

# MIDLAND MAIL



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



President: Mr W.J. Calladine

Chairman:  
Mike Young

Treasurer:  
Trevor Clewley

Secretary:  
Elizabeth Lewis

Number 73, January 1992

One debate in the House of Commons which was probably not noticed by most of the general public was that in May last year concerning the plan for the implementation of the scrutiny of the Public Record Office which had taken place the previous year. It is proposed that all original records should be moved from Chancery Lane to Kew in about 1995/6. However the proposal that caught my eye was for extended opening of the reading rooms. It is argued that this has resource implications which cannot be contemplated in advance of the savings which will result from the move to Kew. Nevertheless, as an attempt to improve access to the records as soon as possible it is proposed that the Census Room at Chancery Lane will open on Saturdays for a trial period, commencing in July. The last year or so has seen a number of record offices, which used to open on Saturdays, closing on that day as an economy measure. I feel that all deposits of public archives should be made as available as possible to the public - by opening on Saturdays. It is possible that they could investigate the policy of some of the branches of the John Lewis partnership - open on Saturday, closed on Monday.

After what has been said in the previous paragraph, I find it sad that this Society could not muster enough members to make the visit to Post Office Archives on 18th January a worthwhile venture. Our Society has a very good reputation for the research done by its members, and under the guidance of our Coordinating Editor, making the results of this available to others. A Society which publishes nothing contributes nothing to the hobby.

### AUCTION LOTS

Lots are needed for the Society's Annual Auction which will follow the A.G.M. on 2nd May. In order that catalogues can be sent to our overseas members in good time for them to submit bids, it is necessary to have details of lots by the date of the March meeting, 21st March. Please include brief but full descriptions together with estimated market values and your reserve prices, if any. If you wish the actual lots can be brought along to the auction but in this case please state the condition of the item based on 'Poor', 'Good', 'Fine', or 'Superb' and also indicate clearly the number of items in each lot.

Your committee, particularly the Treasurer, always appreciate lots given by members to sell for the Society's funds. Perhaps you could find a lot or two for sale in this way. Please hand lots to Mrs E. Lewis or send them to her at:

27, Rathbone Road, Smethwick, Warley, West Midlands, B67 5JG.

## FORTHCOMING MEETINGS

Our Annual Competitions will be held on 8th February at Carrs Lane Church Centre, Birmingham, beginning at 1.30 p.m. The three classes are for material from (i) pre-1840, (ii) 1840-1939 and (iii) post-1939.

On 21st March the meeting will be at the Guildhall, Worcester when the Three Counties Federation hold their annual fair. The meeting will start at 2 p.m. when John Soer will display Leicestershire Postal History.

The Annual General Meeting will be held at Carrs Lane Church Centre, Birmingham on 2nd May, commencing at 1.30 p.m. This will be preceded by a committee meeting at 11 a.m. Please note the alteration to this date from that published in MM71.

## THE NOVEMBER MEETING

On the morning of Saturday November 2nd, twenty-four members of the Lancashire and Cheshire, the Shropshire and the Midland Postal History Societies gathered at Walton Village Hall for a joint meeting and were greeted with an enjoyable cup of coffee. Mike Young made everyone welcome and handed the meeting over to Richard Farman who introduced the displays.

The Lancashire and Cheshire Society provided three displays:

Brian Dunderdale produced material in and out of Persia from the 1920's onwards, backed up with a map and detailed descriptions of routes etc. Alan Howard had a new subject, namely 'Ink Jet Printing' on envelopes, which came into experimental use in July 1991 at certain towns such as Birmingham, Liverpool and Glasgow. His display demonstrated the various wordings and mistakes that had appeared. He ended with an 1876 picture postcard from Americ advertising Christmas cards. Peter Owen displayed a selection of the Postal History of Liverpool amongst which were Parcels Post labels used in the first year of the parcel post, late fee handstamps and registered covers.

The Shropshire Society entertained the meeting with four displays in the first of which Dave Tarry illustrated with covers how the entry for Newport will be updated in the proposed new edition of the County Catalogue. John Hubbard told the meeting how he came to start his collection of Welshpool by stopping there on the way to his holidays in North Wales. His display covered the period from 1776 to 1845 and included 'Cann Office' about which a discussion took place as it is a tiny office on a very small path. Any information on this office would be welcomed by John. Guy Bridges showed a variety of Shropshire Missent and Missort marks from 1793 to 1989, and explained why some of the covers received the marks. In conjunction with his new book on rates between Britain and Ireland in the period 1660-1840, Denis Salt displayed a selection of appropriate covers and stated how it was often difficult to accurately assess rates, especially during the period when Ireland had thirteen pennies to every twelve in England.

Displays by the Midland Postal History Society were as follows:- Ches showed items from the first part of his collection of Warwickshire starting with Aulcester and ending up at Knowle by way of Castle Bromwich, Coleshill, Dunchurch, Henley-in-Arden and Keinton. U.D.C's from Nottinghamshire including Bulwell, Bunny and two different Newton's (both near Newark) were shown by Dennis Humphries. Our Northampton-

shire editor, Derek Smeathers, brought along something completely different, material from North Lancashire, around the Cartmel area. Mike Young returned to the Midlands with covers that had either been sent to Worcester from abroad, or from Worcester to places abroad. Tom Potts showed the Postal History of Rugeley from the 1700's when it was spelt 'RUDGELEY' through to the camps of WWI. The Postal History of Ledbury was the theme of Roger Broomfield's display which included a cover that had been sent from Calcutta attracting a variety of marks on its journey. Harold Wilson's display was completely different, namely Australian T.P.O's, beginning with Tasmania and then Western Australia showing how the lines altered as population and trade changed over the years. David Hardwick followed Alan Howard's theme with some more 'Ink Jet Printings' including further spelling mistakes that were found in the first two days of use. Chris Beaver demonstrated how rates to various places from Staffordshire were assessed telling us to ignore the postmarks which of course were in themselves well worth viewing. Eric Lewis started with some sheets in not such a serious vein entitled 'Buyer Beware' based on dealers' descriptions !!, and some comical slogans. He then showed a few sheets of 'Undeliverable Mail', mainly from Birmingham. Elizabeth brought a selection of Mulready and other caricatures beginning with a large size hand-coloured Mulready caricature produced by John Leech within ten days of the introduction of Mulready letter-sheets and envelopes. This was followed by items produced by Spooner, Southgate, Hume and Mackenzie, and finished with a 'Mulready' produced for 'Alice through the Post Box'.

'Mac' McConnel, representing the Staffordshire Philatelic Society, entertained us with Official Mourning Covers not only from this country but also from British embassies around the world. Richard Farman ended the displays with a selection of picture postcards and postmarks of places along the road that he had taken that morning from Burton-on-Trent to our meeting place.

Thanks were expressed to Mrs McConnell and her daughter for preparing and serving an excellent ploughman's lunch as well as coffee on arrival and tea with scones before our departure late in the afternoon after a most enjoyable day.

The Editor would like to thank Elizabeth and Eric for providing the above report.

## 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 DECEMBER MEETING

Despite the poor weather some twenty members gathered at the Bass Museum, Burton-on-Trent on 14th December for what has become our traditional Christmas meeting. The morning was taken up by members' displays. Since the foul weather in the Thames Valley caused me to leave the car in the garage and take the train, I cannot give a report on those. However after an excellent lunch it was on to the main business of the day, a display of Historical Letters belonging to Robson Lowe. Commentary was provided by Elizabeth Lewis, with technical assistance from Eric and John Calladine. Such was the quality of the exhibits that each deserves an article to itself, so what follows can be no more than a brief description of a few items that caught the eye of the editor.

The various documents were arranged in chronological order and started right back in the eleventh century. We were told how when the home of Lord Sherbourne was rebuilt in 1840 a large collection of documents was burned. A local shoemaker managed to buy a cartload of these for the vellum, and we saw a few items from that source. There were charters from 1265 and 1312. From a slightly later date, 1393, there was a letter of pardon from Richard II. A leaf from a Book of Hours was much admired, as was a large illuminated letter from William Wynhale, the principal prior of the Dominicans in England to the Abbott of Malmesbury. A letter sent in 1577 by Sir Francis Walsingham to Baron Burghley, the Lord High Treasurer was followed by an account from the Master of the Royal Barge.

We then came to the Civil War period, beginning with an Ordinance of the Lords & Commons which authorised the bringing of various militia under the control of Fairfax. Other items in this section included: a letter sent in 1646 from Westminster to Great Malvern; one sent in 1649 from Edinburgh by Peter Wedderburne to his uncle who was the physician to Charles I; and finally a letter written at the Hague by Charles II to Prince Rupert.

The second half began with a letter from the 2nd Earl of Warwick to his son-in-law, the Earl of Manchester who eventually married Warwick's niece and then his widow. This was followed by a Grant of Probate of 1657 on the estate of William Searle, the postmaster of Honiton. We were shown two carriers' letters of 1662/3 sent to Saffron Walden. Two letters which attracted attention were: one of 1666 sent to Sandon in Staffordshire and endorsed "To be put into Litchfield bagg to be at James Boardmans at Sand Crosse"; and one sent in 1669 from Gloucester to London and rated 9d. A letter sent in 1672 from Sheffield to Sir John Moore in London was endorsed "HH" for "Haste Haste". The display ended with letters from 1698 endorsed "The Postmaster of New Market is desired to send this with care."

Richard Farman thanked Elizabeth for giving the commentary and, in his absence, Robson Lowe, for allowing us the privilege of seeing such fascinating material.

Our thanks are again due to Richard for arranging yet again a good lunch and another very enjoyable day in Burton-on-Trent.

\*\*\*\*\*

CORRESPONDENCE

Mr de Rousset-Hall writes:

"Walk to Endorse - I presume that this item was put back into the post by someone at the indicated address and that the postmen on that walk were called upon to confirm - note the 1 and 2."

\*\*\*\*\*

BOOK REVIEW

"A Collector's Guide to the Repair and Care of Books and Documents", by Graham Moss. A5, 48 pp. Price £5 including p&p.

This book is in three parts: Papermaking; Storage and Display; and Cleaning and Restoring. We all have a duty to preserve as well as possible the material in our possession and to that end I found the second section very informative. Those collectors who mount their covers on black paper should read page 18. The final section gives advice on making those dirty, worn covers into items more worthy of display. For those interested in pursuing the topics further a list of suitable books is provided.

Available from Papersafe, 146 Chapel Road, Oldham OL8 4QJ.

\*\*\*\*\*



AUCTIONEERS OF  
FINE STAMPS, COLLECTIONS, POSTAL HISTORY  
AND ALL TYPES OF PHILATELIC MATERIAL

SITWELL STREET, DERBY DE1 2JP  
TELEPHONE: (0332) 46753  
FAX : (0332) 294440 : FAX

ESTABLISHED IN 1952

**40 years  
of Auctioneering**

*Members*

B.P.F., P.T.S., A.P.S., &  
AUSTRALIAN S.D.A.



Sir Geo. Williamson, BNA.; Kenneth Perrin, Hong Kong Treaty Ports; Harold Macmillan, West Africa, BWI. and General; Dr. Mathew Carstairs, World Postal History; Stanley Cohen, Canada; Sir John Fitzherbert, West Indies Postal History; Stephenson Stobbs, Boer War Postal History; John Dodd, Morocco Agencies and Crimean War Postal History; The 'Cymru' Collection of Wales; The 'Mermaid' Collection of Ireland; The 'Zurich' Collection of Newfoundland. — These are but some of the more celebrated collections entrusted to us in recent years — and one of the reasons why so many of the world's leading collectors and top buyers are subscribers to our Catalogues.

If you are thinking of selling, send for our brochure today.

**Selling? — Think Cavendish**

1785 AND ALL THAT

The antagonism between John Palmer and much of the Post Office Establishment has been described by a number of writers. In documents in the Public Record Office (PRO 30/8/232) there is much material which illustrates these tensions.

In January 1786 Todd wrote a long letter, almost petulant in tone, to the P.M.G. Amongst the points that he made were: (i) the "Mailcoach Plan" was having a harmful effect on the correspondence of the City of London and consequently on the Revenue; (ii) the G.P.O. was shut before anyone could sit down to write about the day's events, and that the office ought not to shut before midnight or 11 p.m. at the earliest. (Note that the mailcoaches left at 8 p.m.); (iii) whilst the objects of introducing the mailcoaches were to secure the mails from robbery and to increase the Revenue by accelerating the carriage of letters, the carts on the West Road to Exeter went nearly as fast as the coaches did; (iv) the "Cross Roads & Branches" could never be included in "The Plan"; (v) on the Chester Road there were six coaches each with a guard, and he commented: "I do not know the exact routes for Mr Palmer has endeavoured to keep everybody in the office in the dark but I judge 6 to Newport Pagnell, 4 to Coventry, 3 to Stone"; (vi) Palmer and his aides had pretended to increase the Revenue, "in a manner never meant by Parliament", by ordering letters which had been sent by the Cross Post to go through London, and by dividing "the old stages". He added that it was unfortunate that the rates of postage had been altered at about the same time as the introduction of the coaches since it might have been proved that the Revenue had decreased.

It appears that a circular letter was sent out to the postmasters asking for details in changes of postage from their towns. This was then used to produce a list showing how the introduction of mailcoaches had led to increases in the charges. I am not sure what the officials at the P.O. were trying to prove. Possibly it was that the increase in charges would cause dissatisfaction among the public so they would seek other ways of sending their letters. We will look at extracts from this list later, but first a letter written in March 1786 at Derby by Francis Freeling to Palmer.

"Dear Sir,

Your servant luckily found me at this place Sunday aftn just as I was setting off for Nottingham.

The list of the Rates of Postage etc to different places made out at the Genl. Post Office, I have copied & return with remarks & also take the opportunity of conveying to you a List that I have drawn out of Places in a few Counties which I have visited since I left London & where the Rates of Postage are much decreased. If my account is not so full & correct as you wish, I hope the haste in which it was done will be received as my excuse.

I believe Sir, that Bakewell, Buxton, Tideswell & Chapel in Frith are mentioned 5 or 6 times as being charged more than before the extension of your Plan to this part - but they have forgot to mention that London & ye South Letters are conveyed there 7 days a week direct instead of 3 circuitous - & that altho' from the places they mention the Rates are enhanced, their letters go 7 days for 3 - beside the small import & amount of the Cross Road Letters to those places shd have prevented their being brought into question. Indeed the same reason will hold good to the whole list which consists but of Towns trifling in comparison to those I have adduced - Manchester, Leek,

Macclesfield, Derby, Nottingham, Wakefield, Sheffield, Leeds, Liverpool, Coventry, Litchfield, Birmingham etc etc in one part of the Kingdom only opposed against those they bring as proof (altho' they have sifted every Office for defects) must to a common Observer appear decided on its inferiority.

I have conversed with many Deputies in the contents of the circular letter, that drew together the mass of information. I have seen Copies of their answers to it. The Post Office list tells me, Extracts only are made from them, and such Extracts as tend to strengthen their assertions - while those parts in which the Plan has been mentioned to carry an advantage with it have been suppressed. Indeed the Postmrs by their own Confession have been rather tacit on its merits, as they conceived the Letter to be written (as it really was) with a View to collect faults only - a few of them to be sure have been wicked enough to misunderstand the Secretary & give him a list of every alteration, they have also had the audacity to say, that the Plan was of service - and that the Country was never so well served before, or that the inhabitants were satisfied. The letters from the Pmrs of Stratford-on-Avon and Derby etc speak to this amount, tho' in general the Deputies are as negligent of their duty in forwarding the letters as Mr Todd himself could wish."

He then goes on to discuss the Exeter and Plymouth Road before ending:

"If I can be of ye least service Sir, I will come to town instantly - tho' I am a great Officer & not a little courted here. I assure you - the plan is so popular - but I shall obey your commands with pleasure - altho' my return to London will be to resume my insignificance. I am with best Complts to Mr Bonner,

Dr Sir

Your faithful

& obliged Servant

Francis Freeling".

The next section is an extract, covering the Midland towns, from the list drawn up by the P.O. along with Freeling's comments.

| <u>FROM</u>   | <u>TO</u>     | <u>POSTAGE</u> |            | <u>FREELING'S COMMENTS</u>                                                                                                                                                                                         |
|---------------|---------------|----------------|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|               |               | <u>OLD</u>     | <u>NEW</u> |                                                                                                                                                                                                                    |
| Worcester     | Hereford      | 2              | 3          | Letters go by usual route<br>Worcester - Ludlow 33<br>Worcester - Hereford 32.<br>The letters always went <u>thro'</u><br>an office to each place. Their<br>being taxed only 2d. must have<br>been an undercharge. |
|               | Ludlow        | 2              | 3          |                                                                                                                                                                                                                    |
| Kidderminster | Ludlow        | 3              | 4          | Same reason                                                                                                                                                                                                        |
| Chester       | Wolverhampton | 4              | 5          | These letters in the usual<br>route. Tax as before.                                                                                                                                                                |
|               | Walsall       | 4              | 5          |                                                                                                                                                                                                                    |
|               | Buxton        | 4              | 5          | Letters for these places are<br>now carried 7 days instead of<br>3 and with greater regularity.                                                                                                                    |
|               | Bakewell      | 4              | 5          |                                                                                                                                                                                                                    |
|               | Tideswell     | 4              | 5          |                                                                                                                                                                                                                    |
|               | Chapel/Frith  | 4              | 5          |                                                                                                                                                                                                                    |
| Bewdley       | Ludlow        | 3              | 4          | See Worcester                                                                                                                                                                                                      |

|               |               |     |   |                                                                                                                                                                                                                                                                                                                      |
|---------------|---------------|-----|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Ludlow        | Tewkesbury    | 3   | 4 | See Worcester                                                                                                                                                                                                                                                                                                        |
|               | Ledbury       | 3   | 4 |                                                                                                                                                                                                                                                                                                                      |
|               | Bromsgrove    | 3   | 4 |                                                                                                                                                                                                                                                                                                                      |
| Stone         | Wolverhampton | 3   | 4 | The postage used to be as at present on 3 days 3d. on 3 days 4d.                                                                                                                                                                                                                                                     |
| Wolverhampton | Stafford      | 2   | 4 | The postage as it was before the plan.                                                                                                                                                                                                                                                                               |
| Shiffnal      | Stafford      | 3   | 4 | Ditto                                                                                                                                                                                                                                                                                                                |
| Nottingham    | Manchester    | 4/5 | 4 | A reduction. Sent direct 7 days instead of 6 circuitous.                                                                                                                                                                                                                                                             |
|               | Stockport     | 4/5 | 4 |                                                                                                                                                                                                                                                                                                                      |
|               | Wakefield     | 5   | 4 | A reduction. Sent direct 7 days instead of 6 circuitous.                                                                                                                                                                                                                                                             |
|               | Leeds         | 5   | 4 |                                                                                                                                                                                                                                                                                                                      |
| Mansfield     | Bakewell      | 3   | 4 | These go every day instead of 3                                                                                                                                                                                                                                                                                      |
| Derby         | Chesterfield  | 2   | 4 | Ditto                                                                                                                                                                                                                                                                                                                |
| Birmingham    | Stone         | 4   | 3 | A reduction.                                                                                                                                                                                                                                                                                                         |
|               | Coleshill     | 2   | 3 | Were 3d on 3 days. 2d on 3 days                                                                                                                                                                                                                                                                                      |
| Macclesfield  | Stockport     | 4   | 3 | A reduction to all these places                                                                                                                                                                                                                                                                                      |
|               | Leek          | 4   | 2 | For Ashbourne & Leek circulated 7 days instead of 3. Sent direct to Leek 12 miles instead of 51. To Ashbourne 15 instead of 90.                                                                                                                                                                                      |
|               | Ashbourne     | 5   | 3 |                                                                                                                                                                                                                                                                                                                      |
|               | Derby         | 5   | 4 |                                                                                                                                                                                                                                                                                                                      |
| Stockport     | Bakewell      | 3   | 4 | In this list these places will be seen as subject to a heavier tax from Manchester etc. than before, but they receive their letters from all parts everyday instead of 3 times a week. The London letters were near 60 hours on the road. They are now delivered in 30 at less expense than the 3 day post required. |
|               | Tideswell     | 3   | 5 |                                                                                                                                                                                                                                                                                                                      |
|               | Chapel/Frith  | 3   | 5 |                                                                                                                                                                                                                                                                                                                      |
|               | Buxton        | 2   | 5 |                                                                                                                                                                                                                                                                                                                      |
| Manchester    | Buxton        | 3   | 5 |                                                                                                                                                                                                                                                                                                                      |
|               | Chesterfield  | 4   | 5 |                                                                                                                                                                                                                                                                                                                      |
|               | Bakewell      | 4   | 5 |                                                                                                                                                                                                                                                                                                                      |
|               | Tideswell     | 4   | 5 |                                                                                                                                                                                                                                                                                                                      |
|               | Chapel/Frith  | 4   | 5 |                                                                                                                                                                                                                                                                                                                      |

# FOR POSTAL HISTORY

ESPECIALLY G.B., TRANSATLANTIC, MARITIME, WESTERN EUROPE, PRE 1900

CONTACT MICHAEL JACKSON (PHILATELISTS) LTD  
AT P.O. BOX 77, HUNTINGDON, CAMBS., PE18 6TZ

PHONE 0480 456254 (24 HRS.)

FAX 0480 456255

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

Freeling headed his list "Rates of Postage for a single letter to the following places in a few of the Northern Counties, and where the Plan has not been fully carried into Execution before the Conveyance by Coaches and since that time."

|              |               |     |   |                                                                                                                                                           |
|--------------|---------------|-----|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| Coventry     | Birmingham    | 2/3 | 2 | These letters go now always in a direct line.                                                                                                             |
|              | Wolverhampton | 3/4 | 3 |                                                                                                                                                           |
| Birmingham   | Stone         | 4   | 3 | Go 7 days direct instead of 3 direct, 3 by way of Coleshill.                                                                                              |
|              | Stafford      | 4   | 3 |                                                                                                                                                           |
|              | Newark        | 5   | 4 |                                                                                                                                                           |
|              | Lichfield     | 2/3 | 2 |                                                                                                                                                           |
| Lichfield    | Stourbridge   | 4   | 3 |                                                                                                                                                           |
| Derby        | Nottingham    | 2/3 | 2 | Went via Loughboro 17 miles on 5 days. Now go 7 days direct. Now 7 days direct instead of 6 circuitous. Now 7 days direct instead of 3 circuitous.        |
|              | Newark        | 3/4 | 3 |                                                                                                                                                           |
|              | Manchester    | 4/5 | 4 |                                                                                                                                                           |
|              | Bakewell      | 3/4 | 3 |                                                                                                                                                           |
| Ashbourne    | Leek          | 5   | 2 | Used to go 3 days a week by a circuitous route of near 100 miles. Now go 7 days direct. To Leek is 14 miles; Macclesfield 26; Stockport 38; Manchester 45 |
|              | Macclesfield  | 5   | 3 |                                                                                                                                                           |
|              | Stockport     | 5   | 4 |                                                                                                                                                           |
|              | Manchester    | 5   | 4 |                                                                                                                                                           |
| Leek         | Macclesfield  | 4   | 2 | A 7 day post instead of 3 day most circuitous.                                                                                                            |
|              | Loughborough  | 5   | 4 |                                                                                                                                                           |
|              | Stockport     | 5   | 3 |                                                                                                                                                           |
|              | Derby         | 4   | 3 |                                                                                                                                                           |
|              | Manchester    | 5   | 3 |                                                                                                                                                           |
| Macclesfield | Derby         | 5   | 3 | The letters to Derby went 5 times a week, round nearly 100 miles. Now 7 days direct only 40 miles.                                                        |
|              | Loughborough  | 5   | 4 |                                                                                                                                                           |
|              | Leicester     | 5   | 4 |                                                                                                                                                           |
| Nottingham   | Leeds         | 4   | 3 | 7 days direct instead of 6 circuitously. Now sent 40 miles nearer than before, 7 days instead of 5.                                                       |
|              | Wakefield     | 5   | 4 |                                                                                                                                                           |
|              | Leek          | 5   | 4 |                                                                                                                                                           |
|              | Macclesfield  | 5   | 4 |                                                                                                                                                           |
|              | Coventry      | 4/5 | 4 |                                                                                                                                                           |
| Loughborough | Barnsley      | 4/5 | 4 | The letters to these places are now conveyed in a direct line 7 days instead of 6 v circuitous.                                                           |
|              | Wakefield     | 5   | 4 |                                                                                                                                                           |
|              | Macclesfield  | 5   | 4 |                                                                                                                                                           |
|              | Stockport     | 5   | 4 |                                                                                                                                                           |
| Leicester    | Barnsley      | 5   | 4 | These letters used to be conveyed 5 times a week by a circuitous route. Are now sent 7 times direct.                                                      |
|              | Stockport     | 5   | 4 |                                                                                                                                                           |
|              | Macclesfield  | 5   | 4 |                                                                                                                                                           |
|              | Leek          | 5   | 4 |                                                                                                                                                           |
| Harborough   | Leek          | 5   | 4 | See Leicester.                                                                                                                                            |
|              | Macclesfield  | 5   | 4 |                                                                                                                                                           |

I will leave the experts from the various areas to interpret these figures, and possibly write up their findings for Midland Mail. Of course letters between these towns were not necessarily carried by mail coach at the time - Nottingham to Derby is a good example. There is an inconsistency between the two tables for the charge for letters sent between Macclesfield and Derby. I imagine that there were more than two post stages between the towns, in which case Freeling is wrong. Time did not permit a detailed examination of all the material in this source and its companion (PRO 30/8/233) but it was apparent that there was much there for postal historians interested in that period.

There was other material present and I have chosen three small items which may interest some members.

A booklet titled "Instructions for Deputy Postmasters" produced in 1782 defines Short Letters as being "those that pass between a Voucher Town and an Office or Receiving House, appointed at the Expence of the Revenue, upon the Post Road short of the next Office where a Voucher is established, and are conveyed either with the London or Cross-Road Mail." As far as I am aware all post towns were "Voucher Offices", but it is possible that other offices completed vouchers.

Chris Beaver in MM54/17 has drawn attention to the fact that Lord Carteret persuaded the Treasury of the need for additional surveyors. The memorial sent in January 1787 by Carteret contained the following proposals: "...to divide the Kingdom into Six Districts and allot a Surveyor to each who is to live near the Centre of such District....to keep a Book in which is to be entered each Contractor's name, Terms of Contract, and the Nature of his Duty, likewise that of each Postmaster in the District, a map of all the places etc in his delivery, the exact Duties of his Office, time of arrival and departure of his Posts, yearly receipts..... A copy of such Surveyor's Book is to be kept in the Comptroller General's Office and regulated every quarter." Is there any connection between this and the volume partly completed by Samuel Woodcock (MM 71/4).

Finally a list of "Allowances for the Letter Carriers for delivering Letters in Post Towns" dated May 1784.

|                 |          |             |          |
|-----------------|----------|-------------|----------|
| Birmingham      | 27.06.00 | Bridgnorth  | 10.08.00 |
| Burton-on-Trent | 15.12.00 | Cheltenham  | 6.10.00  |
| Cirencester     | 9.02.00  | Coventry    | 28.12.00 |
| Leicester       | 20.16.00 | Litchfield  | 18.05.00 |
| Northampton     | 27.16.00 | Nottingham  | 27.06.00 |
| Oakham          | 2.12.00  | Shrewsbury  | 15.00.00 |
| Wolverhampton   | 28.12.00 | Wooton/Edge | 13.00.00 |

## G.B. POSTAL HISTORY

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

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

**JIM HAMMOND**

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

WHICH WAY TO BANBURY CROSS?

by Rev. Christopher Beaver

It would be fantasy to suppose it was the music of the post-horn that accompanied a certain young lady upon a white horse. Practically whichever road she chose, at one time or another a mailcoach did go the same way, and always in the dark or by moonlight when lonely ladies are rarely seen. Well, now a motorway has relieved Banbury of much of the traffic that had become less welcome than once it was, and the M40 is the preferred link with the metropolis for many parts of the Midlands and beyond.

Questions concerning certain Penny Posts has prompted investigation of the routes that provided links through Banbury between the Midlands and London. In the space of a few years, it emerged, three distinct roads to the south and three distinct roads to the north were taken on leaving Banbury Cross. The story is so complex that constant recourse to a map is advised in order to consider the ramifications, not least how local posts, hardly to be mentioned again here, may have been affected.

Among John Palmer's papers is a sketch map annotated as 'c.1786', likely to be of 1789, which shows 'the way the coach goes now' between Banbury and Buckingham via "Aynoe", together with three shorter unmade roads between Banbury and Brackley that if one of them were made up would shorten the distance to Buckingham by four miles. In the same hand is the note "If the road was made as here described and the near road made good from Banbury to Warwick it wopuld be the same distance from London to Birming<sup>m</sup> that it is by Coventry - namely - 109 miles." Presumably the coach mentioned was nomailcoach; the interesting fact is that the idea of such a route was being carefully explored in 1789 as a part of a revision of routes from London to the Midlands and Northwest, and it was the Chester for Holyhead route which it was proposed to move to this road, one of three meeting at Birmingham. Many years were to pass before a mailcoach reached Banbury and several more before the intentions of that survey were more or less fulfilled.

Using a quite different road, south to Woodstock, Banbury is shown as the terminus of a mailcoach route on a P.O. map of c.1812; that must have been a new service, in place of a ride, Oxford its likely destination, and of no longer duration than the Warwick- Coventry of 1810-12. The latter was third class, i.e. a stage coach carrying mail and ceased to be so used because of the controversy concerning exemption from tolls. A Birmingham to Warwick mailcoach, however, was established in 1813 which may be seen as a first step towards realising Palmer's hope, though executed of course by Hasker and Freeling. Another way of serving Warwick from the south, sanctioned for a year's trial in 1818, was the use of an existing two-horse stage coach from Daventry through Southam and Leamington on which the coachman would himself act as and be dressed as the mail guard.

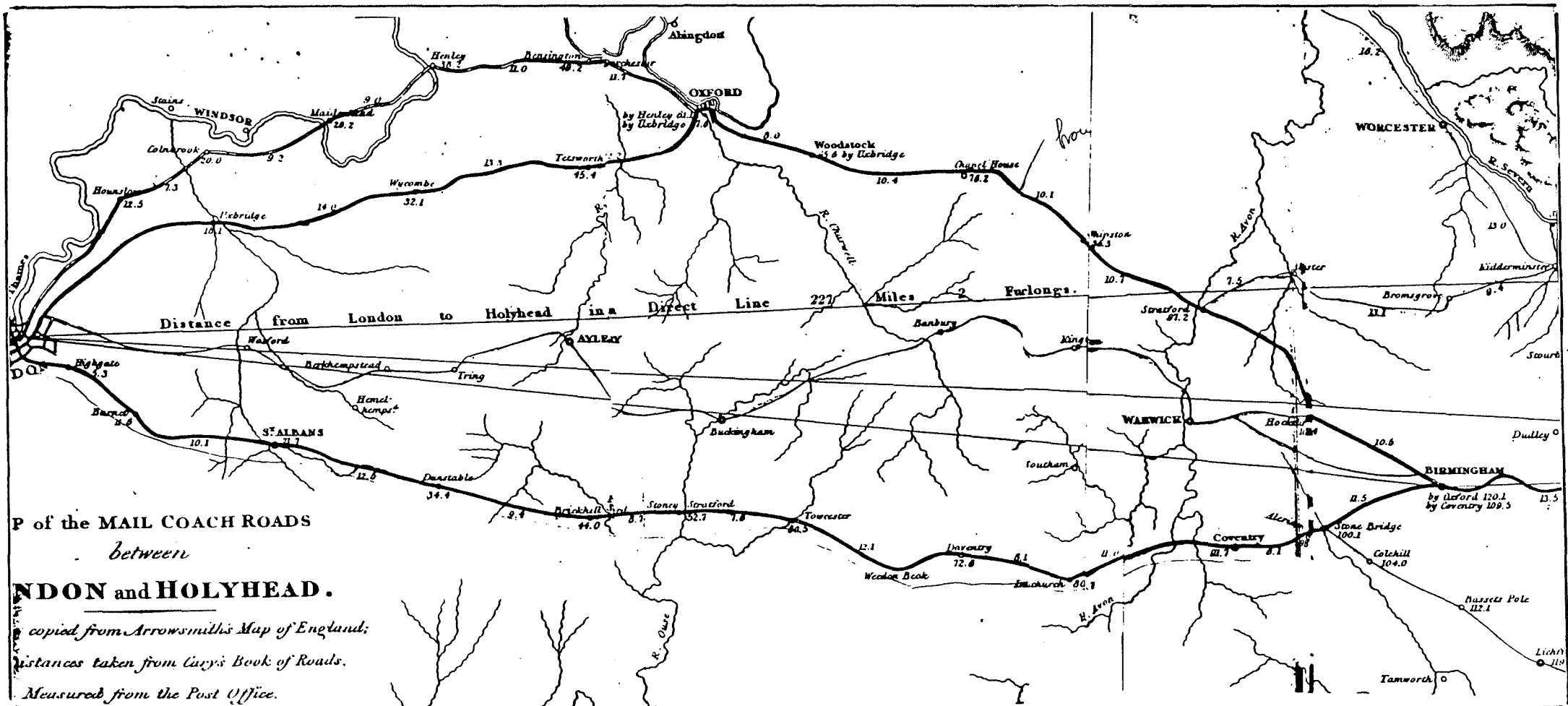
Until this time the routes used by the P.O. between London and Birmingham were well to the east of Banbury and Warwick, through Daventry and Coventry, and well to the west, through Oxford and Stratford, on better roads than any through the middle of the Chilterns. When the Holyhead mailcoach was transferred in 1817 to the former and shorter route, the latter route continued to be used for the "Old Shrewsbury" mailcoach which went that far, just as it had done from 1785 to 1808.

The industrial towns of north Worcestershire and east Shropshire wanted quicker and direct communication with London, and one proposal considered and rejected in 1818 was to divert the "Old Shrewsbury" at Stratford to go through Bromsgrove, Kidderminster and Bridgnorth instead of through Birmingham and Wolverhampton. Next a proposition for a completely new mailcoach between London and Kidderminster was explored; this is where Banbury comes into the picture, and at Stratford it would cross the route of the "Old Shrewsbury" which it would replace. The intention was to establish a branch mailcoach between Stratford and Birmingham on that part of the old line. However these plans were reversed, that is to say Stratford to Kidderminster through Alcester, Redditch and Bromsgrove was the branch. The route of the new London and Birmingham mailcoach that began with it on 5th April 1819 was through Edgware, Watford, Berkhamstead, Aylesbury, Buckingham, Brackley, Banbury, Kington and Stratford. A ride from Stratford retained links the "Old Shrewsbury" had served by meeting the London - Oxford - Worcester mailcoach at Chipping Norton. For Kidderminster the new arrangements meant that the London mail was due two hours earlier, allowing for the first time replies to be sent the same day.

For reasons which can mostly only be guessed at these arrangements were varied several times before quite different ones achieved a degree of permanence in July 1823. The first and most important decision was that the main line should be through Warwick instead of Stratford-on-Avon. This was achieved by altering the route entirely beyond Kington and taking over the route of the Birmingham - Warwick mailcoach. The branch contractor agreed to continue, but a ride from Stratford to Kington had to be established to link the two mailcoach routes - not a good means of attracting potential long distance passengers. These arrangements were made in May 1821, though the precise date the changes happened is uncertain. Very likely this was meant to be an interim provision until a more direct road was prepared and the branch contract altered. However it is these mailcoach routes that are included on the map that was reproduced in MM43/6 from the 18th edition of Paterson's Itinerary; at a larger scale they are also shown in Appendix 6 of the 5th Report on the Roads from Holyhead to London.

What was meant to be a permanent revision began on 22nd December 1821 when the branch was extended from Stratford to Banbury so that the main line could go more directly between Banbury and Warwick, that is through Leamington instead of Kington. However because of "disagreement among the proprietors" the extension ceased after only one week. Within days and certainly by 15th December new interim arrangements were operating. The main line was probably not altered, but the branch extension was completely changed to link at Warwick instead of Banbury, and a ride from Stratford to Kington resumed. (A Stratford-Warwick ride had to cease without notice and the contractor was duly compensated.)

By February 1822 the scheme that had begun on 2nd December was operating again, though with notable differences on the main line. The down stop at Banbury had been lengthened sufficiently for mail for Leamington to be sorted there. There can be little doubt this was a result of shortening the distance south of Banbury towards Aylesbury, that is by transferring from the Buckingham to the Bicester road; that it happened is certain, just when is not. In consequence Leamington could be made a Penny Post office under Banbury. The route had been through the Spa town since December but until now the coach had had to take its mail on to Warwick to be returned from there. The re-establishment of the Banbury-Stratford extension of the branch mailcoach and of the Warwick-Stratford ride and of a Kington-Wellsbourne messenger,



and the cessation of the Kineton-Stratford horse-post were all confirmed retrospectively, having been approved previously, when the changed Penny Post arrangement for Leamington was agreed to on 5th March. No doubt it was hoped everything would at last go smoothly.

It will be remembered an original intention of the scheme as envisaged in 1818-19 had been to serve north Worcestershire by a direct communication with London. Time to answer letters by return on the day they were received was always a matter of prime concern to businessmen, while the coaching contractors were more interested in attracting sufficient passengers. Whether any coach from Kidderminster passing through no great centres of population was viable only time and effort would show, even with the advantage of freedom from tolls. In June 1819, three months after such a coach commenced the chequered career already traced, an alternative proposition was considered at the G.P.O. and declined: that it should be a Stratford to Bridgnorth coach and pass through Stourbridge, and not go to Kidderminster at all. However over the next few years the speeds of mail coaches were generally improved, and for Stourbridge and Kidderminster a quite different solution to the problem of being able to reply to London letters by return became practicable. Birmingham to Bewdley through these towns had long been a ride, or rather a double ride for they passed one another en route. From 14th October 1822 the Birmingham to Kidderminster part of this became a (single) mailcoach, just giving time at Kidderminster for an immediate reply. The following year it would be extended to Bewdley and by 1827 to Stourport, giving the same facility to these towns. Presumably when this mailcoach began either Bromsgrove became the terminus of the branch from Banbury or more likely it ceased altogether. Certainly it can have survived no more than a few months for the circulation map of July 1823 shows rides (three separate ones) between Stratford and Bromsgrove, Stratford and Kineton, Banbury and Kineton. Moreover the branch is not mentioned in the papers concerning yet another change to the main line which apparently occurred on precisely the date of that map, 5th July. The London-Birmingham mailcoach now travelled a rather longer distance between Banbury and Leamington by going through Southam. There was no time to sort Leamington's mail at either Banbury or Southam so that was again done at Warwick and a (second daily) ride took it back. And that for a long while was that.

Mention must be made of a distinct Birmingham to Leamington via Warwick two horse mailcoach that began in 1832, at very different times of day from the Birmingham to London over that part of its route. Whether the map of February 1838 in the 2nd Report of the Committee on Postage is correct to show a straight line between Banbury and Warwick must be suspect and if correct must indicate a recent alteration. The partial opening of the London and Birmingham Railway that summer caused great change both to timing and circulation of mails, including the reduction of the main line coach to Birmingham-Banbury only, and on the opening of the central section of the LBR not many weeks later that and the Birmingham-Leamington mailcoach ceased.

Sample time-bills of the London-Birmingham mailcoach in September 1827 show it covering 119 miles 4 furlongs in 14 hours 22 minutes on the down journey and 10 minutes less on the up, and with a change of coach and guard at Banbury. A bill for the up journey of 26/27th September 1829 (MM57/19) shows the same distance, no change of coach and an intended schedule of 13 hours 29 minutes. Time was lost that night due to an accident at Warwick and the patent coach no. 213 did not reach the G.P.O. until 8.25 a.m. instead of 7 a.m. The only other accident



# GENERAL POST-OFFICE.

Lord Frederick MONTAGU, His Majesty's Postmaster-General.

## Birmingham and London TIME BILL.

| Contractors' Names. | Number of Passengers |      | M.    | F. | Time allowed.<br>H. M. | Dispatched from the Post Office, Birmingham, the<br>182 , at<br>at | of<br>by Time-Piece<br>by Clock           |
|---------------------|----------------------|------|-------|----|------------------------|--------------------------------------------------------------------|-------------------------------------------|
|                     | In.                  | Out. |       |    |                        |                                                                    |                                           |
|                     |                      |      |       |    |                        |                                                                    | { With a Time-Piece safe<br>No. to        |
| Vyse                |                      |      | 13..  | 4  | 1 35                   | Coach No. sent out<br>Arrived at Tom of Bedlam, at 6.. 5           |                                           |
| Godfrey             |                      |      | 7..   | 4  | 0 50                   | Arrived at Warwick, at 6.. 55                                      |                                           |
|                     |                      |      |       |    | 5                      | Five Minutes allowed.                                              |                                           |
|                     |                      |      | 9..   | 4  | 1 10                   | Arrived at Southam, at 8.. 10                                      |                                           |
| Bodily              |                      |      | 5..   | 6  | 0 38                   | Arrived at Fenny Compton Wharf, at 8.. 48                          |                                           |
|                     |                      |      | 8..   | 4  | 1 4                    | Arrived at Banbury, at<br>at 9.. 52                                | by Time-Piece<br>by Clock                 |
|                     |                      |      |       |    |                        | Coach No. gone forward                                             | { Delivered the Time Piece safe<br>No. to |
| Bodily              |                      |      | 5..   | 6  | 0 38                   | Arrived at Fenny Compton Wharf, at 8.. 48                          |                                           |
|                     |                      |      | 8..   | 4  | 1 4                    | Arrived at Banbury, at<br>at 9.. 52                                | by Time-Piece<br>by Clock                 |
|                     |                      |      |       |    |                        | Coach No. gone forward                                             | { Delivered the Time Piece safe<br>No. to |
|                     |                      |      |       |    | 10                     | Ten Minutes allowed.                                               |                                           |
| Drinkwater          |                      |      | 15..  | 4  | 1 45                   | Arrived at Bicester, at 11.. 47                                    |                                           |
| Deakin              |                      |      | 17..  | 2  | 0                      | Arrived at Aylesbury, at 1.. 47                                    |                                           |
|                     |                      |      |       |    |                        | Arrived at Berkhamstead, at 3.. 20                                 |                                           |
|                     |                      |      |       |    |                        | Arrived at Green Man and Still, at 5.. 20                          |                                           |
| Hearn               |                      |      | 42..  | 2  | 4 55                   | Arrived at the General Post-Office, the of                         |                                           |
|                     |                      |      | 119.. | 4  | 14 12                  | 182 , at 6.. 113                                                   |                                           |
|                     |                      |      |       |    |                        | Coach No. arrived                                                  | { Delivered the Time-Piece safe<br>No. to |

**THE** Time of working each Stage is to be reckoned from the Coach's Arrival; and as any Time lost, is to be recovered in the course of the Stage, it is the Coachman's Duty to be as expeditious as possible, and to report the Horse-keepers if they are not always ready when the Coach arrives, and active in getting it off. The Guard is to give his best assistance in changing, whenever his Official Duties do not prevent it.

BAGSHAW COLLECTION  
(TRANSPORT)-R.W.B. LOAN

By Command of the Postmaster-General,

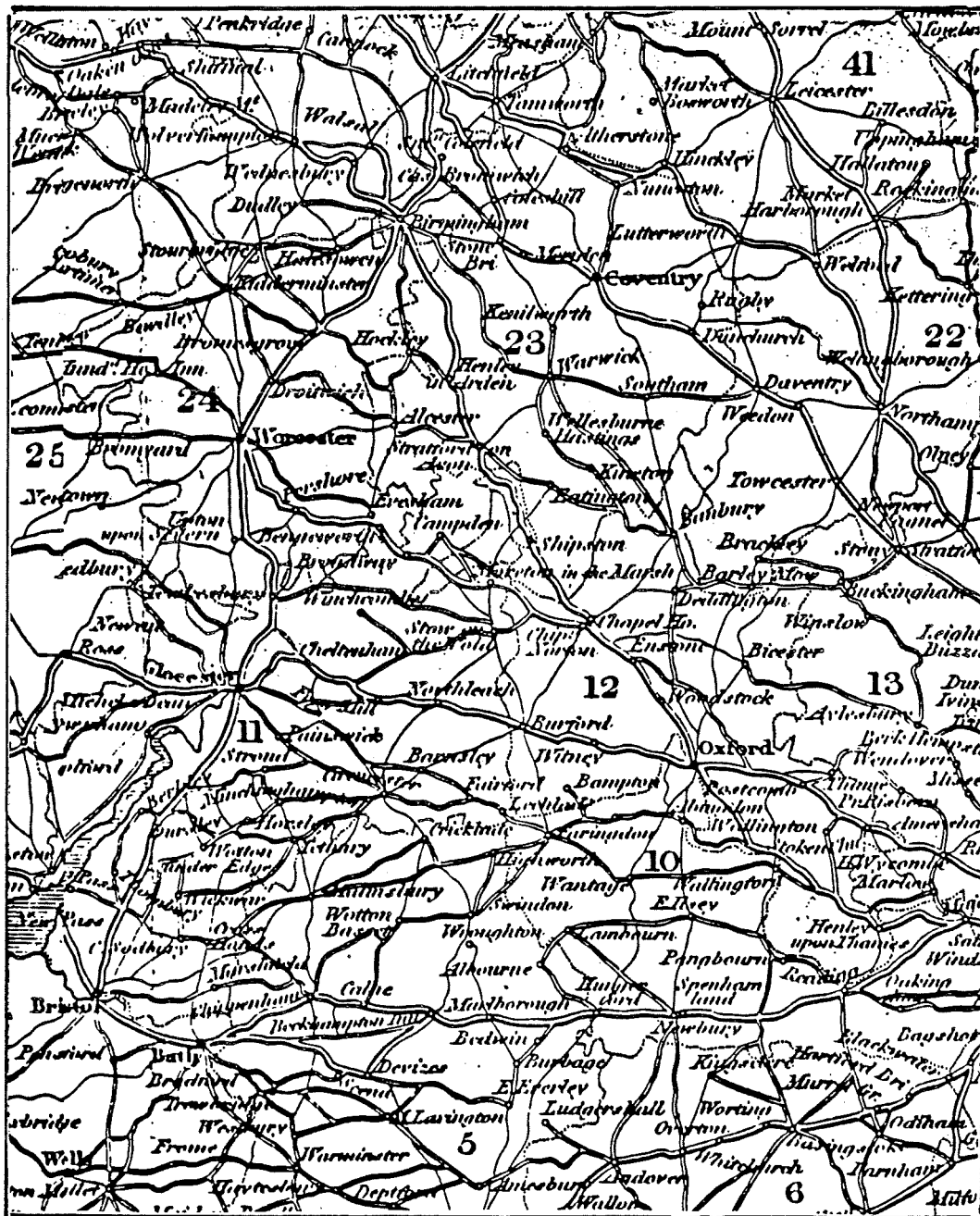
**CHARLES JOHNSON,**  
Surveyor and Superintendent.

recorded had been more serious for in November 1822 a Mr. Smith had been Knocked over and killed at the same place.

Lists of coaches from London inns and in directories often give Kidderminster or Stourport as the destination because the timings at Birmingham did make a through connection possible for passengers as well as for mail bags by transfer to the two horse coach at the same Birmingham inn. At the G.P.O. this route was distinguished from any others that went to or through that town before or since 1819 as the "London and Birmingham through Banbury."

Sources consulted include: Posts 14, 21, 40, 42, 96, together with some reports and directories - but not of Oxfordshire, Warwickshire or Worcestershire which may provide further detail.

\*\*\*\*\*



THE PEOVER PAPERS  
AND THE MIDLAND COUNTIES

From the work of Dr. J.W.M. Stone, M.B.

Part nine

N7 14AUG75 Vol Two, p637. To Mr Baldock at Newark telling him that the former opposition at Nottingham against what they pay for their letters more than the law requires is renewed, and nothing will satisfy them but to settle a postmaster to depend immediately on this office. He promised to inform by some friend who had the bookes or papers how long there had been a letter office kept there, what salary it had, by whom paid; they affirm it was paid by the office since the King came. Also how often the post went thither a week at the King's restoration and when the last law was made.

He does not deal kindly with him (Roger Whitley) to keep his money in his hands considering how long RW has suffered that employment in his hands without Bond or Articles or any deputation; he knows these expired with his father, and RW could have had the advantage if he had admitted others to the employment. Now thinks it high time for him to make his contract and security.

C59 21AUG75 Vol Two, p649. He asks Mr Cranke at Birmingham to consider what RW wrote about the new road to Machentleth; if he approves of it RW understands Ld Cherbury must be satisfied; pray apply to him and propose how to convey his letters to his content.

Bg31 24AUG75 Vol Two, p652. He tells Mr Phillpotts at Hereford that he is of the opinion that the Ludlow letters would be improved if sent by Hereford, but he is not yet free to take a resolution. He has ordered the clerk of his road to send him a "Larger Maile".

N8 24AUG75 Vol Two, p652. Mr Baldock is told that it is affirmed from Nottingham that the office paid a salary to the postmaster till his father undertook it and agreed with Mr Greene.

Bg32 28AUG75 Vol Two, p658. He informs Mr Phillpotts that it is very rare that warrants are granted for pressing horses; it is always the act of some of the SsofS and that upon extraordinary occasion.

C60 2SEP75 Vol Two, p662. To Mr Cranke saying that he may see by the enclosed what gross complaints are made by Sr. Richard Temple about miscarriage of his letters, and how importunant he is to have Mr Futrill restored to his employment. He must either be placed again or he must give Temple well grounded reasons to the contrary. Desires he set on foot thenew road Mahuntleth. Ld. Cherbury must not be unsatisfied.

Bg33 25SEP75 Vol Two, p680. He hopes that Mr Phillpotts will give the country good satisfaction in sending to Knighton and Prestaine.

N9 28 OCT75 Vol Two, p700. Mr Baldock is told that RW cannot avoid putting Nottingham into another method; there can be no argument against sealing the bag, but consideration of the letters to be "deliueed on ye way and upon notice from you (the Like I shall haue from Nottingham) what Lettrs they are (I mean) to what Persons or Places directed, I shall ordr those Lettrs to be fixed to the outside of the Nottingham Bag", or sent in his, to be delivered to the Nottingham postilion.

C61 2NOV75 Vol Two, p701. He demands of Mr Felton at Stafford: Pray haste with the rest of his money; he was wont to pay well.

N10 13NOV75 Vol Two, p715. Yet another letter to Mr Baldock saying that he is troubled to acquaint him that RW was with Mr Sacheuerell at the Parliament door when he received a letter from Newark open and the seal torn off; he tells it is not the first by many. S is so much RW's friend he hopes he will not complain to the House. He finds necessity to alter the Nottingham branch, the abuses there of exaction, opening, miscarriage &c, are so grievous, so to prepare himself for it. Without further delay he is to send RW's money or he will use other means to get it.

N11 20NOV75 Vol Two, p722. To Mr Greene at Nottingham saying that as promised he sends his Nottingham letters sealed in a bag and put up in Mr Baldock's bag with directions to deliver it "soe to you, and soe for ye future, to whom ye shall send to recd it". He has also directed the clerk of that road to send Ld. Dorchester's letters and all others betwixt Newark & Nottingham in the Newark bag, and Mr Baldock has orders to deliver them to Mr Greene's servant to be forwarded accordingly.

N12 20NOV75 Vol Two, p722. Mr Baldock is told that RW finds it necessary to make an alteration in his Nottingham branch; Mrs Greene is recommended for that office and RW has accepted her. He is to hand the bag sealed to whom she sends to receive it.

C62 23NOV75 Vol Two, p726. Mr Cranke is told that there seems to be weight in the late propositions on the way betwixt Salop & Mountgomery, there lying two or three good towns or villages and several considerable gentry in the way. If it will not much increase the charge (as RW believes) nor too much retard the Poole & Llanvallyn letters it may turn to account. He is to let RW know how long the post has gone from Salop to Poole by the way it now goes and advise with Mr Shelvoake about this and improvements into Merionethshire.

N13 25NOV75 Vol Two, p727. Mr Baldock is informed that RW is very troubled to find by his [letter] that, notwithstanding RW's direction to deliver the Nottingham bag to Mrs Greene's order, her son came "thither" to receive it, yet B delivered it to the party formerly employed by him, of whom there have been great complaints of neglects & miscarriages. He wishes that he had observed the order that so great a disappointment had not been put upon them; it makes RW look cheap and others angry. It must be done and pray not to dispute it.

C63 27NOV75 Vol Two, p731. He thanks Mr Sheluoake at Shrewsbury for his care in settling the Machentleth branch; pray to improve it as far as it is capable of to Aberustwith or further. Pray also to consider Ld. Herbert's proposal to carry the road directly from Salop to Montgomery if it will be convenient. As to the post from Poole to Dolgelly, he should be glad if Ld. Mostyn could be satisfied therein but fears that it will not answer expectation as to the interest of the office and is unwilling to draw on a charge without probable profit.

N14 4DEC75 Vol Two, p737. He tells Mr Greene that he is sorry they are both so disappointed by Mr Baldock's wilfulness; with a little patience he hopes to put all things right.

(to be continued)

THE ELECTION OF 1841

I thought that readers might like to compare an election address of the last century with those they will receive at some point in the next six months. The sheet also contains a letter from the other Liberal candidate, Edward Cheney. They did things so much better then for the date for nominations was 10th July and the election on the 13th. No putting up with six months of pathetic squabbling then. The party organisation was little better for it was addressed to a William Hicken in Staffordshire but was endorsed "Not Known".

TO THE

# ELECTORS

OF

## South Leicestershire.

GENTLEMEN,

I have, most unexpectedly to myself, been called upon by a large number of the Electors of your division of the County, to allow myself to be put in nomination at your coming election. I have not sought that honor, but I do not feel myself at liberty to decline it.

I have, for twelve years, given my active support to principles which have never yet been fully carried out in the Government of this country. I believe it to be impossible to avert great difficulty and suffering by any other means than by their immediate practical adoption. When, therefore, a large body of Electors assure me that my co-operation may assist their patriotic endeavours to give effect to those principles, I cannot hold back.

The prominent public questions placed in issue by the present dissolution are, the Removal of Restrictions on the Trade of this Country, and the mode in which a large deficiency in the Revenue is to be supplied;—the removal of the restrictions on Trade will at once settle both questions; it will give increased profit to Capital, increased remuneration to Labour; will replenish the Exchequer, and place the simple comforts and luxuries which are now denied to the Poor, within their reach. These are matters worth struggling for, and I am willing to join the Electors of South Leicestershire in the struggle. Other questions, not immediately involved in the dissolution, retain all their former importance. I always have resisted, and always will resist Compulsory Church-rates and Church Extension by means of money, any portion of which is taken, against their will, from persons having no communion with the Church of England. I have always advocated an Extension of the Suffrage and the Vote by Ballot.

I appeal, with confidence, to my votes and speeches in Parliament, during the last twelve years, as an evidence that the principles which I now profess have always guided my public conduct.

I am, Gentlemen,

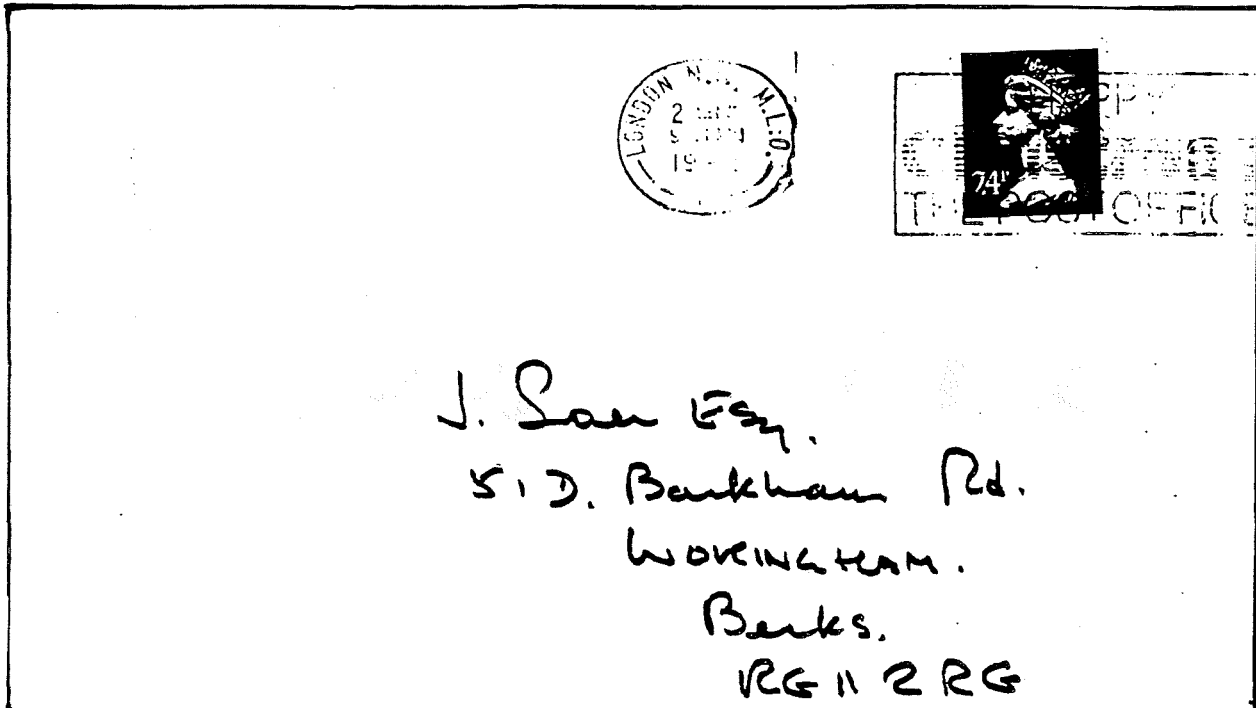
Your very faithful Servant,

THOMAS GISBORNE, JUN.

*Charnwood Heath, July 5th, 1841.*

TAILPIECE

The Christmas season really does start earlier each year. (In case it is not possible to read the date of the postmark it is 9 JAN 1992.) At least they were not exhorting me to post early for Christmas.

THE NEXT MIDLAND MAIL

I will not tempt providence by saying what will be in the next issue since usually whatever I predict rarely appears. It should appear at the beginning of April, and there is plenty of room for articles which should be sent to the address above.

## GREAT BRITAIN 1580-1901

• Elizabethan to Victorian

### POSTAL HISTORY

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

**PAUL D. HANSON**

12 MALVERN GROVE, BRADFORD BD9 6BU

Tel. 0274-46887 0532-676945

ACCESS – VISA – FACILITIES