.9.38	
124.	STAFFORD-LICHFIELD	S, No payment	6.12.39- 8.43+	
125.	CHESTER-SHREWSBURY	via Wrexham 1822 - 40;/ 92.0 with 126;	6.11.22-11.9.31	127
126.	SHREWSBURY-HEREFORD	1803 - No payment; 1822 - 52;	26.7.03- by 09 6.10.22-11.9.31	127
127.	LIVERPOOL-BRISTOL	via Shrewsbury, Monmouth, O.P. 1831 - 161; No payment from 5.4.36/Return 7.36 -161.0; 4(4)	12.9.31- 36/7	129 132
128.	CHESTER-SHREWSBURY	via Whitchurch 1835 - 42;	15.1.35-5.4.36	
129.	LIVERPOOL-SHREWSBURY	1837 - 55.5/4(4)	10.11.37-19.7.41	
130.	SHREWSBURY-HEREFORD	S, 1838 - 52.7;/4(8)	29.6.38- 48	
131.	HEREFORD-BRISTOL	1838 - 52.4;/4(5)	19.6.38- c7.46	
132.	(The 1837-41 return shows SHREWSBURY-BRISTOL: 3.38 - No payment; 4(4).)			
133.	LONDON-MANCHESTER	1789 - 185; 1794 - 186; 15.8.25 - 187; via Derby, Leek 5.4.36 - 185.2/309 with 134, 1st, 187.0, 4(3)	25.7.85-5.7.37	99
134.	MANCHESTER-CARLISLE	1789 - 122; 1794 - 120; 11.1801 - via Bolton not Hulton; 5.4.1808 - 121 7.1809 - via Blackburn not Chorley; 5.4.1810 - 124 15.8.1825 - 119, via Chorley not Blackburn; 5.4.1836 - 119.6/See 133, 1st, 118.2, 4(4)	10.10.85-5.7.40	
135.	CARLISLE-EDINBURGH	1807 - 91; 15.8.25 - 94; 5.4.36 - 94.2/93.6	14.8.07- 47	
136.	WARRINGTON-CARLISLE	1837 - 118.4, twice a day;	5.7.37-7.11.38	137
137.	PRESTON-CARLISLE	1838 - 88.5, twice a day;	7.11.38-5.7.40	
138.	LEICESTER-MELTON MOWBRAY	1892 - 15;	11.10.92-10.10.93	
139.	MANCHESTER-SHEFFIELD	1808 - 49; 1818 - 54;/ 2nd, 54.0 via Buxton	6.7.08-5.7.16 5.7.18-5.4.29	140
140.	MANCHESTER-BUXTON	1830 - 27;	6.12.30-5.4.33	145
141.	MANCHESTER-SHEFFIELD	1822 - 39; 1825 - 39;/ 39.0 via Glossop	27.5.22-7.3.24 18.4.25-5.7.32	142 145
142.	MANCHESTER-GLOSSOP	1824 - 15; 1832 - 15;/ 2(4)	8.3.24-5.4.24 5.7.32-5.4.42	
143.	LEICESTER-LIVERPOOL	via Burton, Burslem, Warrington 1815 - 115;	29.10.15-5.4.17	
144.	MANCHESTER-SHEFFIELD	via Chapel en Frith 1832 - 42;	5.7.32-5.4.33	
145.	MANCHESTER-DERBY	via Buxton 1834 - 64;/ 4(4)	6.12.34-5.7.41	
146.	LEICESTER-YARMOUTH	1822 - 156;	3.6.22-13.6.23	147
147.	LEICESTER-NORWICH	1823 - 133;	14.6.23-5.7.23	148
148.	LEICESTER-STAMFORD	1823 - 37;/81.4 with 149	5.7.23-5.4.32	150
149.	LEICESTER-BIRMINGHAM	via Coventry 1825 - 45;	5.4.25-5.4.32	150
150.	BIRMINGHAM-STAMFORD	via Leicester, Oakham 1832 - 82;	5.4.32-5.7.35	151, 152
151.	BIRMINGHAM-YARMOUTH	via Grantham 1835 - 200; 5.4.1837 - 200.1;/ 4(6)	5.7.35-4.7.42	
152.	STAMFORD-MELTON MOWBRAY	1835 - 22;	5.7.35-5.5.36	

153.	LEICESTER-BURTON	1823 - 26; 1831 - 26	6.4.23-3.3.25 5.1.31-5.7.31	154 155
154.	LEICESTER-ASHBY-DE-LA-ZOUCH	1825 - 17; 1831 - 17;/ 17.0, 2(4)	4.3.25-5.1.31 5.7.31-5.7.40	153
155.	ASHBY-DE-LA-ZOUCH-BURTON	1831 - 9;/ 2(4)	5.7.31-5.7.40	
156.	LONDON-LEEDS via Leicester	1889 - 195; 1894 - 196;/198.4, 198	25.7.85-26.5.99	157
157.	(London)-LEICESTER-LEEDS	1799 - 98;	27.5.99-5.7.07	159
158.	LEEDS-CARLISLE		10.10.85-by 15.10.85	
159.	LONDON-LEEDS via Bedford, Oakham	1807 - 197; 10.10.18 - 196; 1827 - 196; 5.4.36 - 196.7;/1st, 196.2, 4(3), 1837 - 4(4)	5.7.07-5.5.25 4.5.27-27.8.40	173
160.	LEEDS-NEWCASTLE	1820 - 80; 24.9.20 - 78;	5.6.20-10.10.20	177
161.	RETFORD-GAINSBOROUGH	1824 - 11;	5.7.24-21.8.25	
162.	NOTTINGHAM-SHEFFIELD	1834 - 40;	26.3.34-5.4.36	165
163.	NOTTINGHAM-GRANTHAM	1835 - 24;/2(4)	6.8.35- 47	
164.	LEEDS-CARLISLE	1839 - 120.5;/ 4(8)	5.4.39-21.10.40	
165.	LONDON-HALIFAX via Leicester	1836 - 194.4; 1838 - 195.5; 4(3)	19.6.36-5.7.39	
166.	SHEFFIELD-LOUTH via Rotherham, Bawtry	1827 - 69;/68.0	5.7.27-5.7.30	167,168
167.	GAINSBOROUGH-LOUTH	1830 - 36;/ 2(4)	5.7.30-5.7.41	
168.	SHEFFIELD-GAINSBOROUGH	No payment in 1835-6/ 2(4)	5.7.30?- 48	
169.	LONDON-FERRYBRIDGE	1796 - 179; 5.7.10 - 180;/405.6 to 171, 1st	5.4.95-5.7.22	172
170.	FERRYBRIDGE-CARLISLE	1789 - 228 with 171; 1791 - 124;/ 1st	1.7.88-5.7.22	173
171.	CARLISLE-GLASGOW	1791 - 104; 1794 - 102; 28.11.22 - 98; 5.1.27 - 95; 5.4.36 - 94.7;/227.4 with 170, see 169, 1st, 94.7	1.7.88- 47	
172.	LONDON-CARLISLE via Ferrybridge	1822 - 304;	5.7.22-5.5.25	173
173.	LONDON-CARLISLE via Leeds, Ripon	1825 - 317	6.5.25-4.5.27	174
174.	LONDON-CARLISLE via Doncaster, Pontefract, Leeds	1827 - 311;/ 311.0	4.5.27-11.9.32	175
175.	LONDON-CARLISLE via Doncaster, Boro'bridge	1832 - 302; 14.2.35 - 303; 5.4.36 - 302.7;/ 4(3)	12.9.32-10.10.38	
176.	LONDON-YORK	1789 - 193; 1791 - 195; 1794 - 196;/ 395.4 to 178, 396 to 178, 1st	27.11.86-5.5.25	180,182
177.	YORK-NEWCASTLE	1789 - 80; 1794 - 81; 1820 - 81;/ See 176, 1st	27.11.86-5.7.20 10.10.20-5.5.25	160 183
178.	NEWCASTLE-EDINBURGH	1789 - 117; 1794 - 121;/ See 176, 1st	27.11.86-5.5.25	181,182
179.	LONDON-YORK via Thorn	1825 - 198;	5.5.25-4.5.27	183
180.	YORK-NEWCASTLE via Sunderland	1827 - 87;	5.5.27-1.7.27	
181.	NEWCASTLE-EDINBURGH via Kelso	1825 - 134;	5.5.25-5.5.27	
182.	LONDON-EDINBURGH (not via York)	1825 - 393;	5.5.25-4.5.27	183
183.	LONDON-EDINBURGH via York, Berwick	4.1827 - 399; 5.7.1827 - 400; 5.4.1836 - 400.2;/ 399.4, 4(3)	5.4.27-5.1.37	184
184.	LONDON-EDINBURGH via Selby, York	1837 - 397.3;/4(3), 1840 - 4(4)	5.1.37-5.4.41	

185.	(London)-STILTON-BARTON for Hull	1801 - 93;/2nd	6.4.01-5.7.13	192
186.	PETERBOROUGH-LYNN	1801 - 34;	6.7.01-5.7.02	
187.	(London)-STILTON-BOSTON	1807 - 42;/ 3rd	6.7.07-5.7.18	188
188.	BOSTON-LOUTH	1818 - 34;	5.1.18-5.7.18	189
189.	(London)-STILTON-LOUTH	1818 - 76;	5.7.18-5.5.22	190
190.	LONDON-LOUTH via Cambridge, Huntingdon	1822 - 154; 10.10.32 - 155;/ 155.0, 4(3)	6.5.22-5.7.35	191
191.	LONDON-LOUTH (not via Cambridge)	1835 - 148;/ 4(3), 1838 - 4(4)	5.7.35-c20.12.45	
192.	LONDON-BARTON	1813 - 150; 1822 - 173; 5.1.27 - 170;/ 170.2, 4(3)	5.7.13-5.4.16 5.4.22-5.4.36	193
193.	LONDON-NEW HOLLAND for Hull	1836 - 172.5;/ 4(3)	5.4.36-5.7.45	
194.	BRIGG-NEW HOLLAND	1834 - 13;	25.5.34-31.10.35	
195.	BOSTON-NEW HOLLAND	S, 1838 - 66.0;/ 4(8)	5.5.38-26.6.40 5.7.40- 46+	

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THE SURVEYORS' JOURNALS (Part 27)

Mr Godby's first official business of 1818 in the Midlands was a visit to Bridgnorth to look into a complaint made against the letter carrier and about the irregularity of the posts between there and Wolverhampton. The boundary of the free delivery at Walsall required his attention for the last two days of January.

Nearly a week in February was taken up by looking into the possibility of establishing a penny post between Coventry and Fillongley. Mr Godby was again in Coventry in April, but this time it was to open a voucher between Oxford and Coventry, and to alter the circulation between Oxford and the Liverpool line of road.

We next find Mr Godby in the Midlands in mid-June when he visited Lichfield to attend to the acceleration of the London and Liverpool mailcoach, and to get the office duty done in twenty instead of forty-five minutes. At the end of the month, he went to Daventry, Southam, Leamington and Warwick on a matter that was to occupy him for much of July - the postal communication between those towns. This culminated in the introduction, on 25th July, of a mailcoach between Daventry and Warwick.

Three days in August were spent at Uttoxeter as the deputy there was behind with his payments to London.

A third visit to Coventry, lasting two weeks from 23rd September, was necessary to make new contracts for the rides from Hinckley to Coventry, and from Coventry to Warwick, as well as to make arrangements for extending the Stratford and Warwick ride to Leamington.

Then in mid-October, Mr Godby inspected the Stone office to see what could be done to expedite the dispatch of the mail. This was followed by a visit to Newcastle as the return made of the amount of letters received had aroused suspicion in London. Mr Godby spent the last ten days of October, along with Mr Johnson, in an attempt to establish a mailcoach between Birmingham and Holyhead via Chester to carry the mail for Ireland from the North. Such a coach was eventually deemed to be impracticable because of the difficulty of crossing the River Conway in the dark, particularly in the winter months.

Mr Godby made two journeys in November. The first was to Shrewsbury and Welshpool to investigate irregularities in the post between Shrewsbury and Aberystwyth. On the 19th, he found the rider taking five hours instead of three to go from Shrewsbury to Welshpool, and, when questioned, to be "...very much intoxicated & very abusive...". Mr Godby laid a complaint before a magistrate who committed the rider to the House of Correction for a month. The second was to Lichfield to see if mail from the Liverpool and Chester roads for the road to Sheffield could be forwarded without delay, the Birmingham to Sheffield mailcoach having been accelerated.

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In December, Mr Godby went to Stafford to inspect the office and to attend the arrival and departure of the mailcoaches, in order to find out what had been causing delays, and to see if the office duty could be done in the time allowed for the mailcoaches to stop.

Mr Hart spent little time in the Midlands during the first half of 1818. For most of that time he was in Sheffield or Lincolnshire (establishing a mailcoach between Boston and Louth) or in charge of the office at Howden in Yorkshire.

On 11th June, Mr Hart arrived in Chesterfield where he found "the deputy whose recent appointment gave so much satisfaction to a large part of the County and the whole of the Town, not able to quit her Room, or see her Friends of her own sex, being the only support of a Family of young Females, her recovery, it is greatly to be feared, is hopeless. The Business of the Office is well conducted." Towards the end of that month, Mr Hart went to Bakewell to make sure that the rides and footpost fitted in with the new mailcoach between Sheffield and Manchester. His stay there was extended by the need to see the agents of "the two Noble Dukes" (Devonshire and Rutland) and various other gentry who were interested in the "new and beautiful line of Road opened on that day from Belper to Bakewell" being used by the Post Office. He declined to interfere and referred them to the authorities in London.

Mr Hart was again in Bakewell towards the end of July and found that the bags were delivered overnight to the rider who left Bakewell at 4 a.m., but who slept in the same room as a number of other servants. The postmaster had thought that this would have provided greater protection. Mr Hart insisted upon a more formal practice being adopted.

Kettering was Mr Hart's destination in late September where he discussed with the proprietors the proposed acceleration of the Leeds mailcoach. The same business then took him to Nottingham, Chesterfield and Sheffield. At Sheffield he found that the letters from the other mails were sorted and ready before the ride from Worksop arrived. Consequently, he negotiated the withdrawal of that ride.

Towards the end of November, Mr Hart was in Derby, "a fair opportunity offering of bringing the Office near in to the Mail Coach Tavern, at the extremity of the Town, a circumstance attended with Inconvenience, took measures prospectively to obtain a better situation for the office." It is not clear if anything ever came of this, but a move did take place at a later date as we shall see in a future issue.

Mr Woodcock's description of his one journey in January 1818 is, like his other journals for that year, rather brief:- "January 8th and 9th at Cheltenham investigating a complaint."

In February, he spent some time in the area of Hereford and Leominster, first of all investigating the loss of "property" from a letter and then supervising the start of a six-day post between those two towns.

The installation of a new deputy, Mr Edward Cossens, at Cheltenham took up one week in March. At the same time, he discussed with Mr Godby a new circulation of letters from Oxford to "Coventry, Chester etc" through Towcester.

For the first twelve days of April, Mr Woodcock was again in Cheltenham "putting in and instructing a new Deputy." It is not clear if the deputy was Mr Cossens receiving further instruction or another person altogether. Another twelve days were taken in June on the same purpose, but this time in Stroud.

Again, the journal for July is brief, merely recording that he had investigated a complaint against the postmaster of Banbury and visited the offices at Campden, Broadway and Pershore.

The first half of September was spent at Bicester, settling the accounts of the old deputy and installing a new one. Towards the end of the month, Mr Woodcock began an investigation, lasting over ten days and involving journeys to Worcester, Leominster, Bromyard and Kington, into a letter which had been opened by "the application of oil to a wafer seal."

Another complaint, this time about the loss of a £2 note from a letter sent from London to Winchcombe took Mr Woodcock to Moreton-in-Marsh, Blockley and Winchcomb. On his way home, Mr Woodcock found that the postmaster at Northleach was confined to his bed and the business for some time had been conducted by his daughter to whom he wished to resign his office.

Mr Woodcock's last journey of the year on official business was in late November to look into the possibility of opening a penny post between Cheltenham and Charlton Kings. He found that the number of letters was too small to justify doing so.

ADDENDA

THE SHEFFIELD TO MANCHESTER MAILCOACH

Freeling began a letter written to Mr Hart on 20th May 1818 by saying that if the contractors would agree the York mail could be made to arrive at Manchester at 11.15 a.m. and leave there at 11.30 a.m. to arrive in Liverpool by 4 p.m. The implication of this was, as we shall see, that a later departure of the post from Sheffield need not affect the communications to Manchester and beyond.

He then went on to say that with respect to the proposal to re-establish the Sheffield to Manchester mailcoach, the proprietors would not agree to a departure from Sheffield before 9 a.m. as they wished to arrive in Manchester "at an hour suited to their own business, looking to other Coaches." The proposal was that the coach should leave Manchester at 7 a.m. and arrive in Sheffield at 2.30 p.m. The departure from Sheffield would be as soon after 9 a.m. as the letters could be made ready. The coach, a "half patent Coach", would carry four outside and four inside passengers at 1d. a mile.

Freeling then set out the arguments for and against the mailcoach, assuming that the mailcoach from York left Manchester at 11.30 a.m.

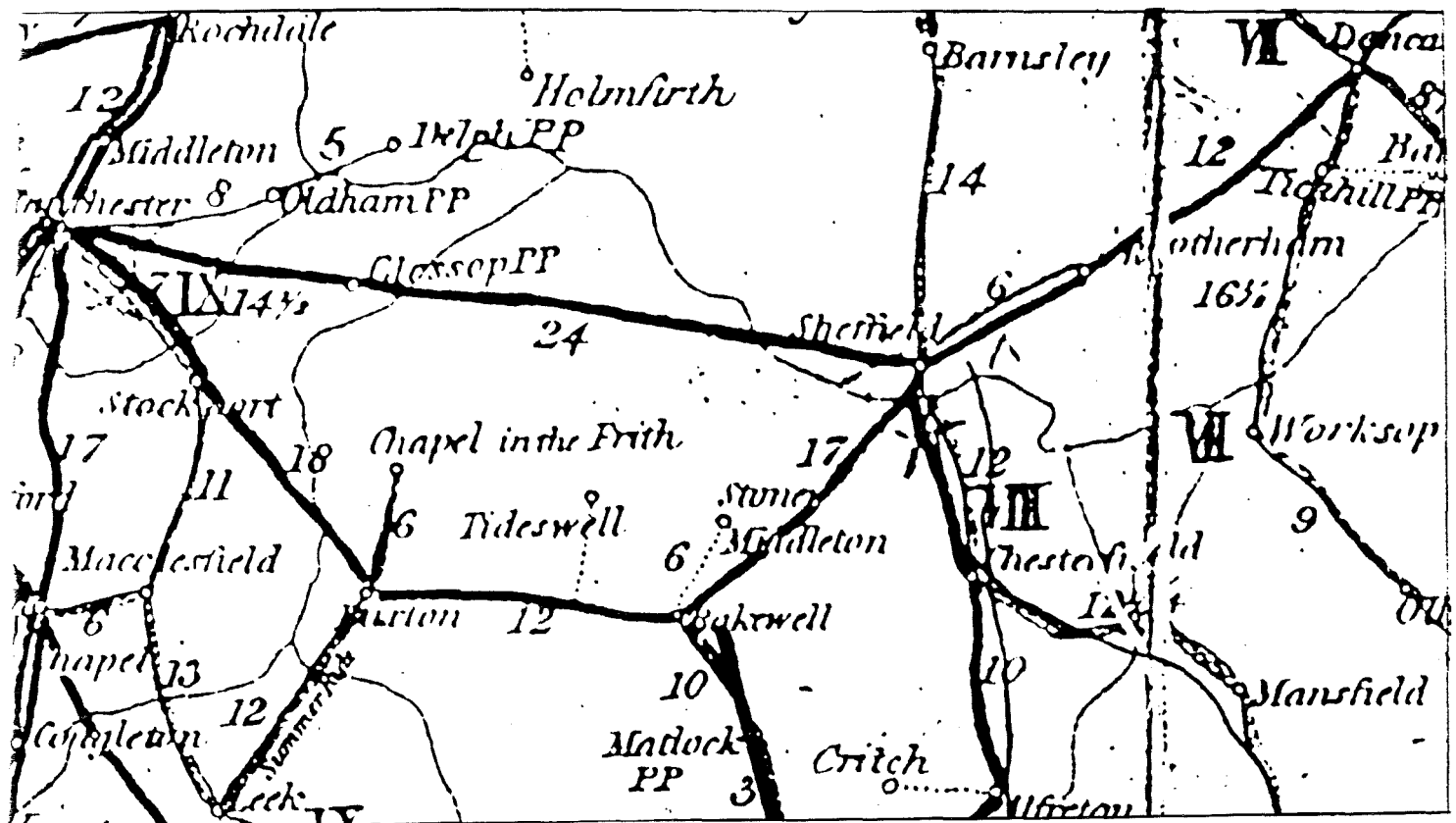
FOR

- (a) The letters for Manchester as well as those for Liverpool, Chester and Ireland could go via Leeds so there would be a double post to Manchester.
- (b) Although few letters would be carried to Manchester, it would be very important in the other direction as letters from Manchester, Liverpool and Ireland would arrive in the afternoon instead of the next morning. Moreover mail from Ireland would arrive more than a day earlier than it would if sent through Birmingham.
- (c) There would be a saving of more than £350 p.a.

AGAINST

- (a) The letters would arrive in Manchester at 4.30 p.m. instead of 12 noon.
- (b) It would carry only those letters posted between 9 p.m. and 9 a.m.
- (c) It would not pass through Stoney Middleton and Tideswell.

Mr Hart began by saying that if it was settled that the Hull and Liverpool mail was to arrive in Manchester so as to depart for Liverpool at 11.30 a.m., it was immaterial what time the intended mailcoach left Sheffield. Indeed, if it waited for the arrival of the Doncaster mail, the whole line between Doncaster and Manchester would be supervised by a guard.



One disadvantage of the coach leaving Sheffield as late as 9 a.m. was that the coach could not be used to carry the bag from London for Buxton when the summer ride to Leek did not operate. However, Buxton was "wholly insignificant as to trade, and depends wholly upon the resort of Company, and then is fully accommodated." During the winter months, the coach from Manchester could carry the bag from London which could be returned by the coach from Sheffield, giving the people of Buxton more time to answer their London letters than they had at that moment.

Stoney Middleton, Mr Hart said, could be served by the existing ride from Bakewell. This communication could be extended to Tideswell, probably by a foot messenger.

Mr Hart went on to show that there would be a saving of about £356 p.a.:

Present riding work from Manchester to Sheffield - 50 miles at 8d. a mile	£608.8.8
Coach at 1d. a mile for 104 miles a day	£158.3.4
Two guards at 10/6 a week each plus uniform	£66
Footmessenger at 10/6 a week	<u>£27.6.8</u>
	£251.10.0

In a further report, Mr Hart said that although he had not been provided with a timebill for the mailcoach, he had calculated that the two coaches would arrive at the village of Taddington within half-an-hour of each other. He proposed that a foot messenger should be there every day about noon with the bags from Tideswell for Bakewell and Buxton. He should receive the bags from those two places plus those from Sheffield and Buxton and return, arriving in Tideswell at about 1 p.m. with all their correspondence.

Then, on 9th July, four days after the introduction of the mailcoach he wrote that it had appeared to him inconsistent that Tideswell should be served by a foot messenger while Stoney Middleton, with a far smaller correspondence, had the benefit of a horsepost, and he had secretly hoped for the chance to take it away without causing offence. That very morning, the contractor had said that he was making a loss on such a short ride and agreed to give it up immediately. Mr Hart added that a foot messenger leaving Bakewell each day at 7 a.m. should be able to return by 11 a.m. in time for both coaches.

References: Post 40/210/1818
Post 40/259/1818
Post 40/262/1818
Post 40/276/1818

THE DAVENTRY-WARWICK MAILCOACH

Although Freeling claimed that, in response to complaints made in 1817, the surveyor had arranged for the mail for London from Warwick to be sent out via Stratford thirty minutes later at 4 p.m., Mr Mills, the M.P. for Warwick pressed for further improvements - a direct post from Daventry - in a letter written in April 1818. He claimed that although the letters from London for Warwick were at Daventry by 6 a.m. they did not arrive in Warwick (twenty miles from Daventry) until about noon, having been sent through Coventry. At Warwick, the bags for London were made up by 3 p.m. (at variance with Freeling's claim) to be sent through Stratford. Yet, the up mail did not pass through Daventry until 9 p.m. The situation was even worse at Leamington, with the letters arriving at 12.45 p.m. and being dispatched at 2.30 p.m.

Freeling admitted that the new "Irish mailcoach" would permit a much later dispatch through Coventry but added that the bye letters would have to be left behind, or the coach would be "clogged with the taking up and delivering many small Bags." He went on to say that the only way to get the mail early into Leamington and Warwick, and to allow a late dispatch was to make a branch post from Daventry through Southam. The letters might then be delivered before 10 a.m., and the return need be no sooner than 5.30 p.m. to meet the coach from Holyhead. (To have connected with the coach from Liverpool would have entailed a 2.30 p.m. dispatch.) He repeated his comment about the bye bags and said that they would continue to be sent through Coventry. In any case, that post had to be maintained to serve Kenilworth. So the surveyor was authorised to find a contractor for a daily ride between Daventry and Warwick at a likely cost of £150 p.a.

However, the lowest offer that Mr Godby received was £180, exclusive of horse duty. Also, the constituents of Mr Mills strongly objected to such a post, saying that it was insecure. In the meantime, it had occurred to Mr Waterhouse that he could alter the hours of a stage coach from Birmingham, and that if a "short coach" could leave Warwick at 4 p.m., there would be two carriages to carry its passengers from Daventry.

At a meeting attended by Mr Waterhouse, Mr Godby, Mr Maddocks from the office of the Superintendent of Mailcoaches, and various coach proprietors, the people of Warwick received this proposal "ungraciously" and refused to promise to support such a coach either as passengers or with parcels. (They had wanted the coach extended to Birmingham, but Mr Godby had refused to consider this as it would have been competing with other mailcoaches.) However, an agreement was signed for a coach to leave Daventry as soon as possible after the arrival of the down mails, and to return from Warwick at 4 p.m. The coach was to carry four inside and three outside passengers and to be driven by the person in charge of the mail, having "a secure place for the purpose under his seat."

All this seems straightforward but when Mr Waterhouse saw the Superintendent on his return to London, it emerged that although the contractors had declined to take a guard they expected the allowance of 10/6 a week and livery to be given to their coachman. The reaction of Freeling was that while the sum was of no great importance, the principle of giving a guard's wages to a coachman was to be resisted. So, taking this difficulty with the indifference and even opposition of the people of Warwick, he felt that they should leave Warwick as it was and confine their operations to Leamington by introducing a ride to there from Daventry.

Before his report could be sent to the P.M.G., it had been overtaken by events for a postscript says that the whole business had changed since the report had been written. Early that morning, Mr Johnson had informed Mr Waterhouse that the coach must be abandoned. Mr Waterhouse asked for time to consult his fellow contractors but was told by Freeling that he intended to introduce a ride and could not answer for any further offer from him being accepted after that day. Freeling finished the postscript: "He has just informed us that he will take it on himself to abide by the agreement and therefore a regular contract will be prepared accordingly."

Later in the year, Mr Godby reported that the advantages of the new mailcoach would be lost to Leamington after the 31st October, the date on which the service of the extra letter carrier, employed for the season only, was withdrawn. The principal letter carrier was also the foot messenger to and from Warwick, so when the mailcoach arrived in Leamington at 9 a.m., he was at Warwick waiting for the arrival of the mails from Coventry and Stratford. Therefore, the letters from Daventry and London were delivered by the extra letter carrier, and those from Coventry and Stratford by the principal letter carrier immediately on his return from Warwick at about noon.

To avoid the delivery of the letters from London being delayed by three hours in the winter months, Mr Godby proposed that: the extra letter carrier be withdrawn permanently; the foot messenger between Leamington and Warwick be discontinued; the ride from Stratford to Warwick be extended to Leamington; and the letter carrier at Leamington, now relieved of his footpost duties, deliver the letters twice a day.

References: Post 40/206/1818
Post 40/286/1818
Post 40/327/1818



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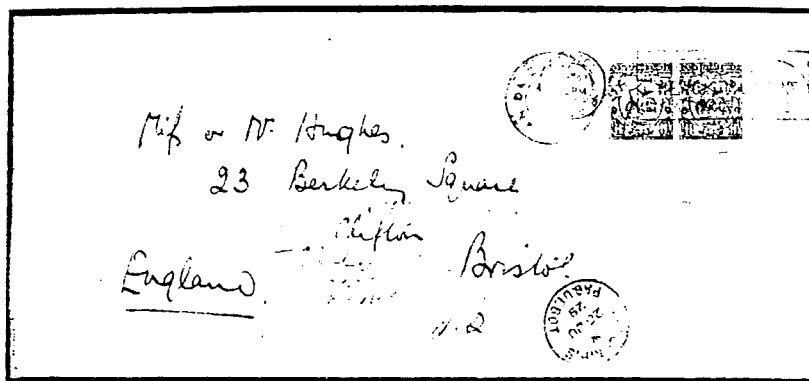
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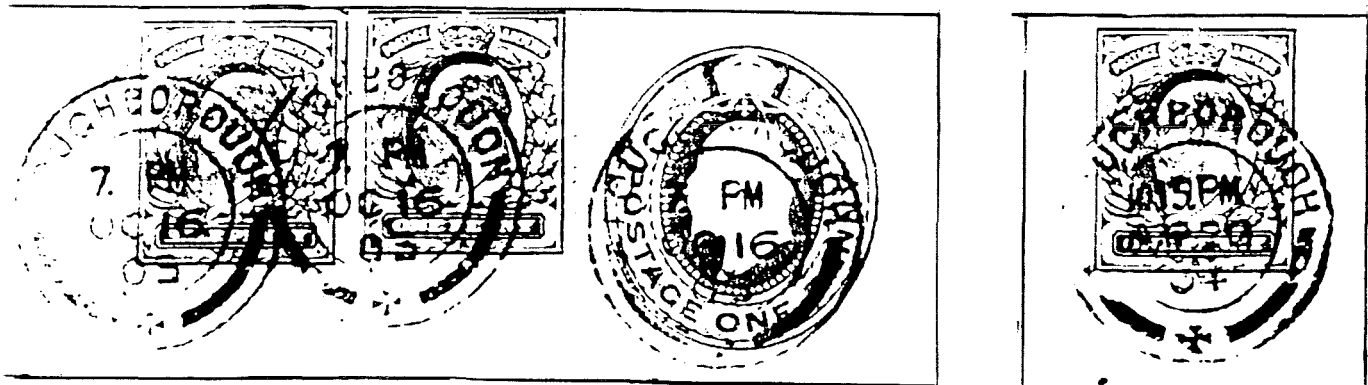
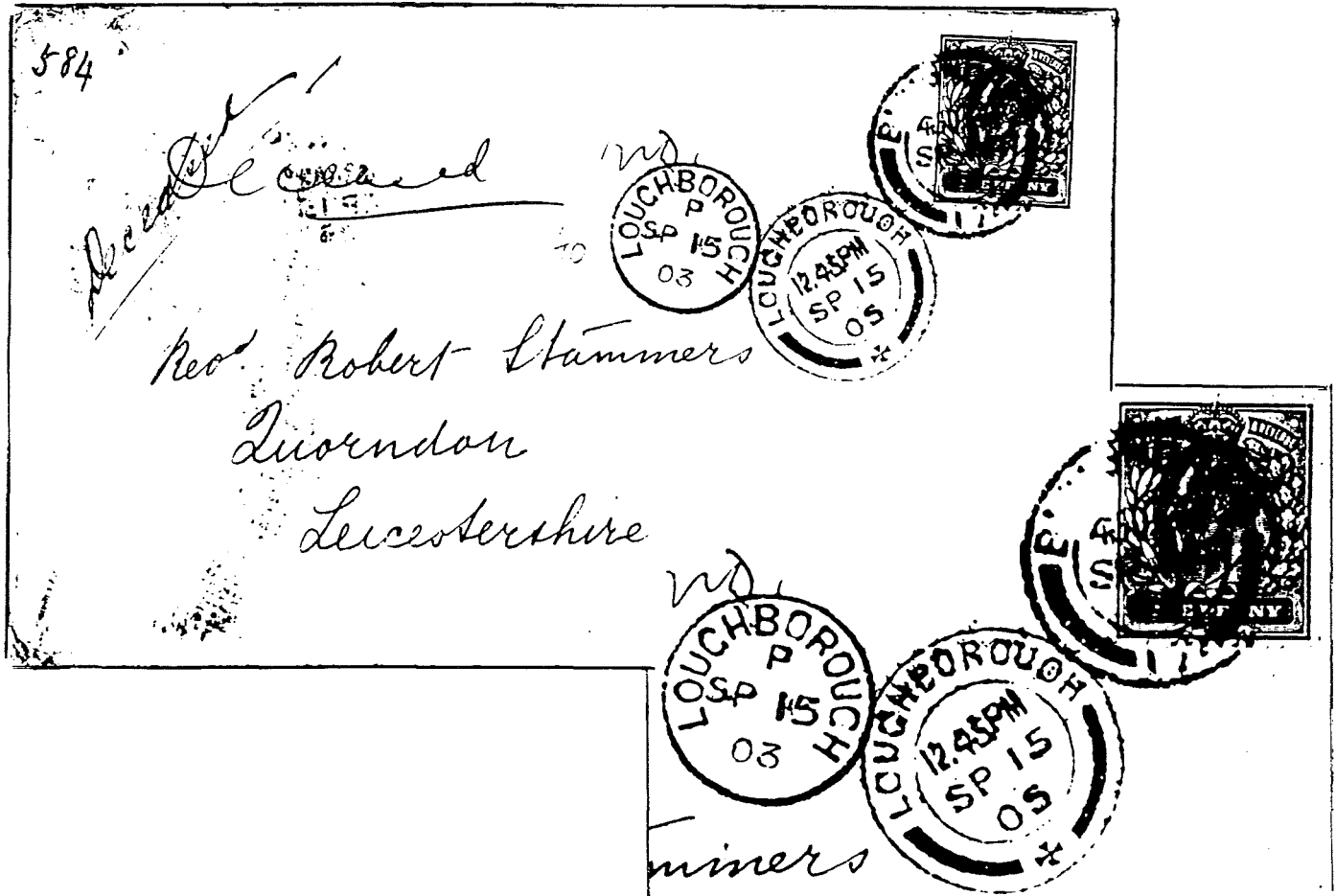


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A 'LOUGHBOROUGH' ERROR?

For sometime I have had in my collection an envelope on which the double circle cancellation of Loughborough appeared to have an "O" instead of the second "G". I assumed that this was caused by a piece of dirt closing the gap in the "G". However, I recently acquired two other covers which show a similar strike, suggesting that the handstamp did in fact contain an incorrect spelling of "Loughborough". I would be pleased to hear from any members who can confirm the existence of this error. One cover and magnified copies of the strikes are shown below. Notice also that the "3" of "03" looks like a "5" in two of the strikes.



THE NEXT MIDLAND MAIL

This should appear in mid-November and will contain more from the Surveyors' Journals in addition to the piece on six-day posts held over from this issue. The index which it has not been possible to enclose with this issue will accompany it. All articles, long or short, should be sent to:

John Soer, 51d Barkham Road, Wokingham RG41 2RG.