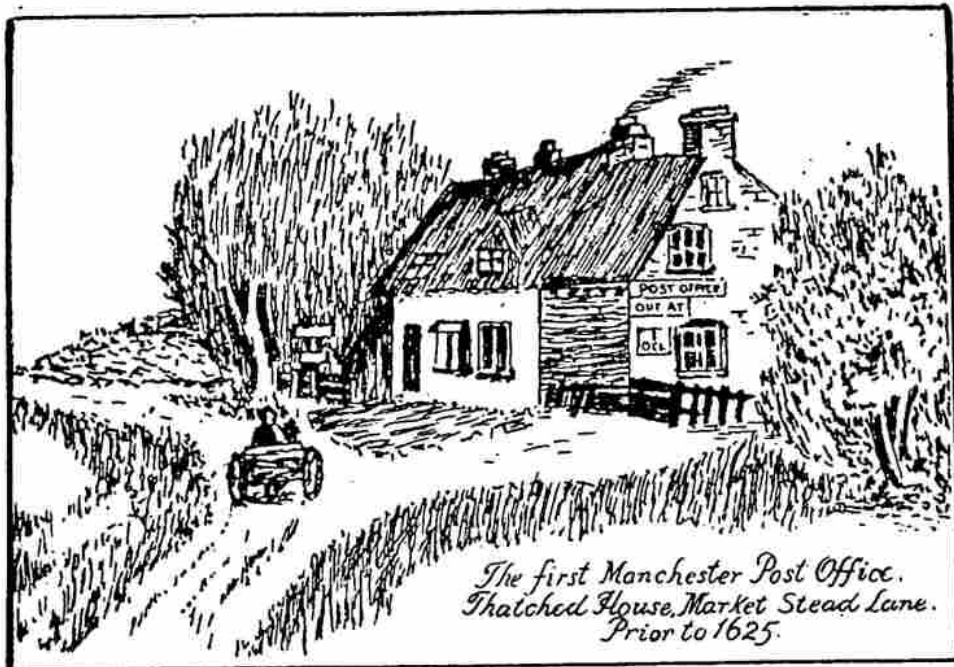


# A HISTORY OF THE MANCHESTER POST OFFICE 1625 - 1900



This is a copy of an old print that has come down to us. It is reproduced for its interest, not its authenticity. (See appendix 1)

. . . to my wife  
Margaret Marion

PREFACE  
and  
ACKNOWLEDGEMENTS

This is a history of the Manchester Post Office presented substantially in diary form, based on contemporary correspondence, newspaper reports and other evidence, including official documents which have come into my hands by good fortune or by hard, unremitting exploration. The reader may observe that continuity has at times been sacrificed to group certain related events together. I shall count on his indulgence in this small liberty.

As in most diaries many dates are blank, and many incidents are indicated which are left in mid-air. There is still much scope for future explorers. The late Walter Bradshaw awakened my interest in postmarks and John Guthrie in mail coaches, so much of the responsibility for this book is laid at their door. I hope John will not think too badly of the outcome.

My warmest thanks are offered to  
ALAN MORLEY  
who drew and touched up many of the postmarks, lettered the maps, and helped with the research, so making the book possible; and to all the people who assisted with information and the loan of items from their collections. These include not only those named, but members of the Manchester Philatelic Society, the British Postmark Society, the Postal History Society of Lancashire, and many others.

My thanks are also due to the staff at the Record Office at the G.P.O. in London, especially Mrs. Jean Farrugia and to many at the Manchester Post Office.

I also gladly acknowledge the aid given by

A. Bruce Auckland	A. Oldfield
D. Birtwell	H. Poulter
A. Chambers	F. L. Ryder
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E. Horsfield	E. Turner
J. Steel Higgins	D. C. Walton
F. Holland	T. Wilcox
C. Kidd	R. M. Willcock
A. Branson Mills	J. Woodhead

by Mr. Scott, late Postmaster of Manchester, and W. J. Lewis, P.R.O. of the Post Office — Midland Region, and by J. E. Lea, R. C. Alcock, H. Van Colle and V. Swann for finding material for my collection to prove some of my theories; by William Mulligan for editorial guidance, and Barbara Sellers who helped with the typing.

This book deals with the Head Post Office at Manchester. All the many country and local sub-offices that came under its wing at various times have their own stories, perhaps someone, someday, will write them.

Charles Calvert.

Disley,  
Cheshire.

1966.



## INTRODUCTION

I have said in the preface that this history is compiled from correspondence of the times, from official documents and newspaper articles and comments, but it is not to be inferred from this that there is no humanity, no by-play of human emotions, no vision of a better world and a better life for the people to be found in its pages. The random reader will find, perhaps to his surprise, that there was great initiative, great understanding of the needs of the times displayed not only by the Post Office Commissioners but by the most minor officials, all conscious of the great trust which had been placed in their hands.

What comparisons can be drawn with the present day! The wages, the working conditions, the frustrations (not unknown today) of those working for a better service, even the angry passions of those with a grudge against authority, and the occasional dishonesty — all these enliven the record and help us to know the lively vigorous people who have bequeathed us so much of their personal qualities, and from whom we have inherited this greatly expanded vision of a vital public service.

The postal history of any district is largely a story of communications, of the growth or shrinking of populations; of their desire for news from and correspondence with outside areas; the story of the passing of private, political and commercial information by whatever means were available. We have only to remember that footpaths grew into roads, and the roads were reinforced by the canals, the railways, and the air to realise the full impact of the changing methods of communication. The paths had been there even before the Romans came to Britain. It was the invaders who improved them and used them as a means of rapid movement and communication. The site of Manchester at the crossing of some of the old paths made it a useful staging point for the legions.

The probable course of history was that the Romans dislodged the British from their camp on the rock cliff at

Hunts Bank, stayed there for a while and then formed a larger camp at Castlefields at the junction of the Rivers Medlock and Irwell. The road connecting the two camps followed approximately the line of the present Deansgate.

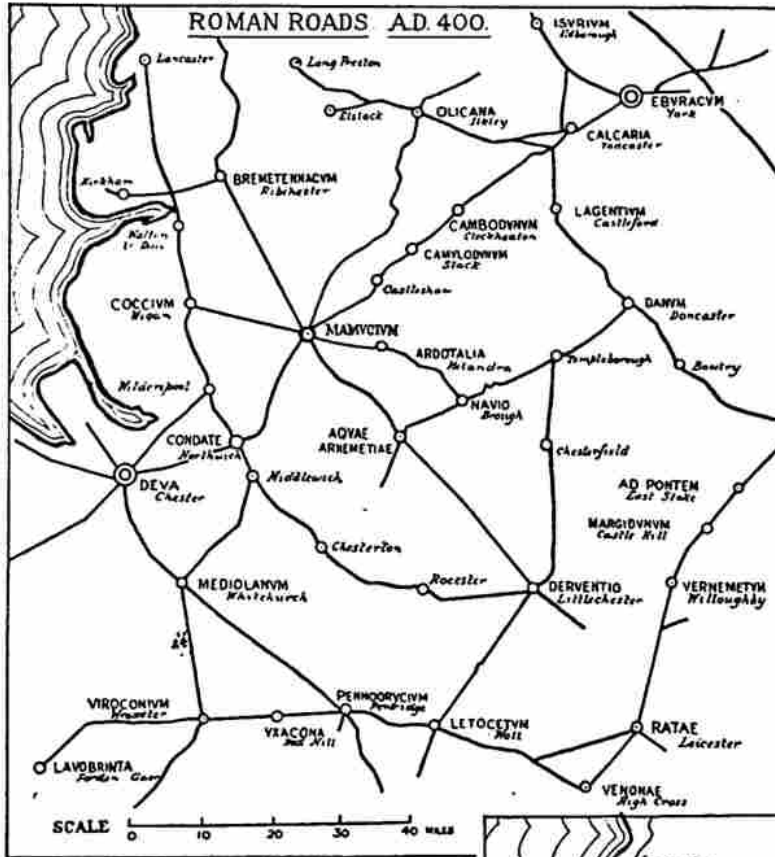
The most important Roman road crossed the Mersey at Stockport, passing in a south-easterly direction into Cheshire; the second road left Manchester to the south-west through Stretford (the Street Ford), crossing the Mersey near Ashton-on-Mersey, to Northwich and beyond. A third road wound in a north-west by west direction, passing a little to the north of Eccles, through Atherton to Wigan, where it joined the road running north from Warrington to Preston. There was a fourth road from Castlefields running through Hunts Bank, crossing the Irk by a bridge near the present Victoria station and along Great Ducie Street then crossing the Irwell at Radcliffe and veering north to Ribchester and on to Lancaster. A fifth road passed near Rochdale over Blackstone Edge, into Yorkshire and a sixth led south of Oldham to Castle Shawe near Saddleworth and beyond.

In the Domesday Survey only four places are mentioned as being in the Hundred of Salford. They are Salford Manchester, Radclive (Radcliffe) and Recedham (Rochdale). The Salford Hundred measures about 25 miles east to west, and about the same north to south. On the south the River Mersey divides it from Cheshire, the Hundred of Blackburn joins it on the north, and on the west lie the Hundreds of Leyland and West Yorkshire. The eastern boundary is formed by Yorkshire and a corner of Cheshire.

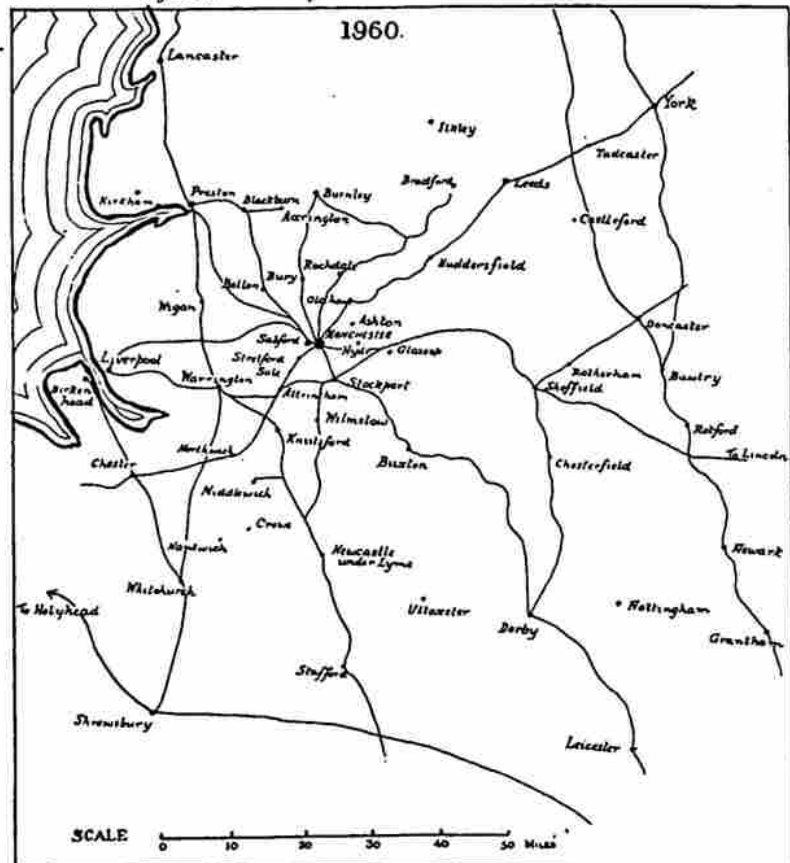
We look back with wonder to find that the nucleus of old Manchester was the natural stronghold at the junction of the Irk and Irwell, a rock forty feet above the river, secure from attack on the south and east by the artificial defence of Hanging Ditch. The enclosure measured about 300 yards from north to south, and 250 from east to west. Radiating from this strong point were various streets — Deansgate to

the south, Withy Grove and Shudehill to the east, and Long Millgate to the north. Salford was actually cut off from Manchester by the River Irwell, but in mediaeval times a bridge crossed the river as a continuation of Hanging Ditch. Even earlier than this a ford existed a few yards to the south.

Any story of the development of communications in a particular area must feature the roads existing in the earliest recorded times. Compare those meagre tracks with the modern system as we know it. These two maps illustrate the growth.



Map 1.  
Roman roads, A.D. 400



Map 2.  
Showing the modern development of these early "roads"

1625 - 1800

**POST OFFICE, Manchester,**  
**Jan. 10, 1816.**

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# **Forty Pounds Reward.**

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**W**HEREAS between the Hours of Eleven and Twelve last Night, as the London Guard was taking the Bags from the Mail Box, several of them were **STOLEN**, namely, the **DERBY, ASH-BURN, LEEK, MACCLESFIELD** and **STOCKPORT** :

Whoever will give information to me, his Majesty's Deputy Post Master at Manchester, of the Person or Persons who have stolen the same, shall, on his or their Conviction, receive the above Reward, upon application to Mr. **NADIN**, at the Police Office, or to me :

**R. H. WHITELOCK,**  
Deputy Postmaster.





Picture the investigator deeply immersed in the voluminous correspondence, the official documents, the copious minutes, the instructions, the often intensely human sidelights, the momentous decisions. What are the items that rivet his attention and compel him to read and read again? They are for the most part those which bring up sharply the comparisons between the early days of the mail and now. Comparisons, are often odious, but not all.

For example, the Manchester Mercury reports on August 2 1791 that the Comptroller General of the Post Office in London, "having established a communication between Manchester and Sheffield for the acceleration of correspondence, all letters put into the Manchester Office will be at Sheffield at eleven o'clock the next morning, and if put in at Sheffield at noon — be at Manchester at night."

The Post, it seems, could move fast even in those far-off days. All things are relative. The first mail coach from Manchester to London in 1754 must have been a sensational success compared with anything in coach journeys which had gone before. It was known as "The Flying Machine" and it was advertised to make the journey or "flight" in four and a half days — "however incredible it may appear, (barring accidents)". But even if there were no traffic jams to confound their schedules, the mail coaches ran into trouble now and again. In November 1793 a boy was in trouble for losing a horse while trying to help an injured man in the dark. He was accounted not to blame. In February 1794 coachman Robert Briscoe behaved ill to a lady on the coach. He was dismissed the service, and all mail coach contractors were directed not to employ him again. A lugubrious note from 1796 protests that horse and cross-post mails between Chester and Warrington were being subjected to robbery by highwaymen. It was proposed that mail coaches be established on the route for the security they afford.

In the great snowstorm of Christmas, 1836, the Manchester down mail got off the road into a hollow and was upset, and the greatest ingenuity and the greatest effort were required to get

the passengers to safety and the mails on their way again. It was clear that too much had been left to chance in this operation and a new batch of directions to mail crews laid down in vigorous terms exactly what must be done in similar circumstances in the future. The safety of passengers could be endangered in other ways too. Some years earlier than the coach upset, Edward Monk, servant to James Smith of Pendlebury, "did misconduct himself in the driving of his master's cart and by driving furiously in the cart damaged the York and Liverpool mail and endangered the lives of the passengers". He repented of his folly in good time for there is on record his public submission and regret, with his thanks that as a result of his submission and his paying of the expences incurred proceedings against him had been discontinued. He promised not to be guilty of such outrage in the future.

It is to be noted that the population of Manchester in 1831 was 142,926. The town was about two miles long and one and a half miles wide, containing about 600 streets, "well paved, lighted and watched". Even at that early date in the activities of a modern post office wonderment was expressed at the liveliness of the proceedings as witnessed by the public. Particularly the sallying forth of the eager letter carriers on their round. "It is a singular sight" said the Manchester Guardian of February 19, 1853, "to see some 80 men bearing huge heaps of letters emerge from the Post Office at eight in the morning and rapidly diverge from this common centre to the farthest suburbs of Manchester and Salford. Cold and heat, hail, snow and rain, must all be disregarded in the regular, punctual and prompt discharge of a duty which in this way is repeated not only daily, but two and even three times a day. Twenty of these men, the envied of their colleagues, have the the astonishingly high salary of 21/- a week".

This was for a seven day week, be it noted.

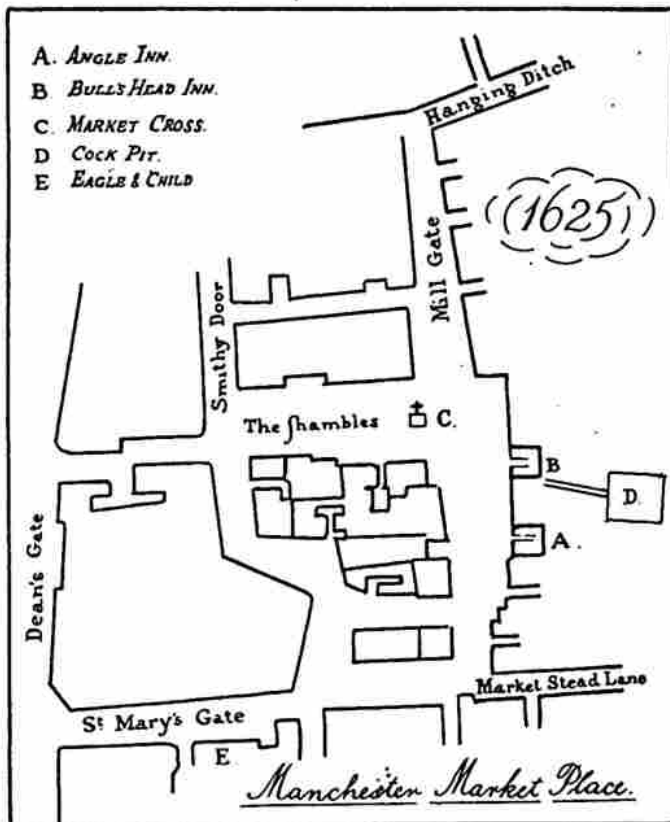
Actually there had been two deliveries a day in the Manchester area for quite a long time before the Guardian's lyrical description. On April 22, 1793 James Harrop announced to the public that

there were to be two deliveries each day—one in the morning and a second “with the letters from Scotland and those brought by the Yorkshire mail coach”. At the same time he put forward some general rules about the conduct of inhabitants towards the letter carriers with a view to avoiding delay on their rounds. The first rule was that “letter carriers never be detained unnecessarily”. Secondly, “that as they will use the double knock at private houses it is requested the quickest attendance shall be given them”. Clearly the Post Office was bringing up the public in the way it was intended it should go, remembering that letters could not then be pushed through a slot in the front door as they can now.

There is a sad little story of a Postmistress of Manchester who was “very old and quite inadequate to any part of the business”. The Postmaster-General was petitioned as to the necessity of her removal with a “competent recompense for a service of nearly 40 years”. The petition, written with a surprising show of humanity and goodwill, pointed out there should be a good and active deputy at Manchester, and their Lordships would probably consider the present salary of £200 not adequate. The writer begged to submit

that “every article of life is dearer than in London, and that the necessity of having an office in the centre and best part of one of the dearest towns in England may make it reasonable to allow something towards rent and for coals and candles, so much of these articles being necessarily consumed in an office where the principal business is done in the night”. It is gratifying to record that their Lordships did not let the petitioner down. The Postmistress got her pension, and the deputy got his rise.

The most exhaustive search for relevant and significant dates in the history of the Manchester Post Office leaves one in no doubt that 1625 marked the beginning of the story. In that year the Postmaster, unofficial but with acknowledged standing as a supplier of post horses to travellers, was Richard Halliwell, innkeeper of the Bull’s Head Inn in the Market Place, the leading hostelry and one of the oldest, with the cockpit situated behind it. At that time the whole of Manchester’s life was centred in the Market Place, with Market Stead Lane and St. Mary’s Gate leading off it. In St. Mary’s Gate, there was the rival inn, the Eagle and Child.



Map 3.

The topography of the town was simple. From Market Sted Lane the road wound through Stockport to Derby and London, while another from St. Mary's Gate and Deansgate led by Knott Mill, Cornbrook, and Knutsford to join the London road going south through Holmes Chapel, Stone, Lichfield, Coventry, Weston, Dunchurch, Daventry, Towcester and St. Albans. Another road ran through Salford to Pendleton and Warrington, meeting the Chester-Liverpool road. At that time there were no regular mails for traders, and private and commercial letters had to be sent by the carriers who moved the Manchester cloth products. Both the routes to London were used by the carriers, but the Cheshire road was the more level.

of Lancashire". In this quaint phraseology we get a picture of the lively, bustling life of the carriers.

Thomas Withering's map of this period shows post towns at Manchester, Stockport and Macclesfield on the road south to London.

Map 4. which shows a branch off to Manchester at Brereton Green, has been reproduced numerous times, but it is most likely that it should read "Tauke on the Hill".

On Feb. 27, 1643/4 the "Committee of Both Kingdoms" organised a post from London to Preston, and the "State Papers, Domestic" for 1643/4, under

It was usual to address letters as in this example:-

Wigan 2 Mar. 1635

To his loving friend Humfrey Cheetham Esq. att. Mr. Hallywell's house in Manchester the sign of the Bull's Head.

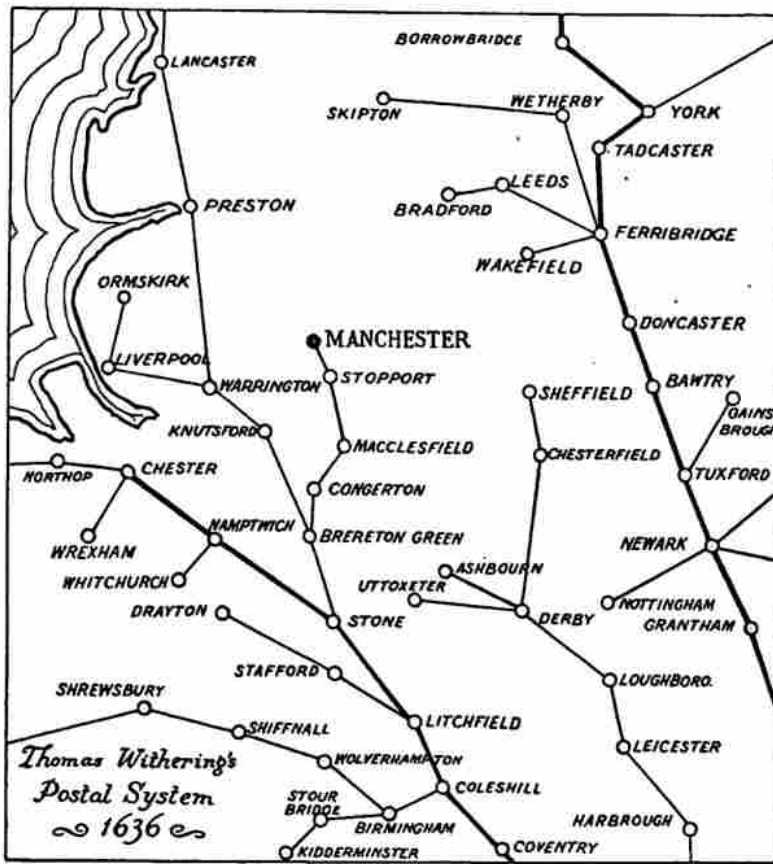
#### Rates of Postage in 1635

	single letter one sheet	double letter two sheets	ounce
Under 80 miles	2d.	4d.	6d.
Over 80 but			
under 140 miles	4d.	8d.	9d.
Over 140 miles	6d.	12d.	12d.

These rates covered carriage to certain towns where postmasters were established, but not delivery to houses.

The "Carriers Cosmography" 1637 reported that "the carriers of Manchester do lodge at the Bear in Bassishaw, they do come on Thursday and Friday, they likewise also lodge at the sign of the Axe in Aldermanbury, they do also lodge at the Two-Necked Swan in Lad Lane. They come every second Thursday, also there do lodge carriers that do pass through divers other parts

the date Nov. 1644 give the stages. After leaving London on Saturday mornings, the coach called at St. Albans and Newport Pagnall was reached by Saturday night; Northampton, Sunday; Leicester, Monday; Nottingham, Monday night; and Derby, Tuesday. Manchester was reached on Wednesday night, and Preston at noon on Thursday.



Map 4.

The return journey began at Preston on Friday noon, and the coach arrived at Manchester Friday night, and calling at the remaining places, reached London on Thursday night.

Richard Halliwell was sending and receiving letters up to 1648, but on the establishment of the Commonwealth, Alexander Green, innkeeper of the Eagle and Child, took over the duties of Postmaster until the restoration of Charles II in 1660. Some letters that have survived show the form of address common to this period.

A letter dated April 11, 1648 is marked "the post is paid 6d." and some letters are found marked "the post is paid" though it was the usual practice to send letters forward for the addressee to pay, in order to ensure delivery.

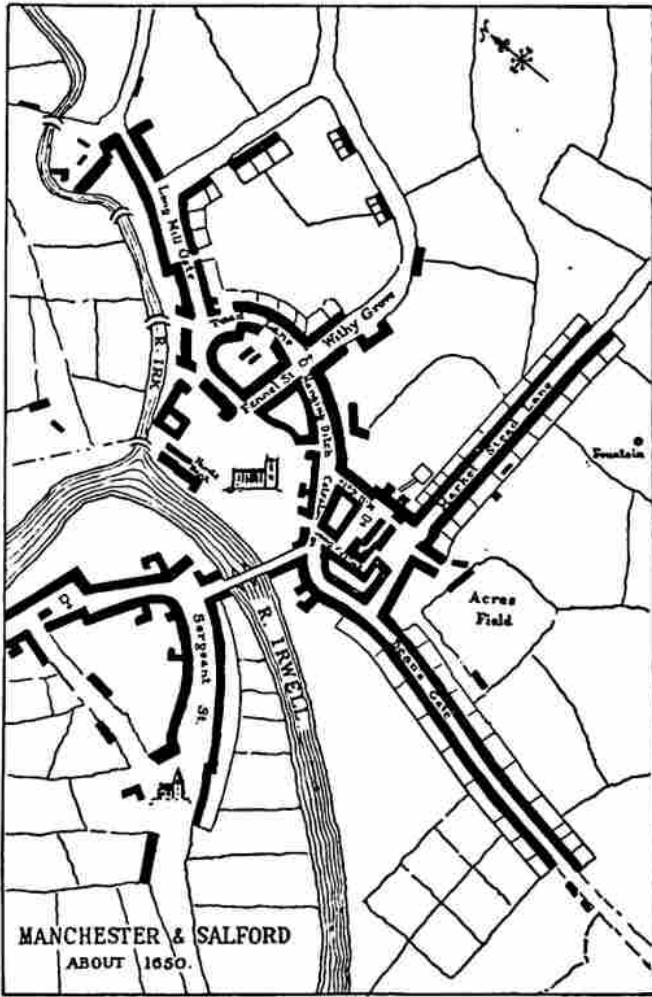
In 1660 "An Act for erecting a Post Office" was passed by Charles II, and the official rate of travel by the post boys was fixed at five miles an hour.

London, Jany. 30, 1648

from Ralphe Brideoke, at Blossoms Inn.  
 For Humphrey Chetham of Clayton  
 my very Honoured friend  
 via Manchester Lanr.  
 leave this with Mr. Green in Manchester,  
 these with my service.

and in Nov. 28, 1648

To his loving friend Mr. Alexander Green  
 the post master of Manchester.



Map 5.

Richard Halliwell, a descendant of the earlier Halliwell, appointed in 1660, was the first official postmaster of Manchester, but his tenure of office lasted only till 1662, when it reverted to Alexander Green, who held it till his death in 1667. Many postmasters received no salaries, but the office carried the exclusive right of hiring posthorses where the postmaster was also the innkeeper, and there were gratuities on every letter carried or delivered, according to the distance. The rate varied from one to three pence, and there was the charge on bye-letters stopping short of London on which there was no check. The business carried many hazards. Horses might be killed or lamed or fail for some other reason to return to the post. Alexander Green seems to have suffered in this way, for on his death his widow was unable to clear his debts to the Post.

Jeffery Aldcroft, who held office from 1667 till 1672, was made deputy-postmaster of Manchester by the Postmaster

General, the Earl of Arlington. He lived at Knutsford, but, "although living ten miles off, managed the town's business very well, and with several hours less delay than before". He seems to have been innkeeper of the Rose and Crown, Knutsford, which was then the first stage of the cross-road which turned off at Cranage from the London-Holyhead road on the way to Manchester. It is clear from contemporary references that the routes taken by the mails varied according to the seasons and the conditions of the roads. This mention of the Holyhead road indicates that they went by Northwich and Chester at that time.

There is reliable record that in the three months ending December 31, 1666, there were nine despatches from London to Chester and six to Manchester, these being on the November 14, November 28, and the 2nd, 12th, 24th, and 30th December. Mail left London at 2 a.m. on November 14, and was due at 9-30 on the 16th. The return mail went out at 9 a.m. the next day.

A Broadsheet dated 1669 in the Public Record Office lists 149 Post Stages and 439 Market Towns. (Ref. S.P. Dom. Car. 2 29/263 No. 124)

Post Stages	Market Towns.
Namptwich.	Whitchurch. Elsmore.
Manchester.	Budworth. Bury. Knutsford. Northwich. Bolton. Mackfield Rochdale
Warrington.	Liverpool. Omniskirk. Wigan.
Preston.	Kirkham. Lancaster. Blackburn. Garstang. Gisborn.
Stone.	Congerton. Leike. Newcastle. Brierton Green.

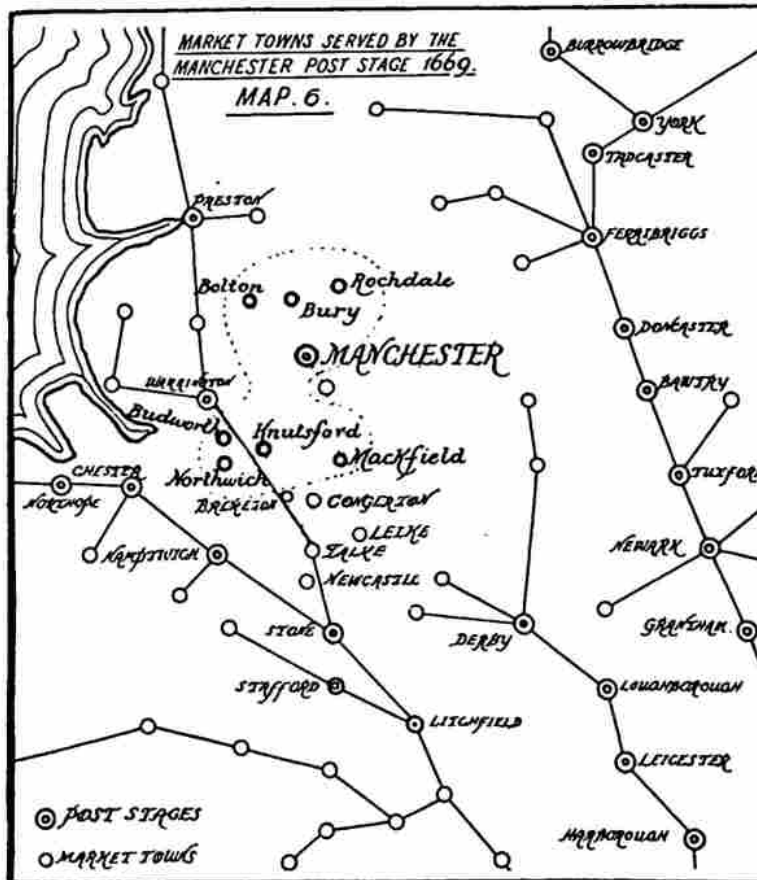
Roeder gives the post road as the one that ran from London to "Stone, Holmes Chapel, Cranage, and a little north of it branched off as a cross road via Knutsford to Manchester; while the main road ran straight on to Warrington, where in 1681 Peter Nailor was postmaster, going thence direct to Carlisle. At Brereton (or Brewerton as then called) there was a very comfortable Inn called the Bear's Head, built as far back as 1615. At Holmes Chapel the Red Lyon Inn gave shelter to travellers on the great road."

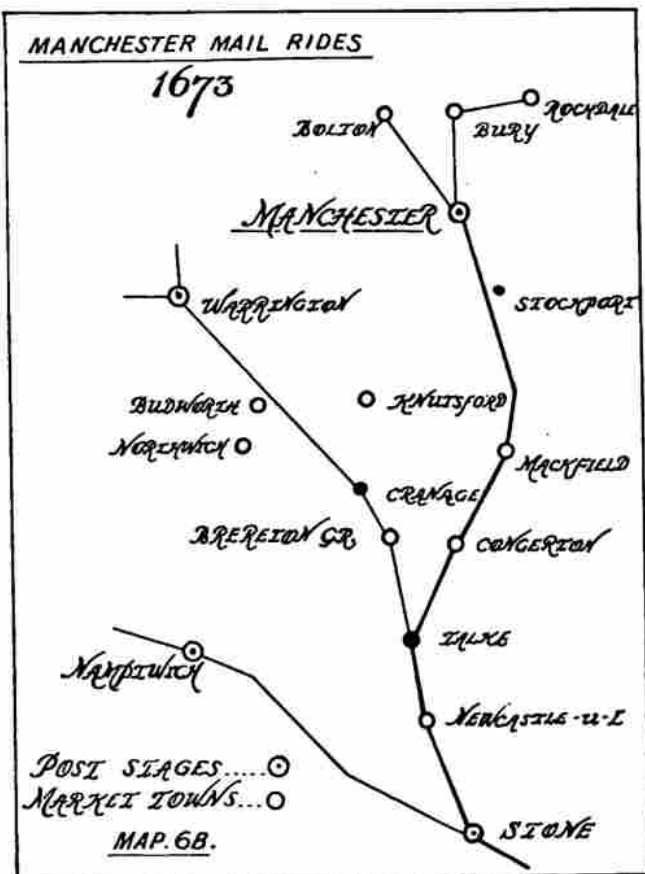
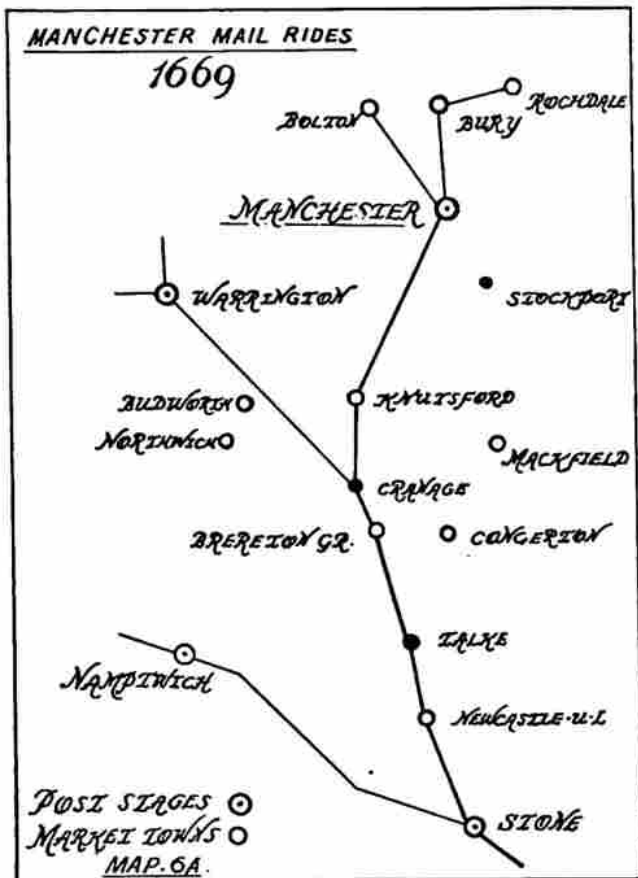
Jeffery Aldcroft did not remain in favour very long as Postmaster of Manchester, although he continued as Postmaster of Knutsford. He was succeeded as Postmaster at Manchester by Thomas Eccles (1672-1678), who was most likely the father of William Eccles,

his successor in 1678. Williams was an innkeeper in the Shambles, and a little measure of scandal creeps into a note which says he was regularly fined for giving short measure of ale.

Before 1673 Irish letters from Manchester were carried in a most roundabout way, being first sent to London, then forwarded to their destination by way of Chester and Holyhead. The Irish packets sailed from one place or the other. A considerable improvement of this service was effected in 1673, when Manchester letters were carried south to Stone in Staffordshire, where, striking the post road for Holyhead, they were carried forward with the London mail for Ireland.

At this time the Postmaster of Manchester was paid £14 per annum for his services.





The letter book of Roger Whitley contains some references to Mr. Eccles which suggest that possible economies in the service were very much in mind.

March 13, 1672/3.

I have received your bill, for which you shall have Credit; I am Yours etc.

March 25.

I cannot as yet resolve, as to the removing the Stage to Brereton; but am troubled, your Designe failed you, in settling the other Road; I hope it will take effect; you and Mr. Barber must be Content, with lesser profits, rather than loose soe hopefull an Improvement. I suppose Mr. Barber hath writt to you, about letters that are sent from your parts to Ireland, I would have you publish in Manchester, and parts adjacent (that have any Concerne with Ireland) that their letters shall Immediately; by way of Chester, to Ireland to receive answers the same way, without sending the letters to London, you are to keepe

an accompt apart, of all letters that passe to and from Ireland with Mr. Barber, alsoe give a Constant Accompt of them either in your Ordinary bills or by a particular list by every post I pray be carefull herein both to make publication of it and keepe an exact Accompt. I am

Your very loving Freind,

April 18, 1673.

I hope Mr. Barber & you will agree the Business, about Changing the Roade, I beleive it would bee for your Benefitt & ease, as well as the good of the office, I know that many of your tradesmen in Lancashire, Correspond with Ireland, you may sett up ticketts, on the Markett places, to signify that you will take Care, to Convey their letters (to and fro) with speed & safety without sending them to London. I am Yours etc.

May 20.

I am informed that there is a person or two in Manchester or thereabouts, that makes it their Business to gather up letters for Ireland and Convey them thither by wayes of their own to the greate damage of this office, I expect you should be very watchfull & Industrious to prevent this abuse for the Future, seing there is a Certain way posed (by Stone) whereby their Correspondence may bee maintained with great Dispatch; Faile not to be Dilligent hereby as in all the other parts of your Duty which will oblige  
Yours Very etc.

To Mr. Aldcroft, Knotsford.

May 29, 1673.

It is now agreed to pass the Manchester Letters (by the New Branch) for Tauke on the Hill, & they begin on Munday Next, the 2nd, of Junc, soe that you are not to expect the Manchester Bagg that day, I am etc.

Mr. Aldcroft.

June 5, 1673.

I thank you for your opinion of the New Branch, though I differ with you, & Hope Experience will shew I am in the Right, if the Manchester Bagg com Late Mr. Eccles must beare the Blame. I cannot give you a positive tyme to be at Talk that you must ajust with your Neighbour Post-mrs, only I oblige you to make hast as that neither the other bagg nor the Grand Maile, doe stay for you, this you must bee most Carefull of,  
Soe rest: Yours etc.

Mr. Eccles.

June 14, 1673.

my Lord Byron (& others) have bin earnest with me; that they may appointe A messenger of their owne, to fetch and Carry their letters betwixt your Stage and Rochdale, Middleton and townes ajacent; they alledge that your messenger is slow as well to their Inconvenience, as Damage to the office Considr. of it; All other Renew their Deputation att this tyme (for three years) I should

advise you to doe the like; my Lord Gerrard will encourage your New branch att Congleton, Maxfeild &c. I hope you will have noe more to doe with Mr. Aldcroft; Mr. Taylor was with me, is a Civill person: I am  
Yours etc.

August 28, 1673.

I send enclosed your Articles and Bond etc.

September 13.

I have received yours of the 10 with your Bill: which (when paid) shall be placed to your Accompt: I have received your token, and thank you for it: as Comeing frankly: from an honest man: for whom I have great respect and kindness: I have sent you, his Majestys order to keep you from Quartering of Souldyers: it may doe you some Service. But your Proposall for the By-letters, is too Low: I cannot accept it: I am no Stranger to the trade and Business of your Branch, the very Letters to Rochdale (& that way) are worth more then you offer, Daventry Stone Nomptwich (not to mention Coventry and the Bigger Townes) have agreed for more then double what you offer, I expect £6 per annu. for them: soe free both you and me from some trouble of accounts. Consider well of it: I make A Reasonable Advantagious offer to you who am  
Yours etc.

Mr. Eccles.

September 23.

I am a stranger to what past betwixt you and Mr. Ellis, but finding your Salary, as it is, I thought I did all you could expect from me, to Continue it, you are a Person I have a very good respect for and as far from the thoughts of disobligeing you yet I must take time to consider, and be better Satisfyed; before I Consent to encrease your Salary, why may you not, (if you continue the Roade by Knotsford) have Accommodation, for your Horse, & Man, as formerly, from Mr. Aldcroft, I would be glad to bring it the other way, Soe it may not be Chargeable to me,; your By-letters



(Considering the trade of Manchester, & the Correspondence it hath with the Country) cannot be worth less then £12 per annum: however you shall have them for £8 per annum: I pray Let me desire you, to Consider each particular, and then Let me hear from you. Soe I am Yrs. etc.

Mr. Eccles.

December 4, 1673.

Before the receipt of yours (of the 1st instant) I writ to Mr. Aldcroft, to Conferre with you, about the Encrease of Salary, you propose, but have not yet his answer, Nor doe I finde any thing to induce me to it (unless it can be got from thence, in Consideration of your Boy and Horse) Wherefore I desire you would not insist on it; but content your Self with your old Salary; and those other great Advantages of your Stage (Remember how I have been Sollicit to settle a Letter office about Rochdale etc; to fetch and carry to Manchester, and I have refused it, to Comply with you.) As I remember I Demanded £6 for your By-letters, per annum. they are worth twice as much; but if Mr. Jeynson told you but £5 I will make his Words good, Soe have Sent you a Contract (such as others Signe and Seale) to be Executed by you, I pray doe it; and returne it by the first and let us thus come to a Conclusion, of all Matters, Soe rest: Yours etc.

Mr. Eccles.

March, 1675.

That he need not come up, about renewing his Depotacion if he have no other Business, but any freind (with his directions) to conferre with me may doe as well.

Mr. Eccles.

August 23, 1677.

I wonder you could not understand my Letter, Directing you to make your Bills, (for all money due since Midds Last) payable to Sir Allen Absley, the Dukes Trear. and Recever Genl. I return you your Bill, on

Mr. Warner, that you may get it altered, and send it, according to my directions: I am etc. You will be allowed £20 for your Salary.

Mr. Eccles.

September 1, 1677.

My two letters were not only to direct you to make your Bills payable to Sir Allen Absley, but also to enclose them in a cover, and direct them to him, to be left for him, att this office, notwithstanding which you have now twice sent them to me, which gives us a great deale of trouble, and if I should be from home, would likewise suffer great delayes, I pray observe my directions better hereafter. I am etc.

A missing horse brings a mention of Edward Holland, Postmaster from 1686 to 1691, in the London Gazette of January 20, 1687. It says: "Stolen the 11th instant from Cockey Moor in the Parish of Middleton in Lancashire, a black horse about 15 hands high, a bob tail and curled main, 4 years old, the top of his near ear bitten off. Whoever gives notice of him to Mr. Edward Holland, Postmaster in Manchester, shall have a Guinea reward."

On March 25, 1690, the salary due to Edward Holland is given as £20, and a similar amount is recorded exactly a year later. There is a reference in the accounts of monies paid by Richard Holland in June, 1688, and by Ann Holland in July, 1689. When Edward Holland died his widow succeeded him and officiated as Postmaster until January 22, 1695, when she married Richard Bloomby, who became Postmaster in her stead. At this time the post was carried on horseback principally over the six main roads. The surface of these was reasonably good for riding but the condition of the cross roads was poor, and, moreover, Manchester was at a considerable disadvantage because of its position. The arterial roads did not touch it. The roads leading from the town were appallingly bad, and the cross roads in winter were hardly usable by wheeled traffic. The town was growing, but the post was not keeping

up with the commercial progress, and letter deliveries were slow and costly.

Was it as an incentive that in 1692 the Postmaster's salary was raised to £24, at which figure it remained until 1711? Another historical note of some importance is that about 1690 the manufacturers and traders began to build brick houses in place of the wood and plaster structures of Elizabethan style.

The Postmastership of William Bowker, from 1699 to 1710, ended an epoch and began one, for he was the last holder of the office to combine his duties with those of innkeeper. In this separation was the growing importance of the office recognised. There are many references in contemporary official records to indicate the changing conditions. On June 7, 1700, the Treasury records a petition from Stephen Bigg, stating that he was willing to serve the towns and places near Warrington and Liverpool, Preston, Lancaster, Manchester and other areas in that precinct with their letters by a more exact and regular method than had hitherto been practised. For this service he prayed to be allowed to enjoy "such a proportion of the increased advantage or return as might be though reasonable" (Treasury Ref. Book VII p.386).

The Treasury reply was forthcoming three weeks later. A Treasury warrant was issued to the Postmaster General to put William Bigg under contract to extend the post to several places near the stages of Warrington, Liverpool, Ormskirk, Preston and Manchester, at a farm rent from him of £2,526. 14.5. per annum for three years. This sum appears to be the neat profit of the postage of letters to and from the said towns for one year. "For the first year he is to have all the profit realised above the said rent, in view of his charge of settling several stages; but in the second and third years to be accountable to the King for one third of such excess."

It seems that William Bigg had what in modern jargon would be called a raw deal. On June 4, 1701 there was a Treasury warrant to the Postmaster General to discharge and clear William Bigg and Benjamin Bigg from their contract for their port of letters for

Co. Lancashire and part of Westmorland, upon their tendering an exact amount of all the monies received by them for the port of letters from September 29, 1700 to the present time (Warrants not relating to Money XVII p 60.

But Biggs had beaten the Treasury to the stroke. On April 15, 1701, he had petitioned to be relieved of the General Post, "there being at the same time, contrary to the petitioners' expectations, another post set up to run through several towns twice a week from Exeter to Chester, which proves of great prejudice to them". This referred to the cross-post between Exeter and Bristol, in 1696, later extended to Wotton-under-Edge, and in 1701 to Chester. James Lightbourne (1710-1715) succeeded William Bowker. He came from an old yeoman Pendleton family, and when he died in 1715 he was followed by James Guy (1715-1721), who lived in Deansgate. The times were important; indeed the spirit of revolution was in the air. In 1711 the Post Office fixed the rates of portage at:

From London	80 miles & under	Over 80 miles
Single Sheet	3d.	4d.
Double Sheet	6d.	8d.
Treble Sheet	9d.	12d.
Ounce	12d.	16d.

At the beginning of 1706/7 the first post mark of Manchester came into use (Fig. 1), and a different postmark appeared in 1714 (Fig. 2).

MANCHESTER

Fig. 1.

MANCHESTER

Fig. 2.



# At MANCHESTER.

According to the last Regulation 1721.

## The POST goes out,

To London &c. or in any of  
the Towns in or near the road  
to London. } Monday  
Wednesday } Morning 9 O'Clock  
Saturday }

To Warrington  
Chester  
Wolverley  
Bristol  
Ireland  
Liverpool  
Preston  
Lancaster  
Kendal  
Carlisle  
Dunelm &c. } Monday  
Thursday } Morning 7 O'Clock  
Saturday }

Note. It will be best to bring the Letters the night before the  
going out of the Post, because the accounts and Baggs are usually  
made up over night.

To Rochdale  
Yorkshire  
Edinburgh &c. } Sunday  
Tuesday } Morning 8 or 7 O'Clock  
Friday }

## The POST comes in,

From London &c. } Monday  
Thursday } Night 9, 10, 11, 12, or 12.  
Saturday }

From Warrington &c. } Tuesday  
Friday } Morning 6, or 7.  
Saturday }

From Rochdale &c. } Monday  
Wednesday } Morning 9.  
Saturday }

MAN  
CHESTER

Fig. 3.

MAN  
CHESTER

Fig. 4.

KNOTS  
FORD

Fig. 5.

Manchester seems to have been a clearing house for mails from the surrounding district, as letters exist with marks such as Rochdale, with the Manchester mark added before it was forwarded; but some letters from Manchester addresses have been seen (1723-1726) with only Fig. 5.

Byron, who was best known to his contemporaries as the inventor of a system of shorthand, was in London seeking to obtain subscribers to his projected treatise on the useful art. Mr. Charles Stanhope, Secretary to the Treasury, sent for him, and told him that an affidavit had been lodged against Mr. Illingworth, the Postmaster of Manchester, alleging that letters were not always delivered and that if the addressee was unwilling to pay a half-penny a letter he had to wait.

Byrom had no personal knowledge of the Postmaster, but he gallantly defended a fellow townsman, and suggested that Mr. Illingworth should be informed of the complaints, and given an opportunity of clearing himself.

Byrom's advice was taken and Illingworth's explanation of the charges was sought. Mr. Illingworth prepared a certificate of his efficiency to be signed by the gentlemen of the town, and submitted an explanation of the "charge".

Mr. Johnson, he said, had had a play "Hurlothrumbo" produced in London, and he had played the part himself of the principle character Lord Flame "sometimes dancing, sometimes diddling and sometimes walking on stilts." He was well known to many Manchester people as Lord Flame. In the mail one day was a letter addressed to Lord Flame and while the postmaster was sorting the letters somebody asked if there was anything for "Mr. Johnson", the dancing master. Absentmindedly Mr. Illingworth replied "No", and eventually the letter "with a great many others" was given to the post boy to deliver. He, knowing who Lord Flame was, took it to Johnson's the jewellers, where the dancing master's letters were always left, but he was unable to gain attention and he took it back to the office, where it lay until the next day. "It was all malice and spite" said Mr.

Illingworth, and due to the fact that his daughter had refused to take Mr. Johnson for her dancing master.

Meanwhile Mr. Byrom had written to his wife in Manchester:-

"My dear Love, Mr. Charles Stanhope sent for me this morning to ask if I knew the Postmaster of Manchester and whether I had heard of any complaints against him for not delivering letters, making people wait that would not pay halfpenny a letter, that

Johnson died and was buried in Gawsorth in 1773.

The carriers from Lancashire clearly had an eye to their creature comforts. Their refreshment and recreation were organised on a proper basis, as is shewn by a list published locally in 1732 which gives the Inns in London where they stayed:-

---

Knotsford . . . . .	Castle & Falcon, Aldergate St. Swan with Two Necks (Fridays)
Liverpool (Carrier) . . . . .	Castle & Falcon (Th. Fri.) Bell (Fri.)
Manchester (Carrier) . . . . .	Castle & Falcon (Fri.) Blossoms Inn (Fri.)
Rochdale (Carrier) . . . . .	Bell (Fridays)
Stockport (Carrier) . . . . .	Castle & Falcon (Fridays)
Warrington (Coach) . . . . .	George, Aldersgate (Mon. & Wed.)
Warrington & Wigan (Carriers) . . . .	Bell & Castle, Wood St. (Fri.)

---

he demanded. He said that there was an affidavit against him, and some other particulars of a private nature.

I told him that I did know the man, that I looked upon him to be an honest man, that I have never heard of any complaints, unless it was something about taking a halfpenny, which I believe is not insisted on..."

Mrs. Byrom interviewed the Manchester Postmaster and replied to her husband

"Mr. Illingworth says he never did demand a halfpenny. If they would give it well and good, if not they let it well alone. He sent the bellman about the town first to desire folks would send for their letters, or else give the man a halfpenny for bringing them, which he says is the custom in a great many places, in some a penny..."

It will be seen that an arrangement for house delivery which took the form of a paid service in 1764 was, in Manchester for certain, and by report elsewhere, an unofficial custom nearly twenty years earlier.

From an article in "The M R Views", a monthly journal of the Manchester branch of the "Union of Post Office Workers", and from a letter to the Editor by Mr. W. Lowe.

Ralph Allen continued to improve the cross posts and bye-mail letter routes, and by 1735 he had made regulations between Manchester and Chester which meant that letters sent from Manchester to Chester, Shropshire, Worcestershire, Gloucester, Somerset, Devon, Cornwall, and all Wales, and parts of Wilts, Berks, and Oxfordshire, could be answered four days earlier than they could before.

An extract from Joyce states: "In 1736 the Duke of Devonshire was much struck with the length of time which letters took to pass between Manchester and Chesterfield, and he begged the Post Master General to apply a remedy. These two towns were about forty six miles apart, and in 1736 there was no post between them. Not very long before, letters from one to the other would have to pass through London, and even now they were taking a circuitous course by Ferribridge, Doncaster, and Rotherham. The Duke's application was referred to Allen, and he, without waiting to consult the local surveyor, at once gave his instructions. Between Manchester and Chesterfield there must certainly be a post, but this would not be enough. Derby must also share the benefit, and this could not be compassed without erecting a stage

between that town and Nottingham." Allen referred his proposals to the district surveyor for his remarks.

"...the entire district, Chesterfield, Sheffield, Nottingham and Mansfield was doing a very considerable trade in Manchester wares but the letters which passed between these towns and Manchester were chiefly sent with the goods by carrier." By the end of 1736 Manchester traders were able to get their letters from Yorkshire two days sooner, and a cross post was in service from Manchester to Chesterfield by Stockport, Chapple in Frith, Chatsworth, Tideswell and Bakewell.

John Finch (1740-1748.) succeeded Illingworth and it was during his term of office that, in 1747, the trustees of the turnpike roads discovered, when measuring the existing distances between milestones, that the statute mile was much shorter than the post office mile. The distance from London to Manchester was 137 miles according to the post office, but 165 miles when remeasured. The Postmasters were quick to change their charges accordingly. Finch's salary was £40 per annum, and on his death, Issac Clegg (1748-1768) was appointed in his stead.

The postmark Fig. 6 occurs on letters dated from 1750 to 1757, including one from Burnley which has the Rochdale mark, Fig. 7 and a "P.S. Reply to Burnley via Rochdale Bag." Fig. 6A with the H and E joined was used in September, 1750.

**MAN  
CHESTER**

Fig. 6.

**MAN  
CHESTER**

Fig. 6A.

**ROCH  
DALE**

Fig. 7.

It was inevitable that a rapidly expanding post with differential rates for types of commercial correspondence should lead to occasional clashes of interest. In 1753 a test case was heard in Manchester in which the issue was what was known as the "pattern post". It had been the practice ever since the post was established to charge letters containing samples as double postage. The merchants took their stand on the contention that the letters should be charged at single rates if weighing less than one ounce. Lawyers were in the same position and felt as strongly about their writs being charged at the double rate. But the Government, fearful of a drop in revenue at a time when trade was increasing, took the necessary action to safeguard their position by inserting a clause in the Act which effectively prevented merchants sending sample patterns, and lawyers their writs, as single postage.

Allen was working hard, and he had his reward when it was announced that the posts were to be improved from three days a week to six. The notice in the "Manchester Magazine" of October 14, 1755 reads:

Warrington. September 13, 1755.

His Majesty's Post Master General for the further improvement of correspondence having been pleased to order, that letters shall for the future be conveyed six days in every week (instead of three days as at present) betwixt London and Woburn, Newport-Pagnell, Northampton, Market-Harborough, Leicester, Loughborough, Derby, and Nottingham, through Hertford, on the additional days. And likewise betwixt London and Shiffnall, Shrewsbury, Stafford, Stone, Namptwich, Chester, Middlewich, Northwich, Warrington, Liverpool, and Manchester, through Oxford, Worcester, Birmingham, and Wolverhampton on the additional three days. Also to quicken the Communications by post betwixt Sheffield of the Great North Road through Doncaster, and the correspondence between Manchester, Liverpool, Warrington, Chester, Gloucester, South Wales, Bristol, and the whole cross roads, as well as between

Liverpool, Manchester, Wigan, Preston, Lancaster, Kendal, and all parts of Westmorland and Cumberland, and between Liverpool and all parts of Yorkshire, Durham, Scotland, Derbyshire, Nottinghamshire, Lincolnshire, Huntingdonshire, Cambridgeshire and Norfolk.

Publick Notice is given herewith That these several additional Conveyance, Improvements and Regulations will take place from Friday the 10th Day of October next, etc.

By Command  
of the Post Master General

Atkinson Robinson  
William Hathorne  
Surveyors.

From the "London Gazette"

Post Office. January 3, 1758.

Bye-night Mails, London, Birmingham, Wolverhampton, Shiffnall, Stafford, Stone, Namptwich, Chester, Northwich, Warrington, and Liverpool and Manchester pass at present through Evesham, Worcester, & Bromsgrove for the future to be conveyed directly through Shipston upon Stower, Stratford upon Avon, & Henley upon Arden by which means these mails will arrive much earlier at Birmingham and all other Post Towns North thereof than they do at present & a Communication by post be opened from Shipston, Stafford, Henley & Aulcester to all parts of Staffordshire, Cheshire, North Wales, and Lancashire from 5 day Jany. next. All Carriers, Coachmen, Water-Wherry-men, Dispersers of Country-News-Papers etc. prosecuted £5 for every letter & £100 for every week the practice is continued.

Geo. Shevlock, Secretary.

By 1760 the Bridgewater Arms was one of the main inns in Manchester, with accommodation for 100 guests. The Royal Mail Coach left here for London, advertised as taking three days for the journey, "if God permits" and inside passengers were carried for £2.5.0. Letters have been seen marked "to lie at the Post Office till called for in Manchester" dated at this period.

In 1763 a letter by express from the G.P.O. London, at any hour, was to be charged for as follows:

Manchester	£2. 15. 6.
Knotsford	£2. 12. 0.
Warrington	£2. 14. 0.
Macclesfield	£2. 11. 9.
Namptwich	£2. 9. 6.
Liverpool	£2. 18. 0.
Wigan	£2. 17. 0.
Preston	£3. 0. 6.
Lancaster	£3. 6. 6.
Garstang.	£3. 3. 6.

Instructions to the postmasters were given regarding charges,

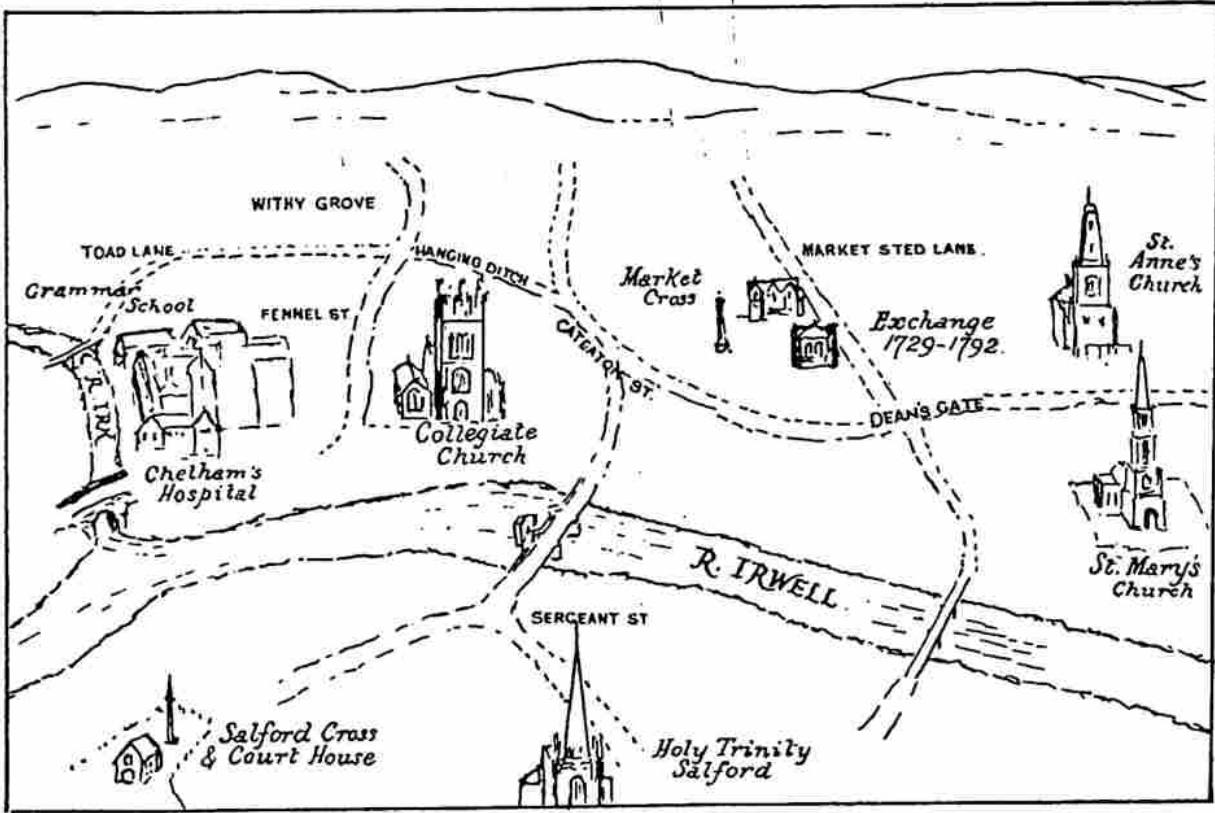
"To ride Post in any of the Post-Roads, Three-pence British Money for each Horse-hire for every English Mile & for Four-pence for the Guide of every Stage. The Deputy Postmasters are to have ready, at all times, Servants above the age of fourteen years, to ride with the Mails & Expresses & to serve as a Guide with his Horn, to all Persons riding Post, & such servants to ride all the Year after the Rate of 5 miles an Hour, & wind their Horns once every Mile & and three Times in every Town & Village & upon meeting of any Passengers upon the Road."

An item in the "Mercury" dated July 30, 1765 states "Wm. Nabb, of Manchester, Attorney & Solicitor in the High Court of Chancery, intends to follow the above business in a house, near the Post Office, late in the possession of Mr. Crane" and a local directory reads: "Wm. Crane, Yarn Merchant, lived in Back Square".

The postmark Fig.8 was used from 1763 to 1765.

MANCHESTER

Fig.8



The building that housed the Post Office in 1793 can be seen behind the Exchange



The Postage rates were changed again in 1765.

From any post office in England and Wales to any place not exceeding 15 miles (1 stage)

Above 15 miles & not exceeding 30 miles (2 stages)

Above 30 miles & not exceeding 80 miles

Above 80 miles

Single	Double	Treble	Ounce
1d.	2d.	3d.	4d.
2d.	4d.	6d.	8d.
3d.	6d.	9d.	12d.
4d.	8d.	12d.	16d.

and the speed of the Post was raised to six miles an hour.

In 1768 Issac Clegg retired. He had been Postmaster for many years until, incapacitated for work, his duties were taken over by his clerk, Willatt, who had been acting for him for some time. A notice in the "Mercury" of February 13, 1770 records:

"On Sunday morning died, after a long illness, Mr. Issac Clegg, many years Postmaster of this town, which office he discharged by a constant attendance on his duties and a readiness to oblige."

The Accounts record: April 5, 1769 Salary due to Issac Clegg & John Willatt—£40.

The Postmark (Fig. 9.) has been seen on letters dated 1767-1772. There may have been more than one handstamp of this type, or the type may have been moveable, as in 1772 marks occur with the TER under NCH.

# MANCHESTER

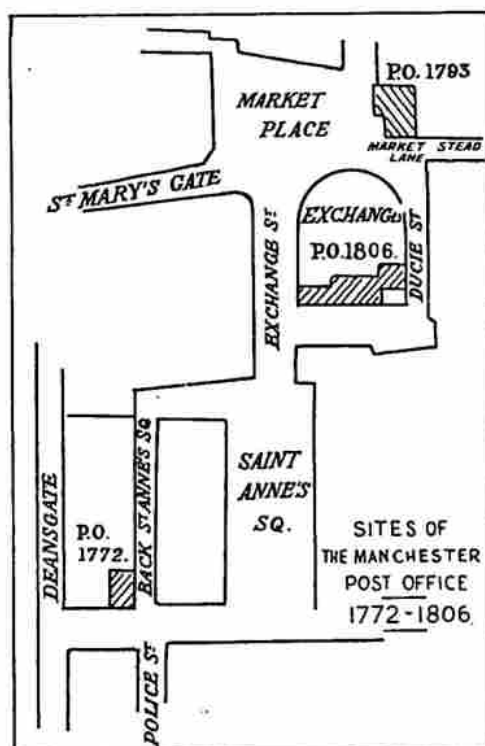
Fig. 9.

John Willatt (1768-1772) became Postmaster. He had married Sarah Benson in April 1754, and died on the July 24, 1772. His tombstone in St. Anns' Church reads:

Here was interred

John Willatt,  
late Post Master of the Town,  
Who departed this life  
July 24, 1772, aged 41 years.

The "Mercury", July 28, 1772 reads: "On Friday last died Mr. John Willatt, Postmaster in this town, second to none in this part of the Kingdom in the knowledge of his profession, he discharged it with diligence and impartiality which rendered him beloved and respected by all, benevolent and sociable in his disposition, he was



esteemed by those who knew him as a sincere friend and an honest man, and as a kind husband and a tender parent, his death is much lamented by his wife and four children."

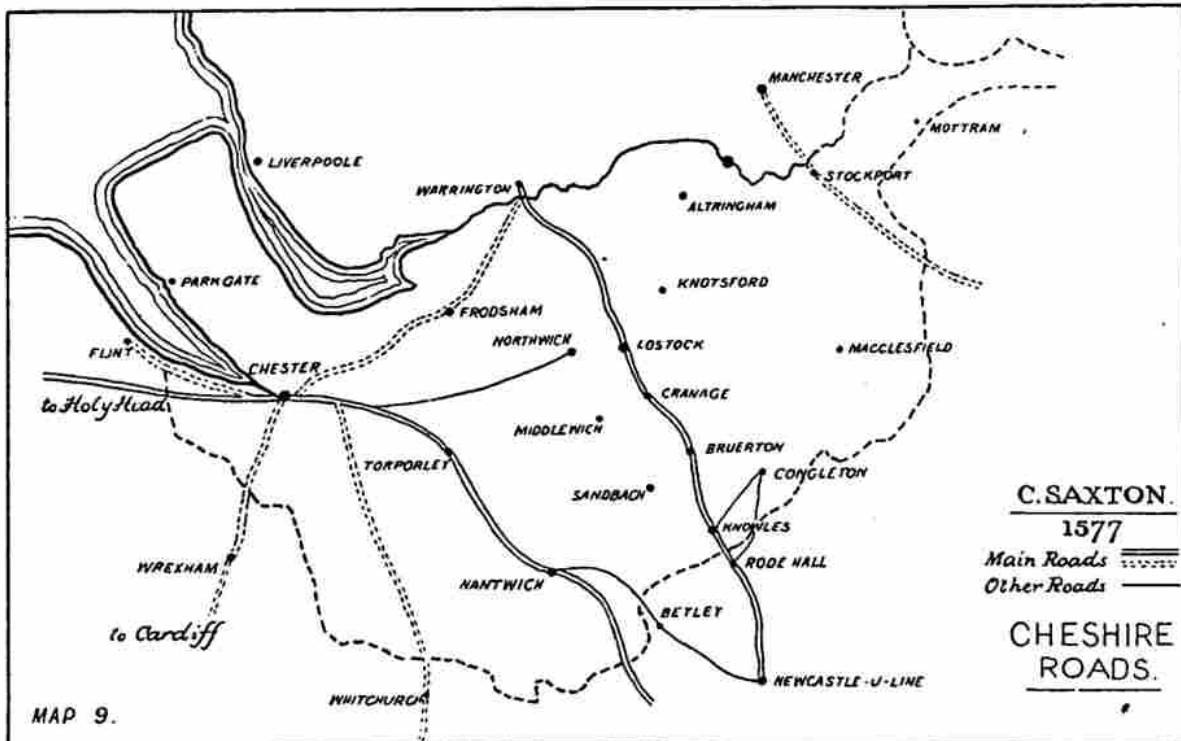
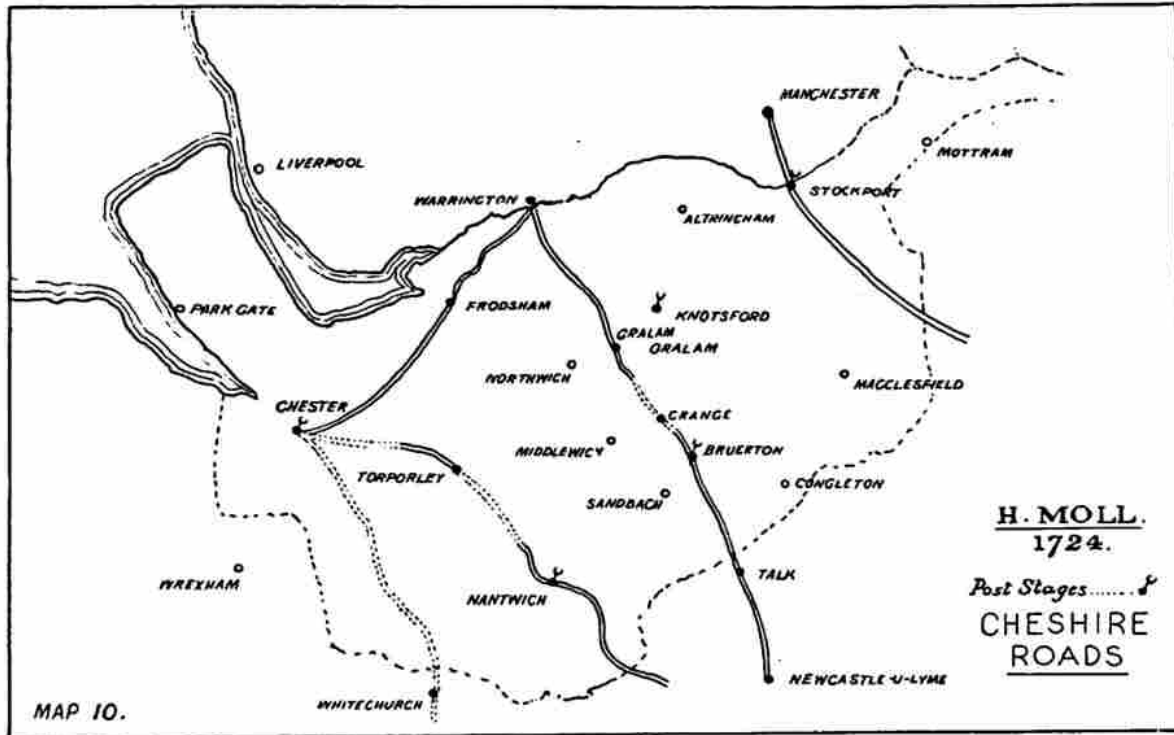
An item in the Constables Accounts: "Oct 17. 1770. To Postage of 62 Hue and Cry Warrents paid Mr. Willatt £1.17.2."

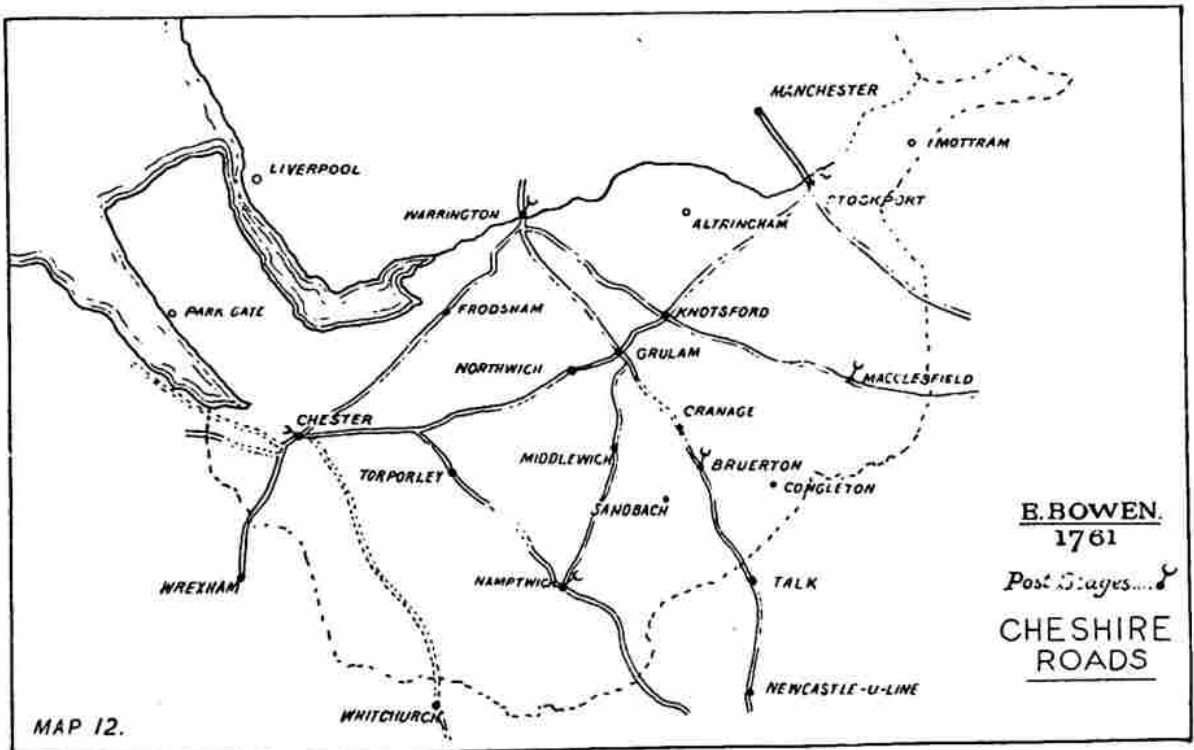
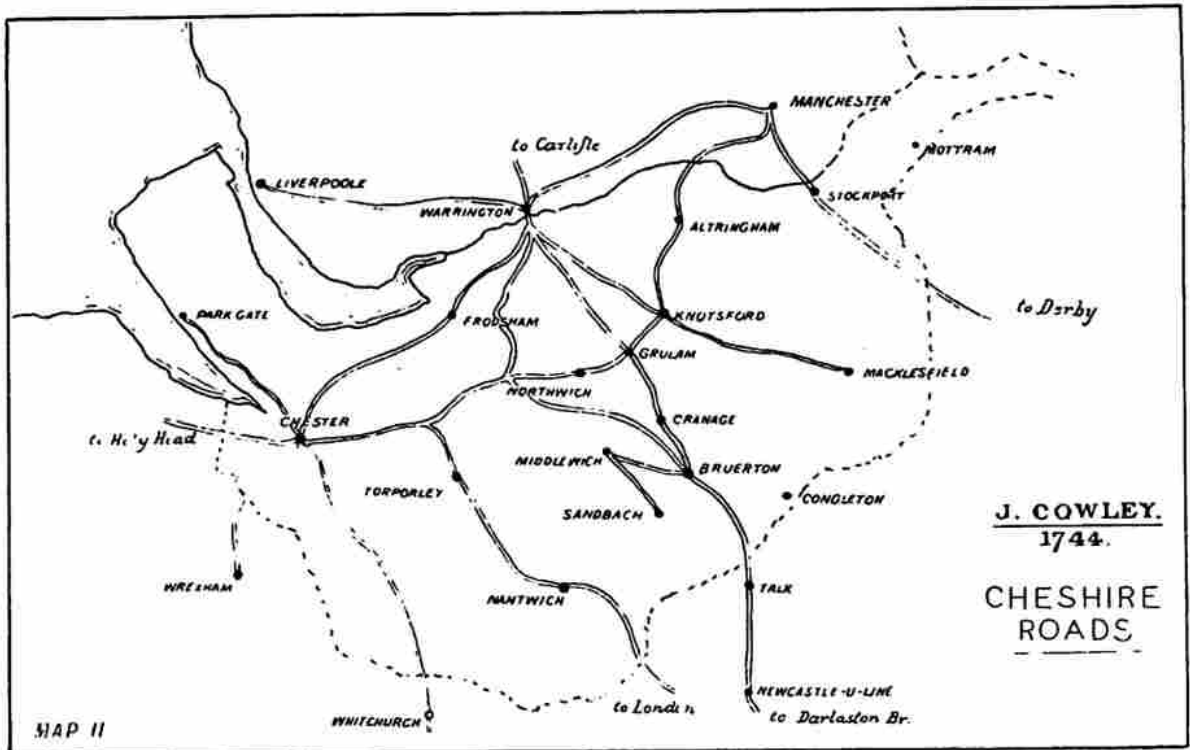
Willatt's salary is shown as £40 in 1770 and as £62.10s. in the 1773 Accounts.

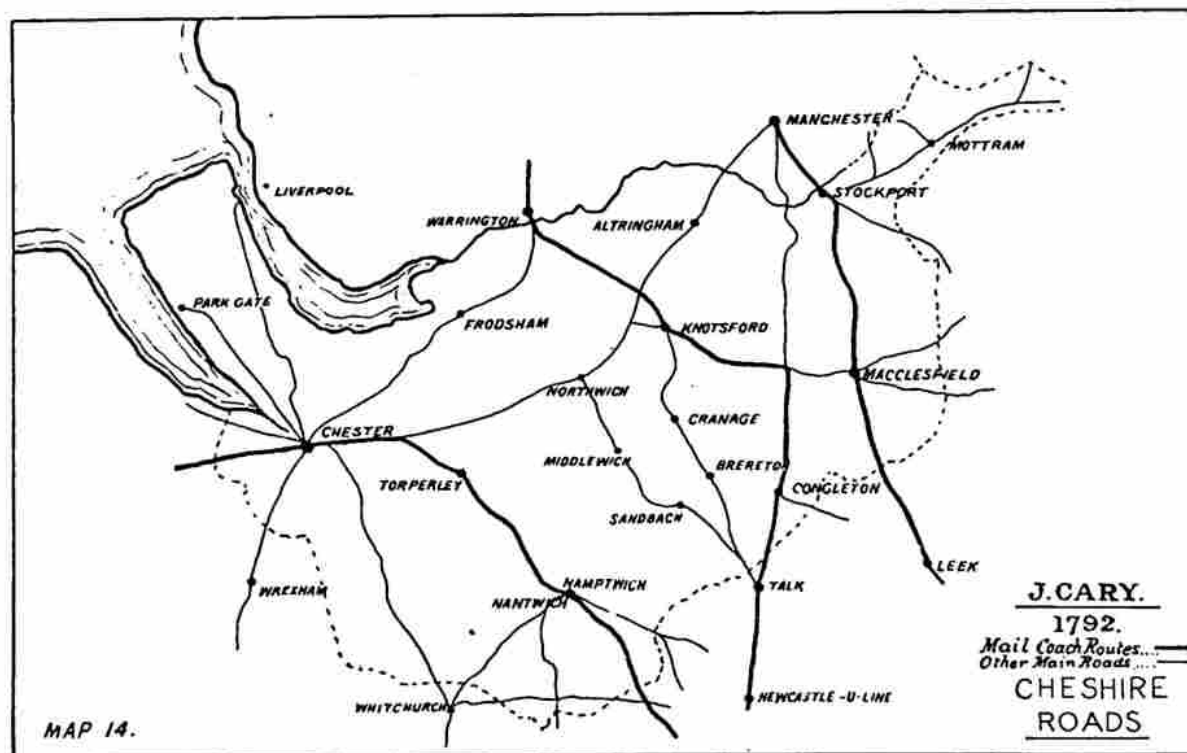
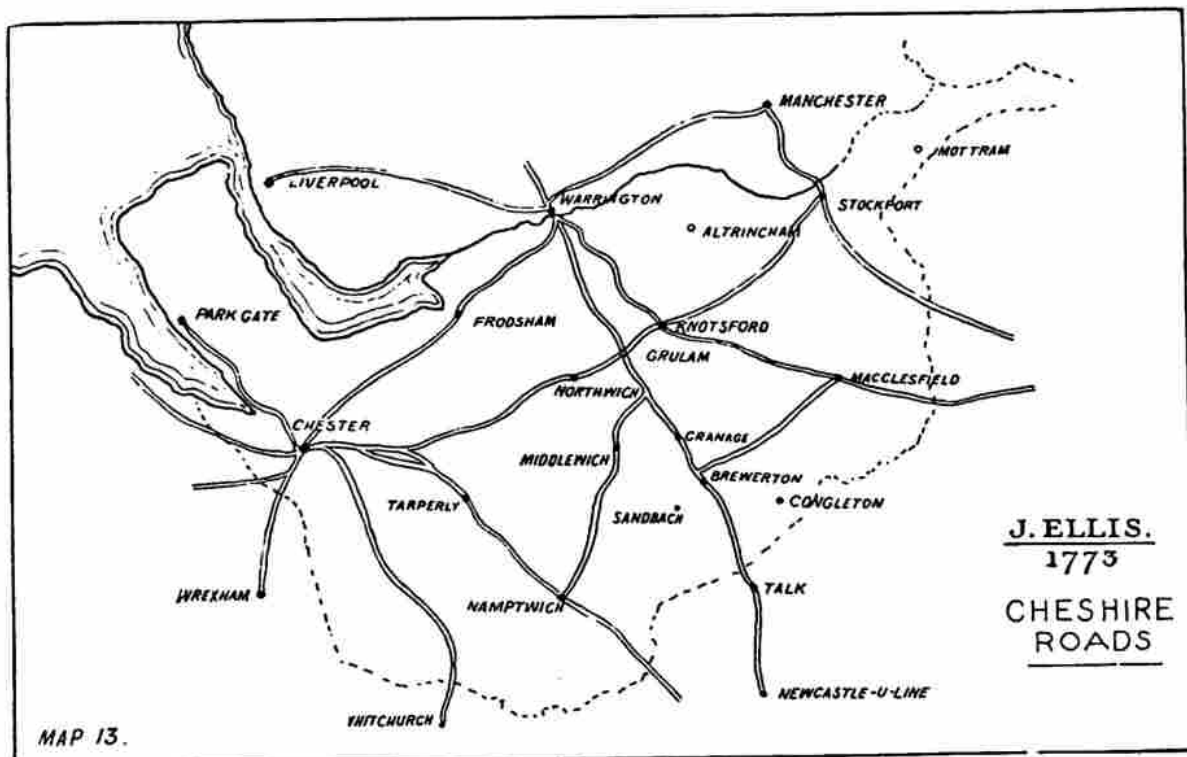
The "Roads" of the Manchester district Maps 9 to 16 show the roads as ex-

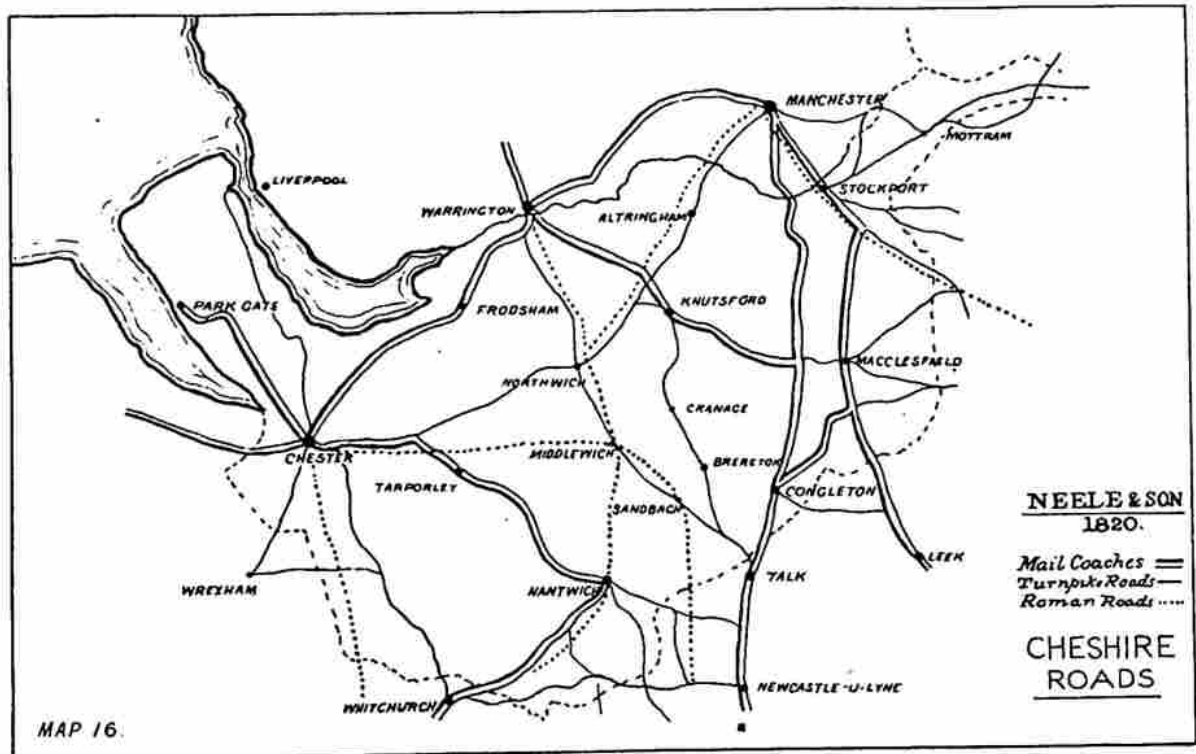
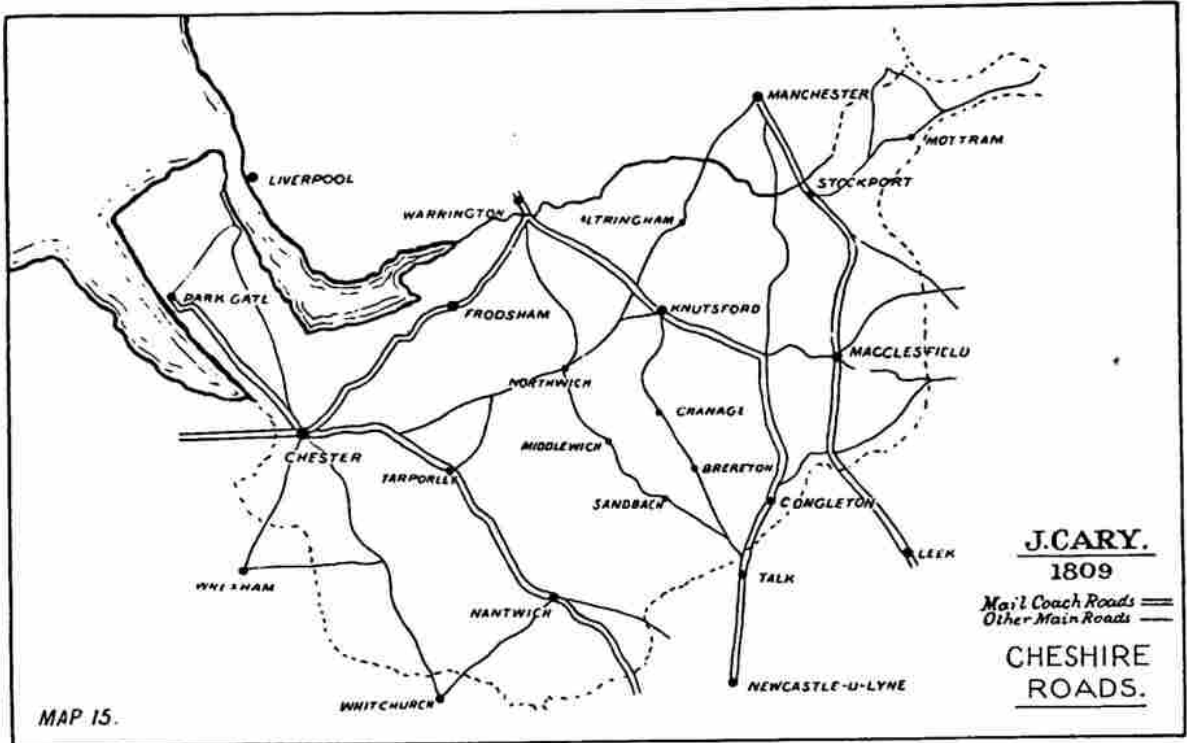
tracted from drawings of the routes made from 1577 to 1820 covering the Cheshire area. Some of these were unfenced, and crossed open spaces, where the line must have varied according to conditions, and should really be described as "rides".

Many other rides must have existed between the villages, but these are not recorded by the early cartographers.







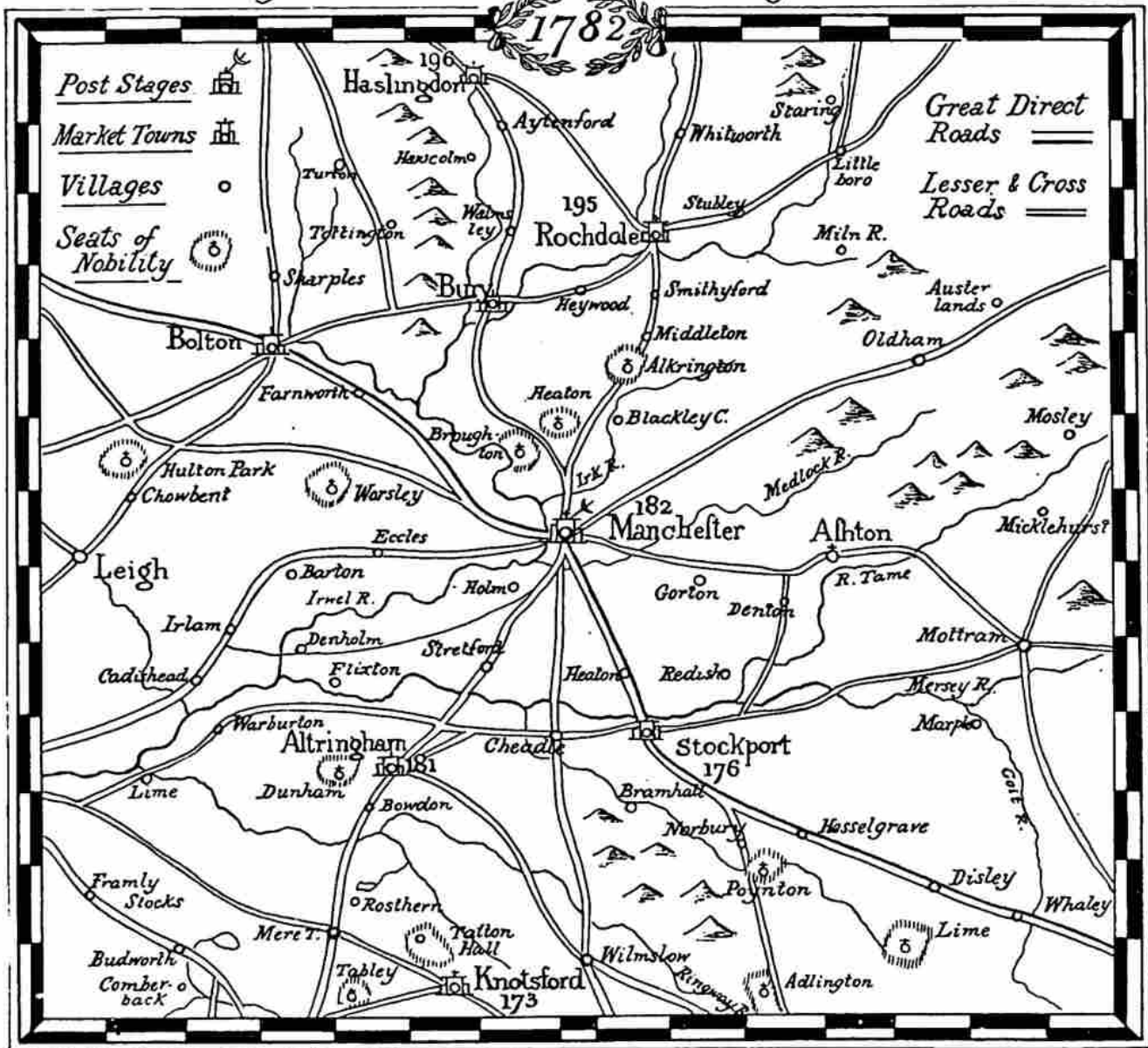


The accession of Mrs. Sarah Willatt to the office of Postmistress in 1772 was, we are informed, by popular desire. Unfailing evidence, one would think, that the post and those who operated it, were becoming identified in the public mind with social progress and welfare. Mrs. Willatt succeeded her husband,

and the Mercury of August 11, 1772, records her "sincere thanks to the Gentlemen of the Town and Neighbourhood thereof for their kind petition to the Postmaster General in her favour. She hopes that by a regular discharge of her duties she will meet with the approbation of the Publick".

## THE MANCHESTER DISTRICT

*DESCRIBED by DAN L. PATERSON & PUBLISHED by CARINGTON BOWLES*



REPRODUCED BY ALAN MORLEY

The address of the post office is given in various forms:

- 1772 Willet, John, Master of the Post Office, St. Anns Square.  
1773 Willet, Sarah, Mistress of the Post Office, 12 St. Anns Sq.  
1781 Willet, Post Mistress, Post Office, Queen St.  
1788 Mrs. Willatt, keeper of the Post Office, facing Queen St., St. Anns Sq.  
1793 April 15th. From an announcement in the "Mercury":  
"the Principle Post Office in Queen St., St. Anns"  
1793 The Post Office notice of the PENNY POST gives the address as "Back Square".  
1794 After her retirement on the 5th April, 1793, a letter was addressed to her "Mrs. Sarah Willat, 9 Back Sq. close to the office."

A new post mark (Fig. 10) appeared in 1770 and further changes were made in 1773 (Figs. 11 & 12) and in 1782 (Fig. 13) a mark, which may have been made up of two moveable parts, was used. The TER is found in various positions from under anc to under NCH.

MANCH  
ESTER

Fig. 10.  
1770.

MANCH  
ESTER

Fig. 11.  
1.10.1773-18.2.1778.

MAN  
CHESTER

Fig. 12.  
1773-12.4.1780.

MANCHES  
TER

Fig. 13.  
4.1.1782-1786.

In August 1781, this announcement appeared which makes clear the wide network of coaches which is developing:

"Manchester and Blackpool diligence sets out from Mrs. Hodgkinson's Royal Oak Hotel Manchester, every morning at six o'clock. A coach or diligence meets the above at Mr. Dawson's Red Lyon at Preston, which proceeds to Lancaster the same evening, where it joins a diligence which sets out every Tuesday, Wednesday, Friday & Saturday morning, at six o'clock to the north, through Kendal to Penrith, from thence there are coaches and diligences every day of the week to Carlisle, Edinburgh, Glasgow, Dumfries, Kilmarnock, and most of the principal places in Scotland. Fares from Preston, to Lancaster, 5/6, Kendal 12s., Penrith 12/6."

The North Coach was advertised in 1783 by Matthew Pickford from the Upper Royal Oak, Market Street Lane, Manchester, through Bolton and Chorley to Preston, Lancaster, Kendal, Penrith, Carlisle, Glasgow and Edinburgh, every Tuesday, Thursday, and Saturday mornings at 6 o'clock. Fares:- Manchester to Lancaster inside 9/-, outside 6/-, to Kendal 15/- inside and 9/6 outside, to Penrith £1.5.0. and 15/6. Manchester to Carlisle £1.9.6. inside and 18/- outside.

In 1785 Palmers coach plan was extended to Leeds, Manchester and Liverpool, and the mail coaches began to take over the carriage of mails from the Post Boys.

POST OFFICE, MANCHESTER"  
July 15, 1785.

A further extension of Mr. Palmers Plan will take place at this office on Sunday, 24th. when it will be open every day (except Friday) for receiving all letters for London and the intermediate places till 11 o'clock at night and for delivery of all letters at the office from thence as soon after 6 o'clock at night as they can possibly be sorted after their arrival, till 10 o'clock on the same night.

The letters will not be delivered at the town till the following morning, nor any business transacted at the

office on Sundays from 10 in the morning till after evening Service.

Mr. Palmer surveyed the roads in this town.

Messrs. Grey and Wilson, the contractors for carrying these mails have agreed to convey in 24 hours to and from London & this place for the further accommodation of the inhabitants.

The Mail Coach is intended to leave London at eight every night, & arrive here at the same hour the following eve.

To leave Manchester at 6 every morning and arrive in London the following morning at the same hour.

Distance from the General Post Office London to the Post Office Manchester upwards of 190 miles.

At this time another postmark was used (Fig. 14) on letters dated 1785 to 1787, and in the latter part of 1787 was followed by the arched type of mark (Fig. 15).

MAN  
CHESTER

Fig. 14.  
3.6.1785-22.9.1787.

MANCHES  
TER

Fig. 15.  
26.10.1787-21.7.1789.

The progress made by the Post Office in its seven-league boots had been so uniformly good that one is deluded into the belief that there had been no opposition worth twopence. If there was, authority had kept quiet about it. But the newspapers of the time were not so reticent. A typical report of 1785, reproduced below, makes it clear that there had been vehement opposition; yes, nasty, vicious, unscrupulous opposition to the development of the

mail service throughout England. The writer uses a terminology long since fallen into disuse to describe the "malignity" and "falseness" of this opposition.

The report declared:

"The force of prejudice every man feels, and almost every man acknowledges, and yet in proportion as the world grows more enlightened, prejudice seems to prevail more powerfully.

The truth of this remark cannot be better illustrated than by referring to the determined and inveterate opposition that has been uniformly to Mr. Palmer's plan for a more speedy conveyance of the Mails throughout England.

This plan, which had for its object the accommodation of the publick in two essential instances, each equally contributing to the benefit of commerce, the accelerated transmit of letters from distant parts of the kingdom, and the early carriage of passengers from place to place, has been combated with more than common perseverance. That particular publick office which ought first of all other offices to have patronised the plan, it is notorious, so far from cherishing it, strove "tooth and nail" to prevent its being effectually carried into execution, and had recourse to every means overt and covert, to impede its progress.

Happily for the publick, the interested efforts of individuals have been found incapable to defeat the laudable aim of Mr. Palmer; conviction got the better of prejudice, and good sense of the Minister, led him to take that line of conduct which best became him, as the steward of the publick, in all its general and large concerns, satisfied that a scheme for the delivery of a letter from a merchant at Bristol, at Liverpool, or at other great ports, in London twelve times sooner than had been customary, was worth attempting, he gave the plan an early countenance, but he gave it with the wise caution of an able Statesman; he suffered it to have a partial trial,



and the event has proved, that he was determined, if success evinced its practicability to a great extent to adopt it universally.

The event has justified it beyond the power of contradiction, and we now see it, to the great benefit of the kingdom in general, daily extending itself. The arts that its opposers have been of late reduced to, in order to maintain a shew of objection, are too paltry and pitiful to merit much attention. The common accidents inseparable from the infant execution of a grand scheme, have been magnified with an equal degree of malignant ingenuity and intrepid falsehood.

Occurrences of a nature approaching to ridicule have been converted into serious mischief, and circumstances that might have happened to any road or vehicle, have been dwelt on with a bitterness of remark, as if they were peculiarly appropriate to Mail Coaches. The writer of this article came in the course of the present week from Manchester, and he has to lament that he could not get a place on the mail coach. He was obliged to become a passenger in that lumber waggon, the two day machine and he felt the difference with a witness. He was two and forty hours on the road, and that the reader may judge of the distinction between the expedition of the two vehicles he has mentioned, he assures him that he was nearly six hours in the stage from Derby to Leicester (only twenty seven miles) and nearly three hours from Dunstable to St. Albans (not fourteen miles). To say nothing of the accelerated conveyance of the letters can any man recollect that the Mail Coach carries its passengers from Manchester to London in less than six and twenty hours, and not acknowledge that the institution of mail coaches is an improvement most essentially conducive to the commerce of the kingdom, and convenience of the subjects in general?"

According to an advertisement of Jan. 1788, Richard Dixon & Co. of the General Coach Office, Lower Swan Inn, Manchester, ran a Lancaster coach starting at 6 a.m. from the Swan Inn,

Market St. Manchester, through Bolton, Chorley, Preston and Garstang to Lancaster (which was reached in about 11 hours) three times a week, on Mondays, Wednesdays, and Fridays, returning to Manchester on Tuesdays, Thursdays, and Saturdays. Fares, inside 16s. outside 9s. 6d.

From the following April the Carlisle Royal Mail Coach set out from the Bridgewater Arms, High St., Manchester, daily at or soon after 2 a.m. The fares were higher than by the "Stage" coaches—to Lancaster £1.2.0., large parcels 1s. per lb.

From the Lower Swan there was a Lancaster coach (Coopers) which fitted in with Dixon's service, going to Lancaster on Tuesdays, Thursdays and Saturdays: It was somewhat slower. Leaving at 5.30 a.m. it did not arrive until 6 p.m.

In October Dixon & Co. announced the Carlisle Mail Coach from Manchester at 1 a.m., through Lancaster (Bush Inn) to Beck's Coffee House, Carlisle arriving at 8 p.m. The through fare was £2. Two years later the calling places were changed to the "Old Kings Arms" Lancaster, and Alkin & Fairbaines Coffee House, Carlisle.

The 24 Hour schedule given in the Post Office Notice of July 15, 1785 for the Manchester-London journey was extended to 28 hours in 1788.

A notice at the Bridgewater Arms in 1788 announces, that the Royal Mail Coach leaves at 10 o'clock and arrives at the Swan with Two Necks, Lad Lane, London in 28 Hours. Fares: to Leek 16/-, Derby £1.10.0., Harborough £2.10.0., Dunstable and London £3.13.0.

By 1789 another arch type of postmark was in use (Fig. 16) and in Dec. 1790 Fig. 17 appeared and was in use for at least a year, concurrently with Fig. 18.



Fig. 16.  
14.9.1789-14.10.1790.

# MANCHESTER

Fig. 17.

10.12.1790-8.1.1792.

## MAN CHESTER

Fig. 18.

4.4.1791-28.1.1792.

Tampering with the mails was always a perilous business, never more so than in 1790, when an unfortunate if misguided vagrant named John Blewer appeared before the Judge at Lancaster Assizes accused of stealing two letters from the Manchester-Preston mail bag, and taking from one of the letters a bill of exchange value £141.10.0., and from the other a bill of exchange value £101.10.0. at Bolton-le-Moors. The sentence—death. Mercifully, there is no satisfactory evidence that the death penalty was, in fact, carried out.

The high value of much of the property carried by the mails was undoubtedly a lure to malefactors. One of the most brutal crimes in the history of the Post Office was committed about five o'clock in the morning of a September day in 1791. A Post Boy carrying the mail on horseback was murdered in grisly fashion about a mile from Warrington. The loot consisted of letters taken from the Chester bags for Manchester and Rochdale, and the Liverpool and Warrington bags for Rochdale.

A newspaper report states that:

"Two men (by accent Irishmen) were seen to leave the place where the robbery and murder had been committed, in a precipitate manner, and to go towards Warrington.

The rider was found about six o'clock on Friday morning, after the whole of the night had been spent in searching for him, in Britch Brook, about a mile from Warrington. The body lay face downwards, hands tied upon his back, and feet tied together.

The mail, with the Post Boy's horn and the four bags, all empty, except a single letter in the Liverpool bag for Leeds, were found lying in the brook, about two yards from the

body. The saddle and mail pillion were found in a field adjoining the great road to Manchester, through which the brook runs.

The horse was found in the next field with his bridle on. The body of the rider has been examined by Dr. Pemberton; there appears to be a stab with a sharp instrument in the throat, near the left jugular artery, two inches deep, and near one inch wide. Another stab, something higher, near the middle of the throat, about half an inch wide, but not penetrating the wind-pipe: a violent bruise over the left eyebrow, the skin and flesh divided to the bone in three places, but no fracture: another bruise on the right side of the head, near the crown, the skin and flesh divided down to the bone. It is a most shocking murder, attended with the greatest cruelty imaginable."

Another Post Boy received brutal handling in a robbery a few years later. The local newspaper reported the crime with telling succinctness:

"This day, between eight and nine o'clock at night, the Post Boy carrying the Manchester, Warrington and Frodsham bags was stopped by two men with crepe before their faces and well-mounted, near Durham-on-the-Hill, and after securing the Boy they took the bags into an adjoining field and broke them all open and examined the letters and left them scattered in the field. Then they returned to the boy, hoodwinked him, and left him with horrid threats if he attempted to disengage himself."

It wasn't a good time for single-handed guardians of the mails. Was this the best that could be done for the safety of the men and the security of the mails?

At this time Manchester was taking another big step towards full cohesion as a large centre of population. It decided to number its houses, and concurrently with this to publish local directories, which must have been a great benefit to the postal service. The town's enterprise in postal matters was reaping its reward. By 1790 its postage receipts were £11,000, a greater amount than that returned by any

other provincial town. But in other ways the town was on the eve of important postal developments.

Meanwhile, in 1792 Mrs. Willatt, who had been appointed with such acclamation, made a false step which lost her some of her popularity. She imposed a late-letter fee, of which the townspeople strongly disapproved. Their protests became clamant and the Leet Court was called to adjudicate. They imposed a fine on Mrs. Willatt. Nevertheless, Mrs. Willatt was an efficient official. She was carrying the whole burden of the town's postal service with only her daughter and one letter carrier, James Barkley of New Cross, to helper. Her salary was nominally £100 per annum, but on her retirement in 1793 she was awarded a pension of £120 for her services.

A run through the Cash and General Account Books and the Establishment Book discloses some interesting details of the remuneration of the Postmistress.

1774	April 5. Salary due to Sarah Willatt	£239. 17. 6.
1775	April 5. Salary due to Sarah Willatt	£299. 0. 0.
1776	April 5. Salary due to Sarah Willatt	£ 99. 0. 0.
1781	Sarah Willatt is shewn as deputy	£ 93. 0. 0.
	Salary	£ 80. 0. 0.
	Bye Salary	£ 80. 0. 0.
	Riding work	£174. 0. 0.
	Latter carrier	£ 13. 0. 0.
1784	Salary	£100. 0. 0.
	Bye salary	£110. 0. 0.
	Riding work	£200. 0. 0.
1789	April 5. Salary due to Sarah Willatt	£374. 2. 0.

The Postmistress was nearing the end of her tenure of office, and with her passing Manchester ceased to be a family post office and began to assume the equivalent of a present day Crown Office with staff appointed by London. Minutes still existing show how the transition was carried out, with increasing emphasis on control from London.

Freeling's Minutes. Vol. 5. 13.7.1791.

The Postmrs. Genl. have read with attention the report of Messrs. Freeling & Western upon the Manchester Post Office, and their Lordships desire to have from Mrs. Willatt a state of the Salary, Pence and other

profits, together with the expence of the office in Clerks, Letter Carriers, Riding Work etc. and a statement of the annual or quarterly Amount of the number and Postage of the London, Bye & Cross road, and other letters passing thro' the office to and from Liverpool, Chester, the West of England, Ireland, Yorkshire, Carlisle etc. and also to and from the Eastern part of the Kingdom etc. etc. distinguishing to what place it goes and at what price per mile per annum.

Informed as the Postmr. Genr. are at present, they think it would be an unjustifiable expence, and a bad precedent to buy out the Postmistress upon such high terms as are now proposed for herself, and her daughter's life, considering the advanced

age of the mother, and that her life in the course of nature cannot be expected to be of any long duration. If she is become an incapable deputy, she ought in point of strict justice out of a salary of £260 per annum to find such assistance at her own expence as would compensate for her inability to attend to her duties, but as that may bear too hard upon her Income, and as it would be bad policy to hazard any loss in so great a revenue for want of proper Persons to attend it, the object of the Postmr. Genl. is to comply with the report of the Surveyors, so far as to take care that there shall be Clerks enough for the business, and that they shall have

such appointments as may be worth their acceptance, and they may be certain of succeeding in regular rotation to still better Salaries.

The Postmr. Genl. feel so strongly the arguments of the Surveyors that in such a considerable Town as Manchester, the Clerks should be well paid, or they will never be attached to their situations, that their Lordships think it right that the principal Clerk now at Manchester instead of a Salary of £50 per year which he now has, should have £80 (that is £20 more than the Surveyors propose) and that the Compr. Genl. immediately select from amongst the Clerks of the Inland Department, two more Clerks in whom he thinks he can place full confidence, one of whom may have a Salary of £70 per ann. and the other of £60 instead of £50 & £40 as the Surveyors recommd. and that they should have (as far as the Postmr. Genl. can give it to them) an absolute promise of succeeding to be First Clerks by regular rotation, and the Compr. Genl. may also send down a Surveyor who may instruct them how to arrange and perform their duty at first setting out, in a proper manner, and who should see that they keep up to it from Time to Time by short and occasional residences as opportunities may offer, the Deputy herself should find a good fourth Clerk instead of the other two whom she already employs, and The Postmr. Genl. will appoint two new Sorters to supply the place of the two Clerks to be sent from the Inland Office to the Office at Manchester. If the Compr Genl. will report the names of the Two Clerks whom he proposes to send down, this regulation may take place without delay, and the Postmr. Genl. will inform the Treasury of it immediately.

A side note on the minute reads:

"The Compr. Genl. had proposed his Nephew, Mr. Barlett to be the new Deputy, instead of the Old one when she was bought out".

Revealing Freeling's minutes showing some of the anxieties which assailed their Lordship:

September 1792.

"The PMG's wish a Coach or Diligence could be set up from Manchester to Knutsford...when Mr. Hasker (Superintendent of Mail Coaches) recovers he may be talked to further about it..."

(Vol. 1. page 92.)

"The PMG's desire Mr. Freeling will let the Postmistress have what help she wants till her Establishment is settled, for till that is done every report states how much the Revenue suffers." "Let Mr. Freeling see Watson the Sorter's brother and inform the PMG's if, with a little practice under Mr. Freeling's eye, he would not do for a Clerk for Mrs. Willatt."

(Vol. 2. pages 49 & 79.)

"Mr. Freeling should tell Mr. Western not to leave Manchester till he has put Mrs. Willatt into temporary possession of such clerks or Letter Carriers as are indispensable for her use...office at Manchester must have the help they want immediately as it is prejudious to the Revenue and inhuman to Mrs. Willatt to continue it in its present state."

(Vol. 13. No. 159.)

October, 1792: Freeling forwarded a letter from Mr. Western (Surveyor) about the relief of the office at Manchester which reads:

"On my arrival at this place this morning I find nothing has been done for the better delivery of the letters arriving by the York and Liverpool Coaches although Your Lordships minute of the 9th. September expressly says that no time should be lost in relieving the office at Manchester and that till the relief can be permanent the Deputy must employ what hands she needs and charge the expence in her accounts..."

I find that she has made enquiries by means of the Printers, the present carriers and other means to get a proper person—none have applied except two or three who, not being able to bring sufficient characters she has prudently rejected them. I find also she has occasionally employed guards to deliver letters when not on duty with the coaches, but this is only

very precarious as it is seldom she can avail herself of this assistance. Knowing how anxious your Lordship's are to have the letters properly delivered in this town, I shall spare no pains to get suitable person—I must observe however that in this manufacturing place such ample wages are to be earned by an industrious man that scarce any active person will undertake it at the usual price allowed by the Office for Country Letter Carriers—Mrs. Willatt is allowed only two carriers at 10/6 a week but she employs three at 10/-, 11/-, and 12/- a week besides their Christmas boxes and perquisites. The New Carrier will have the Irish and Yorkshire and the Scotch Letters to deliver—but he cannot have any perquisites as that would be taking from the stipend of the present carriers.”

(PMG's Report No. 159 of 1792.)

Later in the month Freeling wrote:

“I have the honor to enclose a letter from Mr. Western on the subject of his having procured a Letter Carrier for Manchester at 14/- a week, a sum exceeding by 3/- any allowance for the same purpose to any postmaster whatever...Mr. Western has very judiciously arranged the duties allotted to this man and the town of Manchester can now have no occasion to complain of the delivery of their letters...”

(Freeling's Report to the P.M.G.)  
(Vol. 2. No. 27B.)

A further minute on the same matter reads:

“...if the new Letter Carrier there has 14/- a week the old should have the same or he will be dissatisfied, or will make it up by some improper perquisites”.

(Freeling's Minutes: Vol.2. No.27B.)

November 1792. A report by George Western, Surveyor, on the Post Office in Manchester, reads:

“...I have the honor to state to your

Lordships with respect to the future and necessary arrangement of this office that nothing can be expected while the present Post mistress continues, who is very old and quite inadequate to any part of the business—as the first step towards a regulation I beg to submit the necessity of her removal with a competent recompence for a service of near forty years—the proposal made to your Lordships in February 1791 was £120 a year to Mrs. Willatt during her life, and £40 to her daughter, after the death of Mrs. Willatt—I trust your Lordships will not think this too much...As to the state of the office...it is necessary there should be a good and active deputy at Manchester—your Lordships will probably think the present salary of £200 not adequate...The clerks should be well paid as an inducement to keep them to business and above the temptation of going to Merchants and manufacturers counting houses for better pay—as has hitherto been the case—so that new clerks have to be taught constantly...”

Freeling comments:

“...the pension to Mrs. Willatt of £200 per annum is I presume, as little as can be given her, and with that she will be well satisfied, the further payment of £40 per year to her daughter after the decease of the mother is proposed upon these grounds—the duties for a very considerable time were superintended indeed the greatest part of them performed by the two other daughters, who by their close application to the business certainly contracted an illness that terminated in their deaths, your Lordships I hope will therefore think the surviving daughter entitled to this pension for her life after the decease of her Mother. I presume that the salary to Manchester cannot be less than £300 per year, for the duties are very laborious and the Revenue exceeds that of any other office in

the Kingdom being nearly £15,000 for a year to the 5th. July last. (PMG's Report No. 101B of 1792.)

December 1792. A further minute from Freeling on the alterations proposed at Manchester reads:

"...there should be some letter from Mrs. Willatt expressing her sentiments on the intended new establishment of the Manchester Office and upon her own retirement. The P.M.G.'s do not think the salaries that are proposed for the future Postmaster of Manchester and his Clerk, and the wages for his Letter Carriers, to be too much, or the Pension for Mrs. Willatt and the daughter."

(Freeling's Minutes:  
Vol.14. No.101B.)

August 1792. Francis Fielding forwards a copy of "a very proper Advertisement circulated at Manchester"

POST OFFICE, Manchester.

August 13, 1792.

His Majesty's Postmaster General having established a Mail Coach from Hull and York to Liverpool: Notice is hereby given that on and after Tuesday the 14th. August, the letters arriving by the Yorkshire Post will be delivered from this office at one in the afternoon and will be despatched from hence at Eight in the morning.

The letters for Ireland through Holyhead, North Wales and Cheshire must be put into this office at twelve at noon.

There will be two posts a day from Manchester to Warrington and Liverpool—one to be despatched at 12 noon, to be in Warrington at 4 p.m. and at Liverpool at half past 6 p.m.—the other to leave Manchester at 7 in the evening as at present.

Sarah Willatt  
Postmistress.

(PMG's Report No.21 of 1792.)

In 1792/3 the North Mail was timed as follows:

London depart 7.30 p.m. daily and due at Manchester two days later shortly after 2 a.m. (generally it was nearer 3 a.m.) It continued to Preston, arriving 8 a.m., Lancaster 11.30 a.m. Kendal 5 p.m. and Carlisle 11 p.m.

The daily timetable of the Royal Mail South, was—Carlisle depart 3.30 a.m. Lancaster depart 1.30 p.m. Preston depart 5 p.m. Manchester arrive 11.30 p.m., depart 1 a.m., then by Stockport, Macclesfield, Leek, Derby, Leicester, Northampton, and St. Albans arriving at the "Swan with Two Necks" London soon after 5 a.m. on the following day, about 40 hours run from Lancaster and about 28 hours from Manchester.

A measure of uncasiness about the state of preparedness of the Manchester office to receive a new Postmaster creeps into further Freeling minutes to the Postmasters General. Referring to the appointment of Mr. James Harrop in January, 1793, he writes:

"I took the liberty of keeping back the letters of appointment of Mr. Harrop to the Postmastership of Manchester because it occurred to Mr. Western and to me that it might be as well to delay his taking possession of the office till Mr. Western had previously new modelled the duties, and the proper Clerks had been appointed. I earnestly wish that the new Postmaster may not have any example of irregularities before him which might abate the determination I have every reason to believe he has made to do the duties with all possible accuracy."

(Freeling's Reports to the PMG.  
No. 14A Vol. 17.)

Now at last it could be seen that the giant who was so labouriously being created was beginning to stir in his sleep. A sense of urgency was creeping into expansionist plans and developments, and there was growing realisation that the service was primarily for the benefit of the public and not just a means of raising revenue. This feeling

was supplanting the rather surprising attitude of inertia which followed the historic Act of 1765 which lowered the basic rate for letters to one penny for one post stage, and which also permitted the establishment of penny posts in any part of the country wherever it was considered expedient by the Postmasters General. It really was surprising that having regard to the progressive outlook of many of the Surveyors advantage of the Act was not taken until 1793.

This was the year of destiny, certainly for Manchester. Early in that year it was proposed to experiment with penny posts in Manchester, Bristol and Birmingham, since the Postmasters General had no data on which to pre-judge the success or otherwise of provincial penny posts. Manchester won the day by a short head, and the first provincial Penny Post was established there.

A minute headed Penny Posts reads:

"The principle on which Penny Post Offices in the country towns should be established can at first be only experimental; the primary object must be "accommodation", the second "revenue". If the accommodation succeeds the revenue will follow, but it will be by slow degrees. As in the infancy of such establishments great and unforeseen difficulties will occur, the PMG's consent is to make the experiment only in the three towns pointed out by Mr. Freeling viz., Bristol, Birmingham and Manchester. The returns made by the Surveyors must in the nature of them be insufficient, especially as the Postmasters have an interest in discouraging the Penny Posts. The Postmasters therefore should be told that they shall during their lives be fully compensated for the loss they may sustain in any of their emoluments, in consequence of Penny Posts being established. The Manchester Deputy will have no claim for compensation, being a new one and having a liberal

salary. The other two will have a fair claim to full compensation and should be made easy upon that point.

Those who call for their letters at the office must only pay 1d. if they were originally brought by the Penny Post and have not passed through the general Post Office, but not otherwise. One great reason for its answering in the future in point of revenue will be the additional correspondence it may be supposed to create for the General Post, but above all it will answer if it promotes the convenience, the interest and the commercial intercourse of the nation at large.

(Freeling's Minutes: Vol.4 No.51A.)

From the following copious letters and minutes some of the problems encountered emerge clearly.

General Post Office  
March 8, 1793.

"My Lords, Having received the minute of 4th. March stating your Lordships approbation of my proposals on the establishment of the new office at Manchester, I submit that Mr. Saverland should be made acquainted that the Lichfield and Birmingham lines of road are to keep voucher with Manchester as those offices are in his district and will require his attention. I beg to submit that the new Deputy Mr. Harrop should have his deputation made out, and that Mrs. Willatt should have a regular letter signed by order of your Lordships informing her that her annuity is granted and will take place from 5th. April next.

I beg to apprise your Lordships that the Security hitherto given by the Deputies at Manchester is only £2,000 though the revenue is near £15,000 a year, and the deputy must frequently have large Sums in his hands. As the messenger to Leigh and Chowbent is in future to have the whole of the penny, I submit whether the letters put in at Manchester for those places may not be taxed two

pence each, and accounted for as short letters as might also those for Bury and Altrincham.

I beg to state that the establishment of the penny post will occasion so little trouble to the new deputy that I am not apprehensive that the service will suffer by its being undertaken with a new deputy and first clerk, and I submit to your Lordships whether it is not advisable that all should take place together.

Having consulted Mr. Johnson, I find him of opinion with me that those skirts of the town which now pay one penny a letter may be fairly and properly included in the penny post delivery, but there is a difficulty occurs with respect to what is to be done with the delivery of a part of the town which now pays one halfpenny a letter. The inhabitants of that district will probably be dissatisfied if they are raised, and if they are to be relieved from the halfpenny, it is very possible that the inhabitants of that part of the town which pays a penny may consider themselves as entitled to a similar relief. They are both, however, out of the district hitherto considered as the old town delivery, so that I am not clear whether the halfpenny delivery may not be included in the penny post as being the usual delivery, but beg to receive your Lordships directions on the subject.

I am clearly of the opinion that to Middleton, Oldham, and Ashton-under-line and perhaps Altringham, messengers may be established to advantage, as your Lordships have allowed six letter carriers no expence will be incurred by distributing the penny post in the town. The receiving houses if your Lordships approve may have every tenth penny, as in London. I hope some advantage may accrue from letters being put into the receiving houses to be conveyed to the principal office to be forwarded by the post. I beg to submit that if the

payment of the penny be optional on the town letters either at the putting in or delivery of them it will make it more productive, but such has not been the practice in London. I am not acquainted with what objections can be made against it, nor do I know how persons can be prevented from putting penny post letters in at the principal office windows. As there will be many dead and refused letters in the penny post, I submit that neither the Postmaster nor any person in Manchester should have the power of opening them previous to their being destroyed or returned, because I consider it as highly improper that correspondence should be seen by persons who from the intercourse which subsists in country towns and the knowledge which must arise from constantly sorting and sending out the letters with the calls at the windows, must in too many cases know something of the parties which will certainly create jealousy and give dissatisfaction, though I find that Mr. Johnson is of opinion that for want of being acquainted with the streets etc. in Manchester very little judgement could be formed in London whether proper care has been taken to get them delivered, and thinks therefore they should not be sent to London, but that the Surveyor should have the inspection of them, from which duty I beg to assure your Lordships that I shall by no means shrink, tho' it may be attended with additional trouble to me.

The letter carriers being more immediately employed in the delivery of the General Post letters, the regulating them with respect to the penny post must be with the Surveyors. Otherwise much confusion will arise if they are to look to two different officers for their directions in the execution of duties so intimately blended together. It will be highly necessary to have a penny post stamp otherwise the letter carriers may deliver letters without accounting for the penny.



I see no reason why this penny post may not take place the 5th. April if your Lordships favor me with your orders in the course of a few days.

I have the honor to be  
with the greatest respect  
Your Lordships dutiful  
and Obedient Servant  
George Western  
Surveyor.

To the Right Honorable  
His Majestys  
Postmaster General

March 1793 A minute reads:

"Let the Secretary inform Mrs. Willatt on the terms of the letter from the Treasury of her Annuity, and of the Annuity to her daughter, and that her duties will cease on 5th. April next."

March 1793: Freeling advises the PMG. that Mr. Johnson "Proceed to Manchester to meet Mr. Western there to arrange all the matters that relate to the Penny Post..."

(PMG's Report No. 177A of 1793.)

Edward Johnson was a London Letter Carrier of great organising ability who had been given the task (on the recommendation of John Palmer, the Surveyor and Comptroller General of Mails and originator of the Mail Coach service in 1784) of reforming the London Penny Post.

March 1793. Further minutes:

Security of the new Deputy to be at least £4,000. The Question of the District in which the Penny and Half-penny delivery will take place will be considered By Mr. Western and Mr. Johnson on the spot. The Receiving Houses having a tenth penny for letters put into the General Office requires further consideration. Certainly the payment of the penny should be optional whether to be made at putting the letter into the post, or on delivery. The Surveyor may have the inspection of the dead penny post letters why not at Manchester try the

printing—the Directions of all Dead Letters will be circulated through the Town.

Mr. Freeling will order the penny post stamp.

If Mr. Western and Mr. Johnson think the penny post may take place at the same time of the appointment of a new Deputy and first Clerk the PMG. can have no objection to it...

(Freeling's Minutes—Second Series:  
Vol. 17. No. 162A.)

March 1793.

I beg leave to call to your Lordship's recollection the letter written some time since by Mrs. Willatt expressing her thanks to your Lordships for her pension and stating her readiness to retire whenever your Lordships shall direct it.

The letter of appointment to Mr. Harrop is made out and it appears to be a proper measure that *all* the regulations at Manchester should take place on the 5th. April if your Lordships see no objection...

(From Freeling—PMG's Report:  
No. 162A of 1793.)

So ended the active life of the Postmistress.

April 5th.

Salary due to Willatt	£216. 16s. 0d.
Riding Work	£152. 13s. 9d.
Letter Carrier	£46. 16s. 0d.
Compensation	£15. 0s. 0d.

Eight years after her retirement Mrs. Willatt, whose ill health and growing incapacity had been the subject of such concern, died at a ripe old age, the sad occasion being enshrined in a minute in December, 1801.

Her successor was James Harrop, whose appointment coincided happily with the introduction of the Penny Post in Manchester. A notice dated April 8 was displayed, and there was an announcement in the *Mercury* of the 15th. The notice stated that deliveries would be made three times a day, and the address of the principal post office is given as Back Square.

What a high degree of organising skill is involved in the successful inauguration of a new transport service! In 1792 a new mail coach service between York and Liverpool came into being with a great flourish of trumpets, and some of the perplexities and anxieties it gave rise to are lucidly set out in a report, happily preserved, from the Manchester Surveyors to the Postmaster General. It weighs most carefully the advantages to be gained from the new service (while not overlooking the disadvantages), and there is proper emphasis on measures to thwart mail robbers by a choice of new routes and extra precautions.

The report is dated August 26, 1792.  
The Right Hon'ble His Majesty's  
Post Master General.

My Lords,

Having completed the arrangements necessary on the establishment of the Mail-Coach from York to Liverpool, we have the honor to lay before your Lordships the following statement of our proceedings.

We found it necessary to remove the sorting the forward letters from the office at Rochdale to that at Manchester—to abolish the voucher Rochdale kept with Chester, Liverpool, and Warrington—to direct that Tadcaster should keep voucher with Manchester, Rochdale, Halifax, Bradford, Leeds, and Wetherby, and that York should keep one with Manchester.

In order to provide the accommodation of the Rochdale London letters, we have extended the ride from Bury to Rochdale and established a ride from a place on Bramham moor called Kidhall lane-ends to Wetherby for the purpose of preserving the correspondence of the Craven Branch and Boroughbridge line of road to and from Leeds and the manufacturing country beyond—also another ride from Tadcaster to Wetherby with the letters between York and places

North, and Wetherby, Harrogate, Knaresbro' and the Craven branch.

We have taken care that every advantage should be reaped from the circumstances of there being two coaches at different hours from Liverpool to Warrington, and of the ride from Knutsford to Manchester, by making two posts a day from Manchester to Warrington, Prescott and Liverpool—and two posts also from Warrington and Prescott to Liverpool, and by availing ourselves of the ride from Bury to Rochdale we have given that town, Rochdale, two posts a day from Manchester.

We have directed the Lincolnshire, Huntingshire, Cambridgeshire, Norfolk, etc., letters to and from the Leeds line of road to be circulated through Tadcaster instead of thro' Wetherby as before, by this means procuring to them the advantage of being guarded all the way. We annex a sketch of the alterations with an estimate of the saving of expenditure occasioned thereby, and beg to observe that although we have been obliged to deviate from the arrangements and estimate laid before Your Lordships by Mr. Freeling, we have kept as nearly as possible to the expenditure therein mentioned.

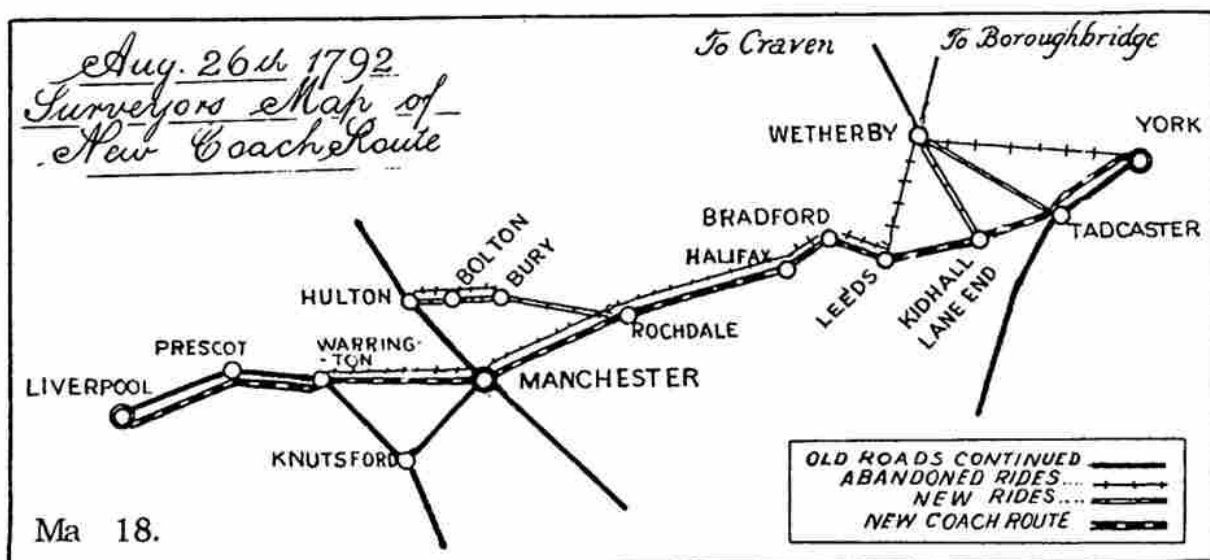
We beg to state to your Lordships, in justice to ourselves and to the propriety of the regulations we were intrusted with by your Lordships at last Michaelmas, that in some respects the present regulation is inferior to the last, it causes at Rochdale a later arrival, and earlier departure by two hours of nearly all its crossroad letters, being about one half of the whole correspondence, which cannot now be answered by return the same day and till now there were four hours to do it. It will bring the Chester, North Wales and Irish letters later to Manchester than before, and requires the answering at twelve instead of three p.m. and there being no stop now at Rochdale (where the revenue

has received the services of a careful and expert deputy) we have been compelled to remove the sorting to Manchester (where there was already too much duty) of the forward letters to a very great amount, from which, we are confident, the revenue must be a considerable loser, unless Your Lordships would be pleased to order the appointment of a sufficient number of intelligent clerks at Manchester and carriers also (which we submit was necessary even before this regulation) the duty there most unquestionably exceeding in consequence labour and expense any office under your Lordships in the Country, and under the present establishment the business is not only hurried over in much haste, but leaves room for much complaint from the Inhabitants who cannot be properly attended to; also in the present regulation, tho' the coach brings the Scotch and North road letters to Manchester at  $\frac{1}{2}$  past 12 they are too late for the delivery, in which the letter carriers are employed and from which they do not return till night, so that a second delivery is impracticable without more hands for a fresh set, therefor, the only persons in Manchester receiving benefit from this part of the arrangement are those calling at the office for their letters. This regulation has thrown the arrivals in Craven two hours later, the use of which time at Settle was particularly convenient. This new coach, however, affords the following important conveniences, Rochdale receives its London and

Manchester road letters earlier and has 9 hours to answer instead of 4, and has also a double post with Manchester, and we have given a kind of double post from Manchester to Warrington and Liverpool, particularly, the guarding for so many miles as from York to Liverpool thro' such a country and much in the night, so valuable and extensive a correspondence must be highly acceptable and agreeable to the Inhabitants. We wish it could have included the rides from Manchester to Knutsford and from Warrington to Chester, these rides being of great importance, and all in the night and in a neighbourhood where no less than 3 mail-robberies have been lately committed, in the last of which the boy was inhumanly murdered, happily we understand that your Lordships have under consideration the propriety and mode of guarding the Branch and crossroad mails in general.

We submit that the business would be done in more safe manner, if the Voucher which Bolton keeps with the Carlisle was to be dropt and Manchester and Rochdale to be the only voucher towns with Bolton, also if the voucher York keeps with the Skipton branch was dropt it being no longer useful these matters Mr. Western proposes doing in his Survey to Haslingden as he will then be in that country.

Hereunder is a sketch of the alterations made.



Statement of alterations in ridingwork  
occasioned by the above regulations.

Establishing the following rides from 13th August

	£
To Wetherby—for conveying the Leeds etc., bags (which contain letters between the Carlisle and Craven branches—and the Leeds branch) to and from Kidhall-lane (which duty no person at Kidhall-lane would perform under an extravagant price)	
Seven miles at £4 13. 4.	32. 13. 4.
and for waiting 6d. a time	9. 2. 6.
and to the person at Kidhall-lane for his care of the bags	6. 0. 0.
To Do.—for conveying the bags to and from Tadcaster with the Wetherby, Knaresbro', Harrogate and Craven letters to and from York and all places North east of that city. Seven miles at £4 13. 4.	32. 13. 4.
To Manchester—to be allowed to the Subdeputy at Hulton lane ends—for conveying the Bolton and Bury bags, and the London bag to and from Rochdale	
16 miles at £6 a mile	96. 0. 0.
	<hr/> 176. 9. 2.
Mr. Harker states the expense of the coach and guards to be	421. 9. 2.
	<hr/> 597. 18. 4.
Abolishing the following rides from 14th August, 1792.	
Wetherby—conveying the mail to and from Wetherby to York	
15 miles at £6	90. 0. 0.
Leeds—conveying the mail to and from Wetherby	
15 miles at £4 13. 4.	70. 0. 0.
and for waiting 6d. a time	9. 2. 6.
Do.—conveying the mail to and from Halifax through Bradford	
18 miles at £4 13. 4.	84. 0. 0.
and for waiting 1/- a time	18. 5. 0.
Halifax—conveying the mail between Halifax and Rochdale	
16 miles at £7	112. 0. 0.

Manchester—conveying the mail to and from Rochdale

12 miles at £6 72. 0. 0.

Do.—conveying the mail to and from Warrington

20 miles at £6 120. 0. 0.

Do.—conveying the mail from Hulton to Bury

9 miles at £4 13. 4. 42. 0. 0.

617. 7. 6.

597. 18. 4.

19. 9. 2.

The expense of present mode is

which makes the expense of the coach etc., to be £19 9. 2. less than the old establishment and comes very near the estimate laid before your Lordships wherein it was stated that the saving would be £21 11. 8. being a difference of only £2 2. 6.

We submit to your Lordships the propriety of allowing the deputies who have been deprived of their riding work without notice, their pay for it up to the expiration of the quarter, this has been usual in similar cases, and we trust that your Lordships will see the justice of making some recompence for throwing the horses etc., on their hands by which they unavoidably must belosers.

We have the honor to be  
Your Lordships dutiful  
and obedient Servants,

Geo. Hodgson  
Geo. Western

Surveyors.

By 1792 postmarks were receiving close attention. In that year a new horseshoe shape of postmark was introduced and several varieties of this mark were in use up to 1799.



Fig. 19.

Nov. 1792-18.7.1794.



Fig. 20.

1794-18.12.1795.



Fig. 21.

July, 1796.



Fig. 22.

26.12.1796-14.1.1799.



Fig. 23.

May, 1797.



Fig. 24.

26.4.1798-20.2.1799.



Fig. 25.

26.8.1799.

Towards the end of 1799 Fig. 26, a straight line postmark appeared.

MANCHESTER

Fig. 26.

5.8.1799-28.12.1799.

There were so many notices announcing the Penny Post in Manchester and so many qualifications and amendments that one wonders what exactly the inhabitants made of it all. In the first place it was not strictly a penny post at all, except for letters posted at the head office for delivery in the town area. The charge for letters from Manchester head office to "country receiving houses" in the Penny Post district was 2d. and this charge continued until January 1837, when the extra penny charge was discontinued. An extra penny was also

charged on letters carried from the sub-offices to the head office in St. Ann's Square. Nevertheless the impact on the public was considerable, and it was generally realised that a tremendous step forward in communications, especially for the rank and file, had been made. The accompanying notice, dated April 8, 1793, indicates the importance the Post Office attached to the innovation. It is quite clear also from the references to "forfeitures and penalties" that the authority was still apprehensive of a grab of a now thriving traffic by illicit operators.



## POST-OFFICE, MANCHESTER,

April 8th, 1793.

### HIS MAJESTY'S POST MASTER GENERAL

Having been pleased to settle and establish A PENNY POST OFFICE in the Town of Manchester, and the Suburbs thereof and Places adjacent;

Notice is hereby given, that Offices are opened for the receipt of Letters and Parcels, not exceeding four Ounces weight, at the following Places:

- 1st. Deansgate - near Beagen nose Street
- 2d. Salford - near Trinity Chapel
- 3d. High Street near Turner Street
- 4th. Bank top near Piccadilly

And also at the principal Post Office in *Back Square* from which Places Deliveries will be made all over the town *Three Times a Day*, viz. Eight in the Morning—Half past Twelve at Noon—and Six in the Afternoon.—Before which Times Letters should be put into the above Offices, in order to be sent by the quickest Conveyance—for the carriage of which, one Penny will be charged in the Town, and two Pence for such as are for the Places adjacent, and within the Penny Post delivery.

Letters intended for the General Post for *London, and all Parts* may, on payment of one Penny with them, be put into any of the Four Receiving Houses, to be carried to the principal Office at the proper Times for their being circulated by the several Posts without Delay. The Receiving Houses will be open from Seven in the Morning till Ten at Night, for that Purpose; and the Postage both on Foreign and Inland paid Letters, will be received at them, the same as at the Principal Office.

Letter Carriers will be despatched regularly every Day (Sundays excepted) with the Letters to and from Middleton, Ashton-under-line, Staley-Bridge, Oldham, Saddleworth, and other Places, of which due Notice will be given.

It is the Wish of the Post Master General rather to prevent than to punish. Therefore that the unwary may be made acquainted with the Penalties they are subject to, by illegally conveying Letters within the Precincts of the Penny Post Delivery, the following Extract of 5th Geo. 3d. is added by their Lordships order.

" And be it further enacted by the Authority aforesaid, that when any Penny Post Office or Offices shall be settled and established in any Cities, Towns, Suburbs, or Places adjacent, within the Kingdoms of Great Britain and Ireland, and the British Dominions in America, no Person or Persons whatsoever shall make any Collection of Letters or Packets in or near such City, Town, Suburbs, or Places, where such Penny Office or Offices shall be established, without Licence or Leave of the Postmaster General for the Time being; upon Pain of incurring the Forfeitures and Penalties to be forfeited and paid by Persons collecting, receiving, carrying, recarrying, and delivering Letters contrary to the Act, made in the Ninth Year of the Reign of Her late Majesty Queen Anne; to be recovered in Manner as by the said Act is directed, and with Full Costs of Suit.

N. B. The Penalties to be incurred by the 9th Queen Anne, are FIVE POUNDS for every Letter, or Packet, illegally collected, carried, or delivered, whether for Hire or not, and ONE HUNDRED POUNDS for every Week such Practices are continued.

By Command of the Post-master General.

GEO. WESTERN,  
Surveyor G. P. O.

The announcement of the Penny Post for the Manchester area in the Mercury differed from the public notice in several respects, the latter emerging clearly as the more precise.

#### POST OFFICE, MANCHESTER.

April 15, 1793.

—at the following places

- 1) In High St., near Church St.
- 2) The upper end of Piccadilly
- 3) The upper end of Deansgate, near Quay St.
- 4) in Salford, near the Chapel.

And also at the principal Post-Office in Queen St., St. Ann's from which place Deliveries will be made all over the Town Twice a Day, viz. 8 in the morning and at half past Twelve at noon.

—The Receiving Houses will be open from Seven in the morning till nine at night for that purpose—

Geo. Western Surveyor. G.P.O.

Not unexpectedly the Penny Post ran into many difficulties before smooth running was established. Labour and financial problems were not the least of the worries. Listen to this heart-cry from Mr. Western, the Surveyor.

"Since my last...Mr. Dawson has died in Mrs. Willatt's house and we now wait for his funeral before we can set to work to alter the office. The Penny Post will commence on Monday next—we have settled Checks in the best manner we could devise—if on trial we find them incorrect and not sufficient to prevent frauds—we must invent others... You can hardly conceive the trouble and difficulty we have had in fixing the receiving houses—in this manufacturing town none will work without pay as they term it—and what would be called good pay in London they call nothing...

We begin on Monday with Oldham and Ashton Messenger, Many others will follow which we cannot yet ascertain.

I mean to keep regular accounts—and as the pay will be 2s a day—I propose wherever I find that the carrier can deliver and bring back 36 letters to employ one...I may probably have 6 country Carriers.

We are sadly off for the Carriers in the town—six as proposed by me are not enough—and Mr. Johnson who is more acquainted with the work a carrier can do than I am says there should not be less than 8...and indeed on chalking out the walks I am convinced of it myself...

Matters go very well with the new Clerk and Mr. Harrop—who I am sure will make a good deputy..."

(PMG's Report No.30B of 1793.)

A report (numbered "30") from both George Western and Edward Johnson reads:-

"...we have directed four receiving houses in the town of Manchester, and at present three only in the country—at Ashton-under-line, Oldham, and Middleton—the first of which includes Staley bridge, the second includes Saddleworth and the last is little more than its own town..."

(PMG's Report No.46B of 1793.)

We may now look in fuller detail at an announcement in the form of a homily to the inhabitants by Mr. Harrop, deputy Postmaster. It appeared in the Mercury of April 22, 1793.

For the convenience of this town, their Lordships, the Post Masters General have directed TWO deliveries by the letter carriers each day—One in the morning, and a second with the letters from Scotland and those brought by the Yorkshire Mail coach. In order therefore to enable the Deputy Postmaster to carry their Lordships good intentions into execution, the following hints are submitted to the inhabitants of Manchester, Salford and the neighbourhood as necessary for their own accommodation.

- 1) That the letter carriers be never detained unnecessarily,
- 2) as they will use the double knock at private houses, it is requested that the quickest attendance should be given them.
- 3) The Gentlemen at the different Factories, Warehouses, etc are requested to permit all letters for their servants and the Persons in their employ, to be left at their Counting Houses and if not owned by the parties, they will be taken back by the letter carrier—a great deal of time having been hitherto lost by the carriers going over different stories of Warehouses etc. which can be saved by the above permission.
- 4) The letter carriers will be supplied with cards, specifying the Time of their departure from this office, which such as receive their letters late are requested to demand the sight of, and to send notice of any delay to the Post Office.
- 5) It is hoped that by these means, letters may be delivered to every part of the town by an early hour in the morning and evening.

James Harrop, Deputy Post Master

Harrop was clearly a man of initiative and enterprise. He moved the Post Office to his own shop. By now business had increased so considerably that four clerks at salaries of £50 to £100, and five additional letter carriers at wages of 12/- per week, were engaged, making Manchester the most effective post office after London. Harrop, in 1794, is described in the local directory as "Printer of the Mercury, stamp distributor, postmaster, bookseller, stationer, and medicine Vendor at 40 Market Place".

May 21, 1793.

A later letter (numbered "32") from Mr. Western:

"...I have not yet employed any more Messengers than the three first employed to Oldham, Ashton and

Saddleworth. Several more I submit...will be necessary, and I have received Notice that the Ashton carrier has so much business that he cannot get back before midnight...

I have spared no pains to make the establishment as productive as possible...and I have little doubt but that by particularly attending to this conveyance being regular and safe I shall obtain that degree of confidence for it, that the Publick may in time prefer sending letters by it to any other conveyance—which at present is not the case—many people still retaining old habits of sending their letters by their servants and others in the town or if in the Villages by Market people etc. to be put into the post office—a custom which I endeavour to do away by holding out superior accommodation..."

(PMG's Report No.112B of 1793.)

September, 1793.

Freeling reported to the PMG:.

"...your Lordships will see that the Penny Post at Manchester has produced £119 4s. 11d. the first quarter after paying the Country Letter Carriers and the Receivers at Manchester and the villages. ...it will be necessary to keep the Accompts of the sums arising from the Penny Postage distinct and separate from the general and Cross Road Revenue... The Receiving Houses in the town do not answer at present, but as the winter approaches...they may be very productive..."

(PMG's Report No.172C. Vol.4.)

During the year 1794-95 the Penny Post brought a clear gain to the revenue from Manchester of £586.

Mr. Western was an industrious correspondent and a strong-minded one at that. He did not hesitate to tell their Lordships of his disagreement with any proposals.



Whitehaven. August 23, 1793.

My Lords,

I have received the copy of the letter from Mr. Wilberforce to your Lordships requesting to have a daily post from the town of Manchester to Huthersfield with a General Post Office fixed at Oldham with responsible delivering and receiving houses at Saddleworth and Marsden.

I have the honor to state to your Lordships that the post already between Manchester and Huthersfield through Halifax is so expeditious that I do not conceive that any additional advantage in despatch would be enjoyed by those towns by opening another communication through Marsden and Saddleworth at the expence of 28 miles of riding work, part of which to be complete must be a double ride, a letter at present leaving the town of Manchester at eight in the morning is at Huthersfield at five in the evening, every day in the week. With respect to the application for a General Post Office at Oldham and responsible receiving houses at Saddleworth and Marsden I have the honor to state that by the late establishment of the penny post a responsible receiving house is settled expressly for the accommodation of Oldham with a post six times a week and full time to answer in return, also four times a week to Saddleworth with the same advantage, so that the village of Marsden is the only place now unaccommodated which lying between Huthersfield and Saddleworth has its letters from the former, the Gentlemen of that part sending regularly to the office for them.

Having made the above statement of facts Your Lordships will permit me to add that I cannot report in favour of the application.

I have the honor to be  
With the greatest respect  
Your Lordships dutiful  
and obedient Servant  
Geo. Western Surveyor.

The Right Honorable  
His Majestys  
Postmaster General.



Fig. 27.

By 1794 marks similar to Fig. 27 were being stamped on letters originating from Ashton, Dobcross, Staley Bridge, Saddleworth, etc. Six offices in all.

An extraordinary brush between a mail coach guard and the press gang, with comic overtones, is reported by the "Manchester Mercury" of May 13 1794.

"The Liverpool Mail Coach was stopped on Thursday night by a press gang, to search for sailors. The Guard, not knowing who the assailants were, prepared to give them a "discharge", but could not without endangering the horses, from the manner they stood around them. He was therefore getting down from his seat, when his pistol accidentally went off, and entered the back of the carriage, providentially without doing any mischief, though there were two passengers in it.

On the report of the pistol, the heroes ran away with the speed of coursers."

By an Act passed in 1795 a packet of patterns or samples might pass as a single letter if they did not exceed one ounce and were left open at the ends, and contained no writing other than the name and address of the sender, and the price of the materials.

1796 January A report to the PMG. concludes:

"...It is with pleasure I am enabled to acquaint your Lordships that in the current year the Manchester Penny Post will have produced £800".

(PMG's Report No. 11 I. Vol. 12.)

1796 April.

"...I find the Manchester Penny Post Revenue to be gradually increasing—its amount for the Quarter ended 5th. ins is £219 9s. 10d. being £15 more than in the Quarter preceeding and averages about £870 p.year, near £400 p.ann. more than what it was originally calculated to produce."

(PMG's Report No.7 K. Vol.12.)

it is a safe conclusion that they provided the reason for the general introduction of the date into the postmarks of post towns.

Lloyds Coffee House,  
October 5, 1798.

Sir,  
A considerable Insurance having been made upon a Vessel by a very respectable House upon a Letter of

In 1797 the Postage rates were increased.

	single	double	treble	ounce
Up to 15 miles	3d.	6d.	9d.	12d.
15 to 30 miles	4d.	8d.	12d.	16d.
30 to 60 miles	5d.	10d.	15d.	20d.
60 to 100 miles	6d.	12d.	18d.	24d.
100 to 150 miles	7d.	14d.	21d.	28d.
150 miles & over	8d.	16d.	24d.	32d.

These new rates caused much evasion and letters were sent by private carriers in spite of the penalties.

The Postmaster was also known as the "Superintendent of the Mail Coaches"

A Coach Way Bill of 1797 gives the route of the Liverpool-Hull Coach.

Leave Liverpool 3.30 morning.  
Warrington,

Arrive Manchester at 8.30.

45 Minutes allowed for Breakfast.

Delivered Time Piece safe

to Coach No.-- Gone Forward.

Littleborough,

Halifax,

Leeds,

Tadcaster,

York,

Barnaby Moor,

Bishop Benton,

Hull

5.40 morning.

The Post Office had its weather eye open at all times for possible abuses of its working. It was quick to act when attention was called to a threatening danger. The following letters have no actual connection with Manchester, but

Order per. Packet dated at Martinique the 9th. of February last, the Ship was lost the same evening, and a Cutter on the 10th. of February, went from Martinique with Letters to meet the same Packet at St. Kitts, by which the House at Martinique did not think proper to advise the Loss; by the 1st. of March forward a Copy of their Letter of the 9th. of February, ordering the Insurance and say nothing more about the Ship.

The Underwriters being called upon for the Loss, refused to pay; under the idea that a Person forwarding a Copy of an Order for an Insurance, twenty days after he knew of the loss of the Ship, would be equally capable of antedating the original.

It has therefore been suggested to the Committee of this House, that an application to you to give Orders to the Post Masters in His Majesty's West India Islands and America to put a Stamp with the date of the precise time in which any Letter may be put into their respective Offices, may prevent many frauds.

Being of the same opinion, we shall be greatly obliged by your giving the necessary directions, and are

Very Respectfully, Sir,

Your most obedient Servants,  
Edward Vaux, William Bell,  
Wm. Whitmore, Robt. Christie,  
Alex. Champion.

Francis Freeling Esq.

General Post Office  
October 6, 1798.

My Lords,

I have the honor to enclose a Representation from the Committee of Underwriters at Lloyds Coffee House, stating a circumstance where it is conjectured an attempt has been made to defraud the Insurers of a Vessel coming from Martinique to London and praying that with a view to lessen the practicability of such attempt hereafter, directions may be given to the Deputy Postmasters in the West India Islands to put a stamp with the date of the day on which such Letters may be put into their respective Offices.

The reasonableness of the application, its good object and the respect-

ability of the Applicants will I presume induce your Lordships to Consent to their wishes.

The reasons which might be urged against granting permission to use these stamps indiscriminately cannot I presume apply to the West Indies, where the Deputies are well informed Men, and capable of performing the duties with accuracy.

All of which is humbly submitted by,  
F. Freeling.

To Right Honourable  
The Postmaster General.

October 8.

Very Right—Let the Postmasters in the W.I. Islands be directed to make use of a stamp specifying the day on which any Letters may be put into their respective Offices.

Leicester. Auckland.

It is an inevitable corollary to this correspondence that all Manchester postmarks from 1800 incorporated the date.



1800 - 1840

Gorton  
Penny Post

Gee Cross  
Penny Post

Didsbury  
P.P.

8  
PP

Mortram  
P.P.

PP

Paid 1.

Middleton  
P. P.

ANCOATS  
MANCH<sup>R</sup>

MANCHESTER  
JY 27  
1827  
187

CHEETHAM HILL P.P.



FLIXTON P.P.

Staley Bridge  
Penny Post

OLDHAM N°2

P.P.



It is the year 1800. A new century is dawning. Nearly two hundred years have passed since the first faltering steps towards a postal service were taken. Now the mail straddles the country, from north to south, from east to west. Remote villages are being caught up in the network of mail coaches stoutly and regularly driven along the improving highways. Properly organised collections, prompt reliable deliveries have inspired trust in the minds of the public. The Post Office has won its spurs, and now it stands poised on the verge of great developments. It is realised by all, by social reformers and public alike, that first - class communications bring happiness and prosperity to those who share in them. The new century is charged with high possibilities. What new dramas of achievement will unfold as the years roll by? What part will the thriving town of Manchester play in the march of progress? The omens are bright indeed as the Post Office staffs, from the Commissioners down to the humblest letter-carrier, and the social reformers in high places, pick up their tasks in the year 1800.

A minor but interesting innovation was occupying the minds of the Manchester officials in the first few weeks of the century. A new type of postmark came into use, consisting of the town and date in two straight lines (fig.28). The handstamp must have had a large round die, as traces of the outer circle are usually apparent. By July 1802 the estimated mileage from Manchester to London (185) had been incorporated in the stamp (fig.29). This mileage is still shown on the milestone standing on the edge of Ardwick Green, one mile from the city centre. In 1803 a further change was made, the stamp became round, with the date in two lines in the centre, and the mileage completed the top of the circle (fig.30). This stamp was in use until the middle of 1810, and on odd days afterwards for some years, and must have been repaired or replaced during that period (fig.31).

**MANCHESTER**  
 JUL261800  
 fig.28.



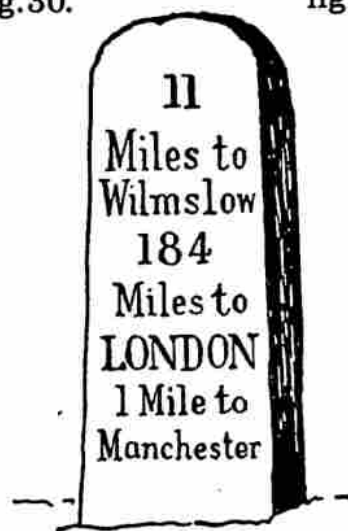
fig.29.



fig.30.



fig.31.



In January 1801 there is a note about the gross produce of the Manchester Penny Posts, compared with the same quarter in 1800.

5 Jan. 1800: £239 0 2d  
 5 Jan. 1801: £239 15 7d.

(PMG's Report No. 25D of 1801.)

In 1804 a further reform, which turned out to be of great benefit to the public, came into being. It was inspired by some disquieting statistics about the arrangements at the country receiving houses. Gratian Hart, surveyor, explains it in a letter to Freeling on April 16, 1804, in which he proposes the introduction of "open letter boxes."

"On examining the Manchester Penny Post Accounts I perceive that at the country receiving houses the number of letters sent back is very inferior to the number sent from Manchester. I attribute this to the unwillingness of persons to pay one penny each on putting in letters for the General Post and preferring opportunities of going or sending to Manchester I would therefore recommend the experiment of having open letter boxes for the Penny Post. Letters to be dropped into, leaving it optional to the parties to pay or not, and if unpaid the 1d. to be added to the General Office postage, the same as in London . . . it will lessen the trouble of the receivers - and with proper checks and stamps the revenue may be as easily and safely collected as at present . . ."

Freeling's covering report to the PMG reads: ". . . my ideas are in unison with his, as to the propriety of trying the experiment recommended, which is that of Open Penny Post Letter Boxes, at the country receiving houses under Manchester, leaving it to the option of the public to pay the penny on putting in the letter. The only objection which at first struck me . . . was that, in cases where the penny was not paid upon letters for different parts of the country, but added to the General Post rates, the deputies of many towns might

conceive the letters to be over - charged a penny, and make allowance accordingly. But this objection is obviated by my having concerted that proper explanations be sent to such deputies, and that checks be established at the Dead Letter Office, to prevent wrong allowances there . . ."

The PMG approved the experiment. (PMG's. Report No.11 R of 1804)

1805 January 5.

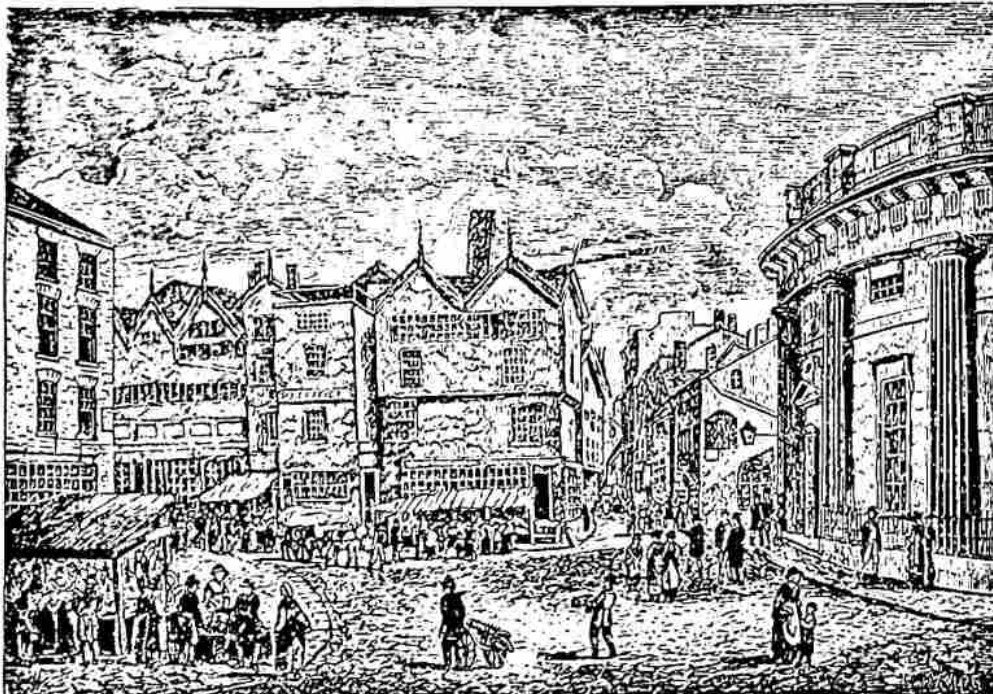
Salary due to Harrop	£697.14s.
Bye Letter Salary	£200.
Riding Work	£255.2s.

1806 January 5.

Salary due to Harrop	£696.4s.
Bye Letter salary	£200.
Riding work	£251.4s.

(Cash and Account Books)

The Harrop regime came to an end in 1806 when he resigned. The Commissioners broke new ground in appointing a successor. Their choice fell on a clergyman, the Rev. Richard Hutchins Whitelock, incumbent of Chorlton - cum - Hardy. He was to combine the spiritual and the secular with mixed success in his twelve years of service. At the time of his appointment the new Exchange was nearing completion, and the Post Office was moved to the rear of the ground floor of the building. It was to remain there until 1840. (See Map 8).



Harrop's shop and the New Exchange 1806.



A different mark for the country offices around Manchester appears on letters from 1804, similar to fig. 32. 1PP for Ashton was in use in that year, 8PP for the Cheadle receiving house has been seen from June 1807 and 10PP for Flixton as late as 12. Dec. 1828. About the same time letters were in some cases stamped with the UNPAID mark, fig. 32, which was in use from 1809 to 1829.



fig. 32.

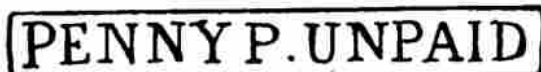


fig. 33.

1806 April 24.

Bond of Richard Hutchins Whitelock entered in Register of Bonds 1806-25. (Penalty £4,000.) Sureties were - Lord Vicount Wentworth of Portland Square and James Ludlam of Homerton.

1809 January 5.

Name of Harrop deleted and replaced by "Whitelock"

Salary	£1139. 2s.
Bye Letter Salary	£100
Riding Work	£299. 7s.

1810 "Whereas Walter Price, the driver of the Chester & Manchester Mailcoach, on Thursday night the 22 November 1810, on arriving in Chester, incautiously left his horses without any person at their heads, to give out passengers luggage (while the guard was gone to the Post Office with the mail bags) when they ran off with the mailcoach through the city of Chester, taking the road to Holywell, but fortunately without doing any injury, in consequence of which neglect the driver was on the Saturday following, brought before the Magistrates and fined in the full penalty of five pounds, according to the Act of Parliament."

Maps 19a. & 19b are prepared from two maps of 1813 showing the roads

of the areas covered by Mr. Hart, Surveyor for the Midland Region, and Mr Hodgson of the North East and North West region.

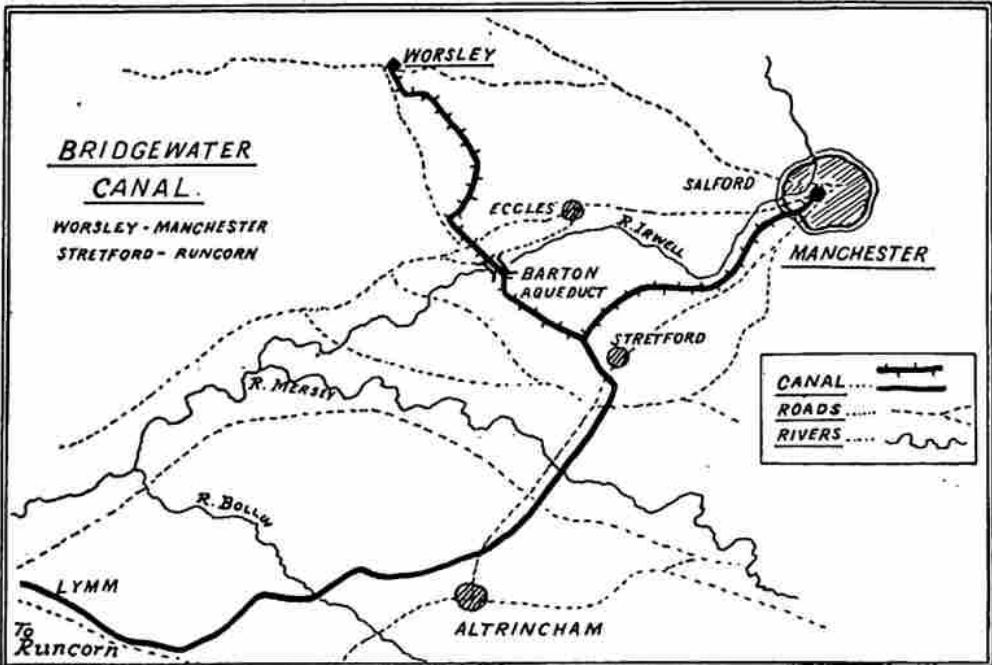
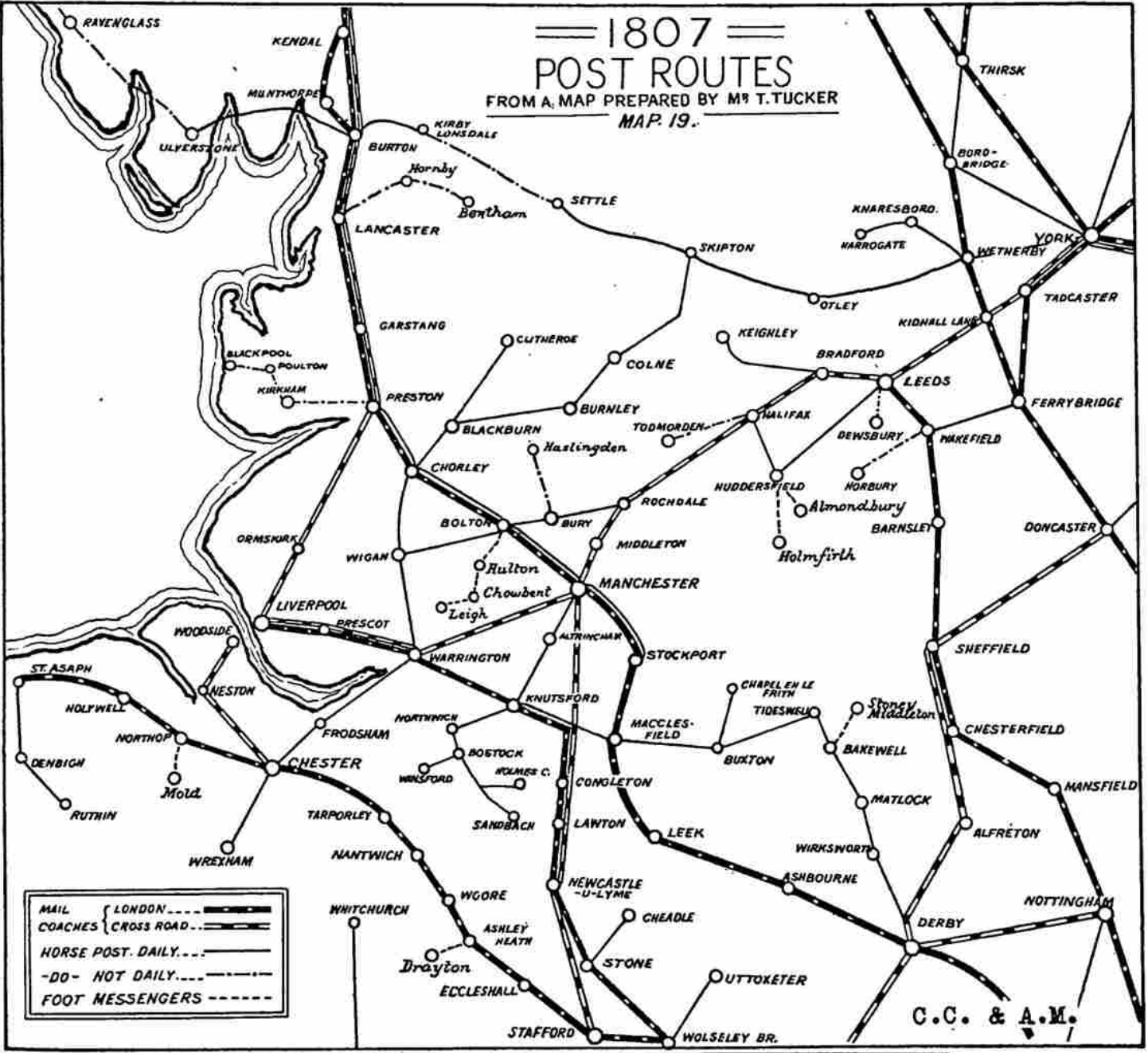
Mr. Hart lists the Manchester Penny Post offices as:- Middleton, Altrincham, Oldham, Saddleworth, Dobcross, Ashton, Ashton Road, Audinshaw, Staley Bridge, Eccles, Ratcliffe, Blackrod, Didsbury, Cheadle, and Wilmslow.

"Outrageous assault." Report from a newspaper, dated Jan 1808.

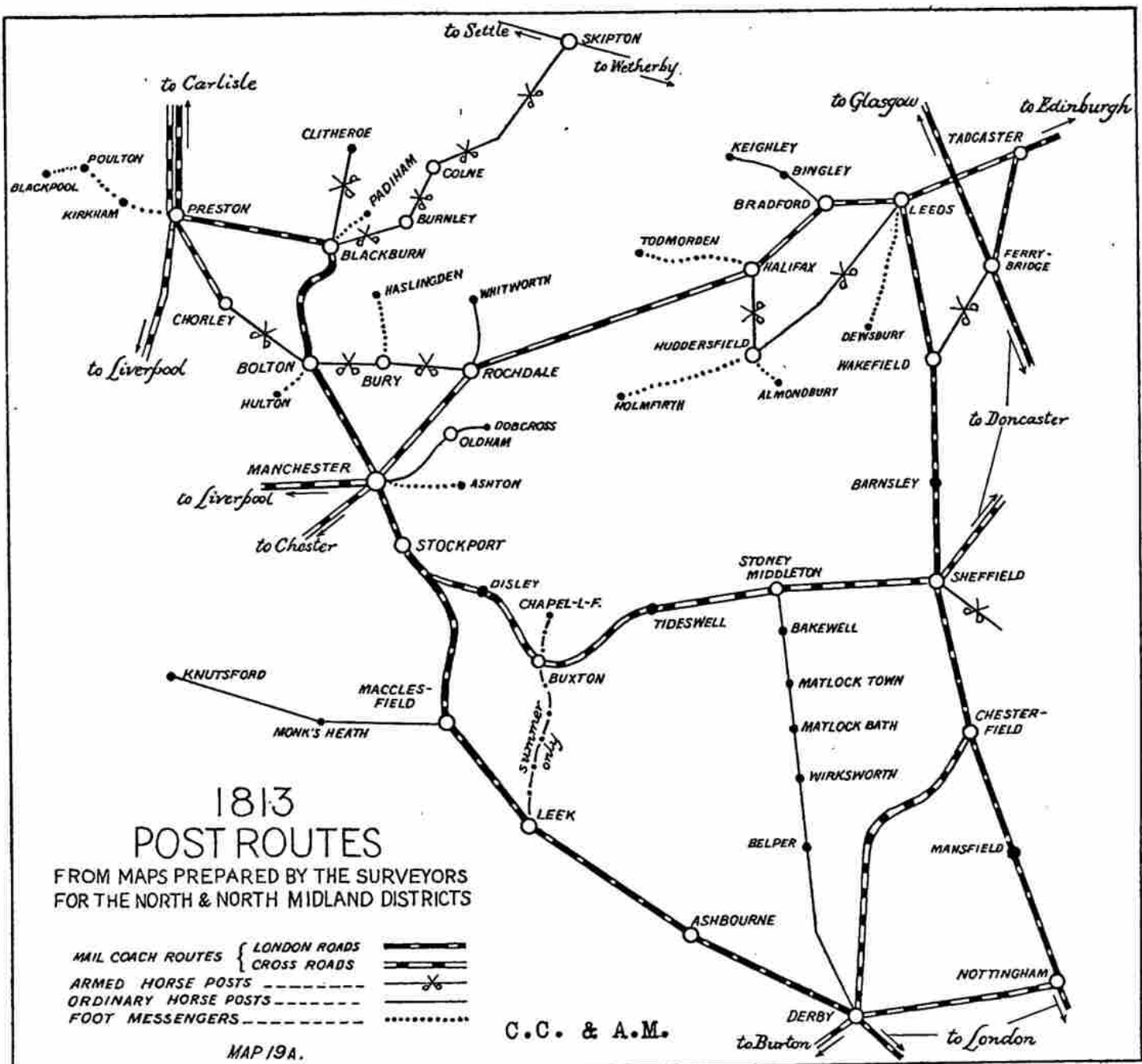
"Last week Thomas Smith and Wm. Proctor, who were lately the guard and coachman of the mail which runs from Birmingham to Manchester, were tried for an outrageous assault, with intent to violate the person of a female, who was the only passenger in the coach. The moment she arrived at Manchester, she acquainted Mr. Akers, the superintendant of the mails, and he caused their immediate apprehension. Their Lordships the Postmaster - General directed this prosecution to be carried out at the public expence: the defendants, after a long trial, were convicted; and the court sentenced the guard to three months imprisonment, and the coachman to six months imprisonment, each of them also to stand in the pillory at Congleton (near which town the assault was committed), to find security for their good behaviour for three years, to pay a fine of fifty pounds each to the King, and to be imprisoned until such securities are found, and the fines paid."

History does not record who first thought of using the canals as a means to extend the mail services of the area, but there is no doubt the utilisation of the Bridgewater Canal from the turn of the century until 1820 was a highly successful innovation until it was superseded by the ever-developing road services.

The Bridgewater Canal had been designed and built by the Duke of Bridgewater in collaboration with James Brindley. It was intended to be an easy mode of transport for coal from the mine at Worsley to Manchester. Work started in 1758 and the route was opened in 1761. In 1762 an extension was started from Stretford to



Map 20



Runcorn, and this was opened in sections from 1768. Passenger boats were established in October 1772 and carried passengers from Manchester to within two miles of Warrington. When mail was first carried on the canal is uncertain, but the Duke must have found the barges a quick delivery service for his letters, and by 1800 there was a regular delivery of mail to and from Manchester with Altrincham by the Runcorn branch, and with Worsley by the original canal. Letters from the Altrincham/Manchester service for Worsley were handed over at Hulme Bridge in Stretford.

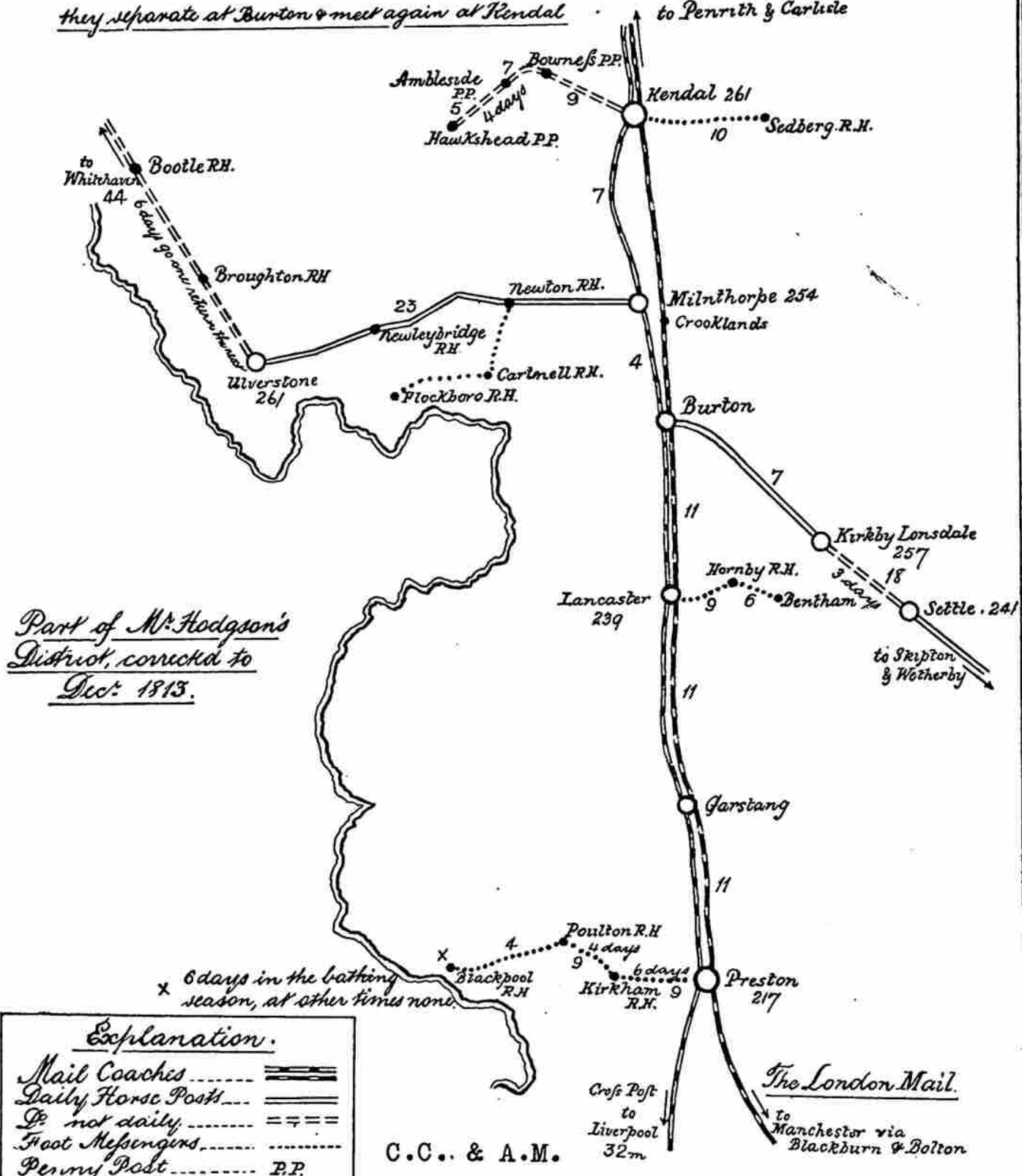
(See Appendix 12). The canal mail ceased in 1820, and during this period the postmark Fig. 34, appeared on the letters.

## ALTRINCHAM

Fig 34

The next change in the postmark was the moving of the mileage from the top to the bottom of the stamp, and from September 1810 several slightly different types were used, from 32 to 30 mm. in diameter, and overlapping

On the double road two mails travel,  
they separate at Burton & meet again at Kendal



MAP 19B.

in the periods of their use. Figs 35, 36, and 37 give examples of this series.



Fig. 35.



Fig. 36.



Fig. 37.

The population of Manchester, Salford and suburbs in 1811 is recorded as 115,874, and the Postmasters of the towns round Manchester as:

- ROCHDALE Jane Lee, South Parade,  
near the bridge end.  
HEYWOOD John Bentley at the Queens  
Arms.  
BURY Henry Whitehead, corner of  
the millgate.  
ASHTON - U - LYNE David Tinker,  
Scotland St.  
BURNLEY Isaac Cartwell, Market  
Place.  
MOSSLEY Mary Buckley at the Bull's  
Head.  
STALEYBRIDGE James Buckley.  
ECCLES John Yates at the Duke of  
York's Inn.  
MIDDLETON Mrs. Anne Golightly,  
grocer, Market House.  
OLDHAM William Bamford, Market  
Place.  
CROMPTON Wm. Butterworth, letter-  
man.  
DIDSBURY Thos Wood (Clerk of St.  
James) near the Church.  
RADCLIFFE Peter Walker, The Boars  
Head.

The Country office postmark was reduced in size about 1812, Fig. 38 shows the Dobcross / Saddleworth mark, and similiar stamps for the

other offices were in use up to 1821, usually in conjunction with a Manchester date stamp.

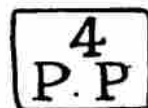


Fig. 38.

By 1813 three coaches were starting daily for Manchester from the "Swan with Three Necks," London. "Traveller" at 12 noon, "Defensive" at a quarter before three, and "Royal Mail" at 7.30 pm, with opposition coaches from other London hotels, "Telegraph" at 2 pm. and "Light Telegraph" at 4pm. All gave a through service to Lancaster and Carlisle. The "Light Telegraph" was the original coach to carry only four passenger inside and travelled with a guard and lamps.

(Advt. in the Times 21.4.1813.)

An Act of Parliament in 1813 applying to Scotland, enacted that mail coaches with more than two wheels should no longer be exempt from toll charges, and that in compensation an additional half-penny charge might be collected on letters. Manchester Post Office must have had the duty of imposing the extra half-penny charge on letters passing through from towns further south, as letters carried north from Bristol have the Manchester type ½d. when they originated from places beyond that city. Additional half - penny marks have been seen on letters from the route through Bath, Dursley, Gloucester, Wolverhampton, Kidderminster, and Newcastle - u - Lyme to Manchester. Berkhamstead letters appear to have gone through St. Albans, and letters from there, and from the Northampton-Lichfield and Daventry - Lichfield routes also provide examples of the Manchester marks. Stockport letters were marked at Manchester, as were letters from North Wales.

The additional Half-Penny marks used at Manchester are shown in Fig. 39, used from 1831 to 1833, Fig.40 used to 1837, and Fig.42, 1837-1839. Fig. 41 shows a deformed 2 but this was either repaired or replaces as it has only been seen on letters dated Jan 1835.

Addl  
 $\frac{1}{2}$

Fig 39

Addl  
 $\frac{1}{2}$

Fig. 40

Addl  
 $\frac{1}{2}$

Fig. 41

$\frac{1}{2}$

Fig. 42

The earliest use of the "TOO LATE" mark seems to have been about 1813 when letters sometimes carried the stamp shown in Fig. 43 which was in use until at least 1829, overlapped by Fig. 44, 1821 - 1833, Fig 46., 1824 - 1834, Fig. 47., 1827 - 1828 and succeeded by Figs. 48 and 49 in 1834. The mark, Fig 47 is seen as 1st. MAIL in clear copies Fig. 45 was used in 1863 and has been seen dated 1891 with late fee.

*Too late*

Fig. 43

*Toolate*

Fig.44

*Too Late*

Fig. 45

*Too late*  
N. P

Fig. 46

TOOLATE  
FOR  
1<sup>st</sup> MAIL

Fig. 47

TOOLATE  
N·P

Fig.48

TOOLATE  
N·P

Fig.49

Too Late

Fig.50

TOO LATE

Fig. 51

1813. August 18. Surety Mr. Ludlam, stated to be "deranged in mind and circumstances" was replaced by Hugh Hughes of Hoddesden, Hertfordshire Penalty of bond to be raised to £5,000.

From the middle of 1817 to the end of 1819 a 30mm. dia. date stamp is found with a circular mark at each end of the 185 mileage (Fig. 52). It was used concurrently with the normal date stamp.

MANCHESTER  
3SE3  
1817  
185

Fig.52.

The first Manchester mark to denote that postage had been prepaid appeared about 1818 and it was followed over the next twenty years by several types of "PAID at MANCHESTER" marks. These were usually struck in red, but occasionally black ink was used. Early dates show these marks as round, but distortion of the outer ring is very noticeable in later copies. Fig. 53. has been seen from 25.6.1818 to 6.10.1820, and Fig 54 from 1822 to 5.5.1832. Fig. 55. was in use by the 27.4.1833, and Fig.56 by the 21.1.1836. Fig.57 appeared in 1837 and was used up to December 1839. Fig. 57A has been seen on letters dated August 1835.

Man<sup>r</sup>.  
PAID

Fig.53

PAID  
AT  
MANCHESTER

Fig.54

PAID  
AT  
MANCHESTER

Fig.55

PAID  
AT  
MANCHESTER

Fig.56

Fig. 50 was used in 1869, and Fig.51 in Nov. 1881.



Fig 57



Fig57A

1815. August 11. Lord Wentworth (deceased) surety for Richard Whitelock replaced by the Rev. Robert Howard of Bury.

1819 From the beginning of January to the end of April a 32mm. diam. stamp was used with the date set as 189 instead of 1819. The large stamp seems to have been little used after Feb. 1820 but the 30mm. stamps continued in use until the introduction of the 25mm. size early in 1823 (Fig 58)



Fig 58

Hereabouts the Rev. Whitelock was in some difficulty.

1819. May. Petition to PMG "signed by all the principal inhabitants praying that, in consequence of the Postmaster's good conduct and decided loyalty, no alteration may be made in the office... ." (Minute No. 580M vol.30).

1819. May. Mr. Whitelock, Postmaster, stated to be "in arrears." Freeling wrote "... Mr. Whitelock has an amiable wife and 8 children, there is I trust considerable eventual property. Your Lordships will doubtless incline to give indulgence as to the Sureties... ." (Minute No. 584M vol. 30).

1819. May. Mr Whitelock sent a letter of thanks to the Postmaster General for "being allowed to retain his appointment." (Minute No. 586 M, vol. 30),

1819 August 23. New Sureties:- John Graves Banker of Manchester, and William Crawley of Charterhouse Square.

1820 May. Postmaster's son appointed Junior Clerk. (Minute No. 582 N vol 31).

In 1821 it is recorded that the Manchester Post Office staff was: The Postmaster, Rev. R. H. Whitelock, with his clerks at the Exchange Building, and the letter carriers for the various districts.

*Market St. deliveries.* Thos. Sumner 2Hardmans Croft, London Road.

*Cannon St. deliveries.* Jas. Ellison, 10 Poland St.

*King St. Deliveries.* Ed Lowe, Richmond Row, Cross St.

*Salford deliveries.* T. Watts, 1 Gorton St. Salford.

*Mosley St. deliveries.* W. Owens, Cross St. Hulme.

*Long Millgate deliveries.* Jas. Barnes, 43 Copperas St.

*Ancoats deliveries .* Jas. Heywood, 120 Gt. Ancoats St.

*Windsor deliveries.* Matt. Sumner, Cumberland St.

*Knot Mill deliveries.* John Oldham, 14 Thornlet Brow.

*Ardwick deliveries.* Jas. Arrowsmith, Holbrook St. London Rd.

From about this time a stamp (Fig. 59), introduced in 1810 to mark letters sent to Manchester in error, was used regularly, and it appears on some letters up to 1830.



Fig. 59

1823. February. Mr. Whitelock, Junior Clerk resigned. (Minute No.582Nvol. 31).

The Manchester Penny Post area in 1823 included the following districts: Ashton under Lyne, Audenshaw, Cheadle, Cheetham Hill, Chewbank, Delph, Denton, Didsbury, Dobcross, Eccles, Flixton, Gee-Cross, Glossop, Hollinwood, Hyde, Lees, Leigh, Middleton, Newton, Newton Heath,

Oldham, Stretford, Uppermill, and Wilmslow, A local directory states that "the time for transacting the office business is according to its own time-piece, which is regulated by that of Messrs. Hampson & Thelwell, who keep the key of it."

Even in 1823 the Post Office had apprehensions that evil doers might have designs upon the valuable property it carried. A clerk to sleep in for the protection of the mails was the safeguard proposed. But what legal and financial problems that created, as this letter shows:

Office for Taxes. 1 Sept. 1823.

I beg to acquaint you that the Commissioners for the Affairs of Taxes having submitted to the Lords of the Treasury your letter of the 15th. ultimo stating that there are well founded suspicions that attempts may be made to committ depredations on the Post Office at Manchester where most important and valuable correspondence is deposited overnight for the purpose of being despatched by the Mails in the morning; and submitting as it is for the public security and convenience whether it may not be expedient to permit a Clerk to sleep in the Post Office for the protection of the Mails without subjecting the building to the Assessed Taxes, they have received a letter from Mr. Herries conveying the authority of the Lords of the Treasury for exempting the Post Office at Manchester from the Assessed Taxes provided the inhabitancy be limited to the Clerk for that purpose only, and the Board have accordingly made the necessary communications for that purpose to the Commissioners and their Officer at Manchester. I am. Sir.

Your most Humble Servant,  
E. Bates.

The establishment of the Manchester-Sheffield mail coach in 1823, in itself a triumph of organising ability, led to a detailed appraisal of the arrangements for delivery of mail along the route which is of considerable interest. The report is by Mr. Karstadt, surveyor, to Mr Freeling, Here are some extracts from it:

"I have commenced an inspection of the Manchester Penny Posts with those on the road through Ashton - under - Lyne . . . The line is served by the new mail Coach from Manchester to Sheffield, instead of the former foot post. Commencing from Manchester the first office is at Audenshaw, a distance of 6 miles, but the Manchester town delivery extends about a mile on the road - the intermediate places are served as follows; Bradford and Gorton have their letters left at Gorton Toll Bar, Fairfield send their own messenger to the office at Audenshaw, and he takes the letters for Droylsden and part of Openshaw. From Audenshaw, a messenger branches to Hooley Hill, Denton, Houghton, Hyde and Gee Cross.

"Proceeding from Audenshaw, about a mile further, is Ashton - under - Lyne, the principal town on the road . . . and in it is included the township of Duckenfield on the opposite side of the River Tame. About 2 miles beyond Ashton is Staley Bridge, where there is a Receiver and a messenger forward to Mottram and Glossop. When arrangements have been made for serving these by mails, the messengers should cease. In regards to Mottram the Receiver will have to meet the mail at the Toll Bar at the end of the town where it passes. In regard to Glossop, the nearest point to it where the Mail passes is the Norfolk Arms Inn, where the mail changes horses, and about half a mile from the town. The bag must be at all events be left at this place . . . I propose that the office be removed hither."

1823. Some high pressure advertising by Henry Charles Lacy, of the Bridge-water Arms Inn, High St. Proclaiming his posting business, he declared he would hold himself unworthy "if by any misrepresentation he were to induce any person either to go himself, or send any package by a more circuitous route than can be obtained elsewhere." He announced the London Mail as the fastest in the Kingdom, the time for doing the journey being set down as twenty-four hours. In the post office notice this mail is stated to be due to arrive in Manchester at half-past



seven in the evening, and to depart at six o'clock in the morning. The letters brought by it were delivered at eight o'clock in the evening, or as soon after as possible; and, for those to be forwarded, the box closed at a quarter to eleven at night. A letter would be taken in for a penny extra after that time. To evade postage, it was a common practice to send invoices with the goods, in the case of a pack, sewn under the directions; of a hamper, laid in the straw under the lid, and of a cask, nailed under the cardboard directions.

The notices and directories of 1824 show how the Manchester office was growing. A Mr. Thos. Knowles is assistant postmaster, and Mr. Henry Andrews is given as first clerk and agent for newspapers and to the clerk of the roads for the Chester district. Messrs. Charles Jones, Samuel Brown, Wm. Hayes, John Nightingale, and John Taylor are the clerks, and Wm. Ackers is Supt. of the guards. Thomas Sumner is now the Inspector of the letter carriers, and still the deliverer in the Market St. district; the carriers for Cannon St., King St., Salford, and Ancoats remain the same, but Owens is now working Windsor, Arrowsmith Knot Mill, Oldham delivers in Millgate, a Wm. Hetterley of 2 Mark St., Chorlton Row, covers Mosley street district, and Ardwick is the walk of John Barnes, of 8 Cross St., Hulme. The Receiving Houses are listed as:

S. Huddersstone saddler, 42 Downing St. Ardwick.  
 R. Wood, druggist, 2 Gt. Ancoats St.  
 P. Sherran, Windsor Bridge.  
 Wm. Johnson, grocer, Knott Mill.



Fig 60

In his "History of the County of Lancaster" E. Bains gives the Receiving Houses in 1825 as:

Huddlestone at Ardwick, Sheran at Windsor Bridge, but G. Challiner 362 Oldham Rd. Mrs. Lomas, 34 Hewitt St. Knott Mill. "open for the receipt

of letters but not delivery thereof." The Downing St. receiving house dates back to the opening of the penny post in 1793, and the mark (Fig. 60) was in use before 1810, though the earliest date of use is uncertain. Similar marks for Ancoats and Salford were in use from this time until at least June 1828.

1824-25. Country Messengers attached to the TWO PENNY POST.

A messenger daily to Ashton, Staley Bridge, Mottram, Glossop, Denton, at  $\frac{1}{2}$  past 6 in the morning, return at  $\frac{1}{2}$  past 5 in the evening.

To Oldham by Newton, Failsworth, Greenacres Moor, Austerlands, Delph at  $\frac{1}{2}$  past 6 in the morn, return at  $\frac{1}{2}$  past 5 in the evening.

To Pendleton, Eccles, Barton, Flixton, Davyhulme (Sun. excepted) depart at 8 a.m. return at 5 $\frac{1}{2}$  p.m.

To Cheetham Hill, Prestwich, Radcliffe Bridge on Tues. Thur. Sat. at 8 a.m., return 5 $\frac{1}{2}$  p.m.

To Stretford, Cross St. Ashton on Mersey on Mon. Wed. Fri. at 8 a.m., return at 5 $\frac{1}{2}$  p.m.

To Gorton, Longsight, Levenshulme on Tues. Thurs. Sat. at 8 a.m., return at 5 $\frac{1}{2}$  p.m.

To Knutsford daily at  $\frac{1}{2}$  past 8 p.m. conveying letters to and from Liverpool, Knutsford, and Altrincham, returning at  $\frac{1}{2}$  past 5 the following morning. These messengers except the Knutsford one, returned in time for the letters to be delivered in town in the evening, and also to forward those addressed to the North of England.

Middleton was in the Manchester Two-Penny post and was served by the York Coach twice a day in each direction. Oldham is noted as a 'riding post' and presumably covered the ground up to Delph. A late fee of 1d. was charged for letters posted after the closing of the box until the arrival of the Post Boy.

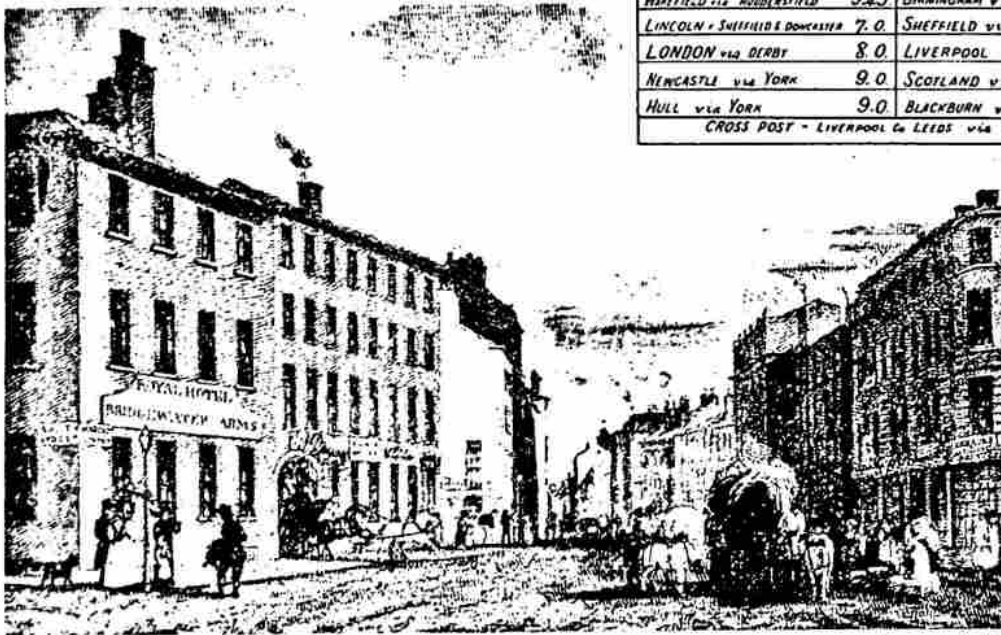
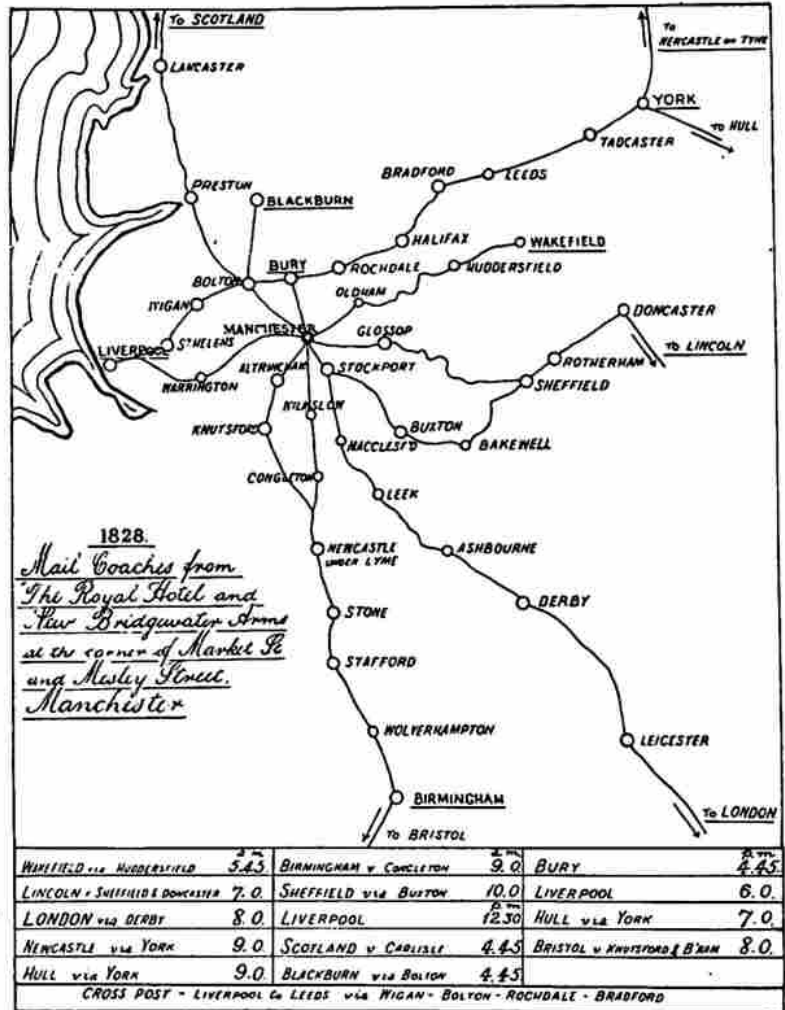
The mileage to Manchester was measured from Tyburn Turnpike at the top of Oxford St. London, and in 1826 a revised figure for the distance was 186.3 miles. This necessitated a change in the postmark and on the third of July a new die was issued from London Head Office showing the

mileage as 187. This die is the first Manchester date stamp recorded in the proof book at the G.P.O. Records Office (Fig. 61)



Thomas de Quincey provides a fascinating glimpse of post office activity in his paper on "The English Stage Coach." He was marooned in Manchester about six o'clock one evening in the 1780's, having travelled from London, and he decided on a walk through the town as the best way of killing time till he could catch his coach to Carlisle about midnight. "The night was dark as the moon had scarcely risen, and the streets being at that hour empty so as to offer no opportunity for asking the road, I lost my way; and did not reach the Post Office until it was considerably past midnight; but to my great relief I saw the great saucer eyes of the mail blazing through the gloom, an evidence that my chance was not yet lost." The hostelry at which de Quincey stopped was undoubtedly the famous

Bridgewater Arms, which until about 1775 - 1780 was the High - street mansion of Benjamin Bower, merchant. He then moved to Liver-street, and his old home was converted into an inn. The front garden became a semi-circular drive, and stabling was erected at the rear of the house. The premises were so massive that 100 guests could be accommodated, and



Bridgewater Arms Hotel in Bridgewater Street off High Street up to 1827

Then to site shown at corner Market Street & Mosley Street, 1827

it was from this sumptuous hostelry the London Royal Mail Coach began its historic run to London. In 1788 it was scheduled to leave the Bridgewater at 1 a.m. covering the journey to the capital in 28 stirring hours. As the Carlisle mail ran at 2 a.m. the York at 9 a.m. and the Liverpool at 1 p.m., the standing of the inn as a coaching house cannot be gainsaid. We may read in Dickens and some of his contemporaries lively descriptions of the arrival and departure scenes of these long-distance coaches - the grinding of wheels on the cobbles, the cracking of whips, the joyous welcomes and tearful farewells, the changing of sweating horses for new, fresh teams, the buzzing comments of lookers - on, and the hidden drama of much that could be felt but not seen.

The reference by de Quincey to the mail coach calling at the Post Office for the mails is of some significance. Before January 1816 the letter bags were sent to the inn and placed on the coach there. One January night in that year, while the guards were taking out the London mail bags, the bags from Derby, Ashbourne, Leek, Macclesfield and Stockport were stolen, and no trace was afterwards found of the thieves or their plunder. As a result of this experience the mails were delivered to and collected from the Post Office.

Soon afterwards the inn was taken over by Henry Charles Lacy, who became the principal proprietor of mail and post coaches in Manchester. Coaching prospered greatly, and in the directory of 1824 it is revealed that ten coaches started from High - street daily, in addition to about a dozen post coaches. Mr Lacy was nothing if not enterprising. In 1827 he purchased Mr C.B. Potter's home at the corner of Market - street and Mosley - street and converted it into an hotel and coaching house. He then transferred his posting business from High - street, named the house the Royal Hotel and New Bridgewater Arms and continued to be a highly successful man of business until the coming of the railways banished coaches from the roads. The hotel, known to many still alive today, occupied the same site until well

into the present century. (Reference: Manchester Streets and Manchester Men. T. Swindells 1907. Part 3).

In September 1828 the fortunes of the Rev. R. H. Whitelock as Postmaster again took a turn for the worse. He was indeed in deep trouble. A report that he was in arrears with his accounts was followed by the withdrawal of the sureties and an announcement that the office had been "taken in charge". The Postmaster General wrote sternly, yet with exemplary fairness . . . "in consideration of Mr Whitelock's family I will not object to allow him to retain his office provided he can procure unexceptional securities immediately, but let him be informed distinctly that I have much hesitation in this matter, and that if there should hereafter be the slightest irregularity in his accounts I shall at once place the office in other hands." (Minute No. 106P Vol. 33).

A sombre minute (No. 115 P vol 33) records "Mr Whitelock unable to set new sureties. Mr Robert Peel Willock appointed Postmaster."

The Rev. Whitelock now fades into the shadows and there is no further record of him except his death on August 14, 1833.

On November 1st 1828 the bond of Robert Peel Willock, who was connected with the wine trade in London, was entered in Register, with two distinguished sureties in Samuel Brooks, banker, and John Brooks, calico printer and merchant, both of Manchester. The penalty implicit in the bond was increased to £6,000. It may be said here that Mr Willock held the post for more than 30 years, a period of unexampled progress and development.

At the time of his appointment the postage rates were:-

Up to 15 Miles	4d.
15 to 20 miles	5d.
20 to 30 miles	6d.
30 to 50 miles	7d.
50 to 80 miles	8d.
80 to 120 miles	9d.
120 to 170 miles	10d.
170 to 230 miles	11d.
230 to 300 miles	12d.

and 1d. more for each 100 miles over 300 for a single letter. "All double,

treble, and other letters pay in proportion to rates for single letters, but no letter shall be charged more than a treble letter unless it shall weigh an ounce, when it is rated as four single letters, and so in proportion for every quarter of an ounce, above that weight, reckoning each quarter as a single letter."

The postmark (Fig. 61) was in use until Feb. 1829 when postmasters were instructed to remove the mileage from all date stamps. A new stamp was issued (Fig 62.), but the old one was still in service for some time with the mileage figures filed off, though traces of the bottom of the 187 could still be seen (Fig. 63) During this period the Manchester Penny Post mark (Fig 64) must have been available for local letters as it has been seen with fig. 62 dated 8 May 1829.

## Manchester Penny Post

Fig.64

Mogg's edition of the Paterson Road Book, 1829, gives the distance from London to Manchester by Derby and Buxton road as 182½ miles; London to Manchester by Derby, Matlock, Buxton and Chapel en le Frith as 187¼ miles; London to Manchester by Congleton and Wilmslow from Hicks Hall to Manchester, Market House as 186½ miles and from London by Derby. Ashbourne, Leek, Macclesfield and Stockport as 186 miles.

Manchester, meanwhile, was continuing to grow in size and importance. By 1831 the population was 142,926 and the total for Manchester, Salford, and suburbs 237,832. The town was not incorporated, but governed by a Courts Leet, and Baron. It was about two miles long and one and a half miles wide, containing about 600 streets, "well paved, lighted, and watched."

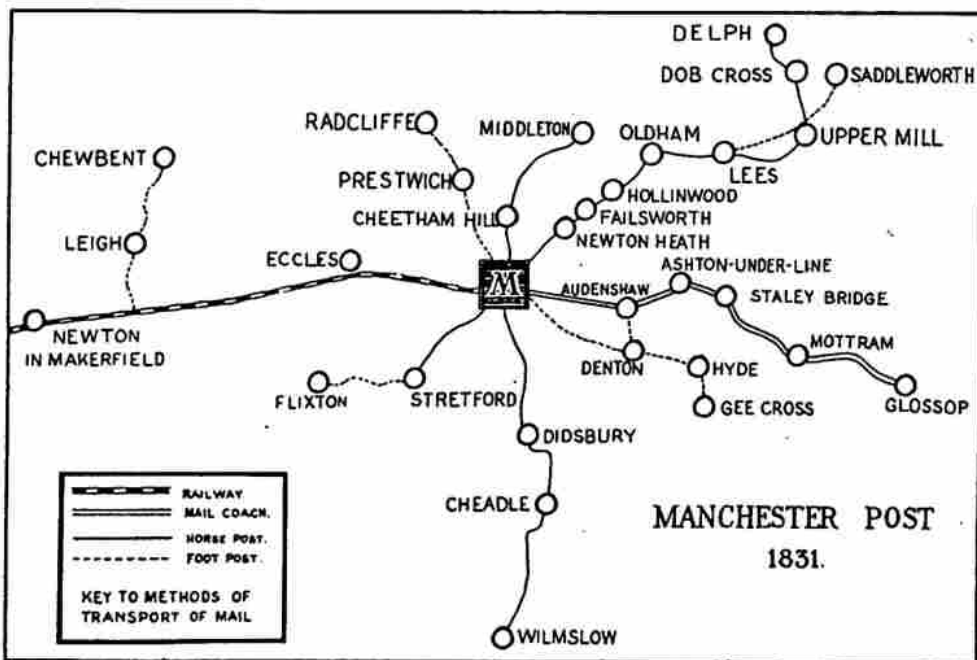
Based on the Select Committee Report of 1837/8 but with geographical errors corrected. The dotted line from Oldham to Saddleworth shows the route abandoned in 1831 when it was replaced by the road through Lees. Map 22A. shows the Penny Post Routes of 1839.



Fig 62.

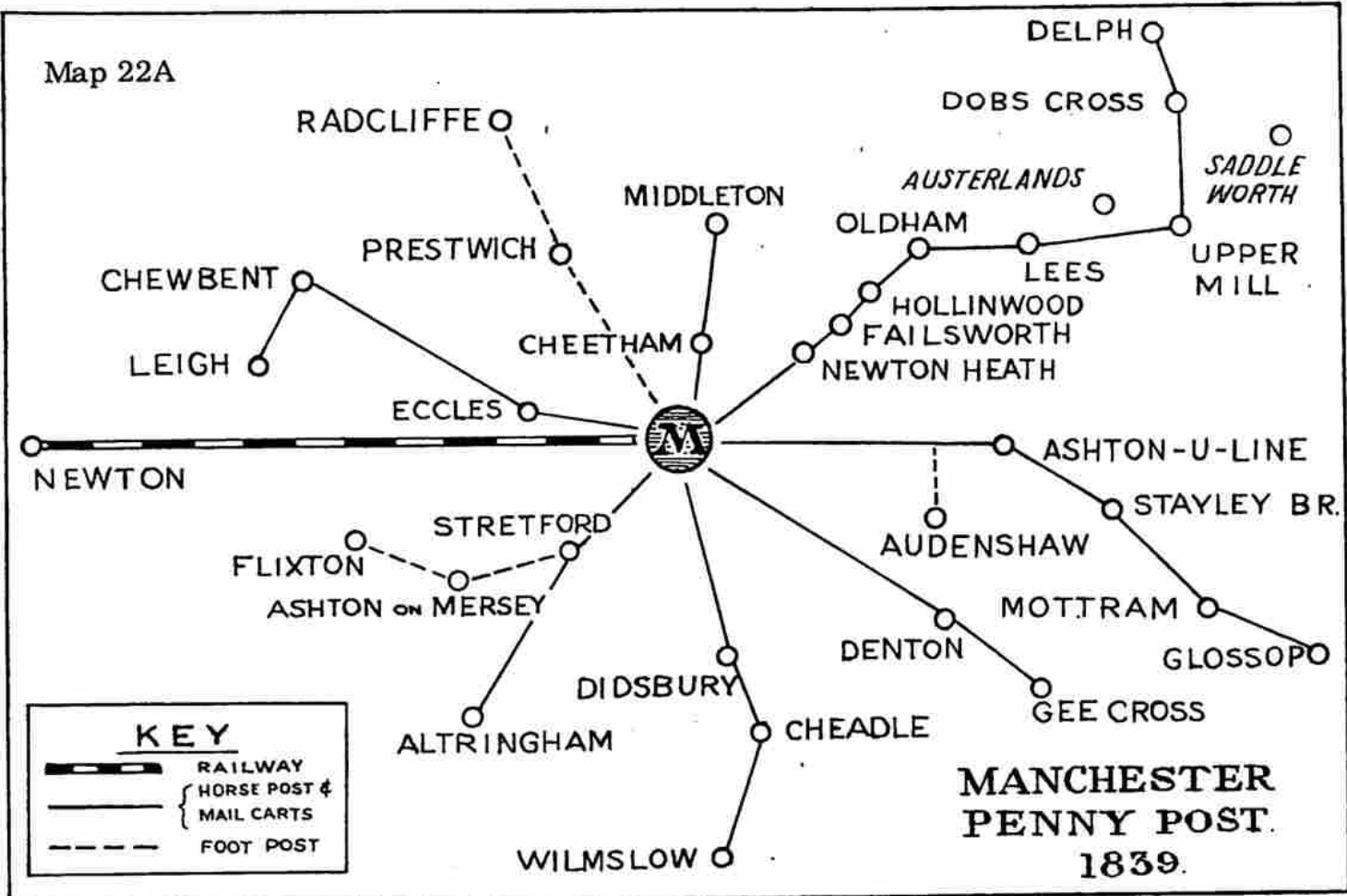


Fig.63.



Map 22

Map 22A



The amount of postage collected by the Manchester office had increased considerably in recent years. The figure varies when taken from different sources.

From the local directories of Manchester.

1828	£13,342	1831	£13,506
1829	£12,759	1832	£13,336
1830	£12,701	1833	£14,556

(The basis of these figures is unknown)

"Annals of Manchester"(Axon) gives:

1832 P.O. Revenue	£53,510. 8.4
1834 Paid in Postage	£60,621.11.6
1840 Paid in Postage	£52,000. 0.0

The Establishment Book gives the figures for 1832 as:

Postmasters Salary	£360.0.0
Annual Revenue	£51,999.0.0

An entry in 1835 in "Postmasters Salary" cases 1820-38 reads:

Robert Willock, Postmaster Salary  
£360 per annum.

Amount of letters £64,372 per annum.

Value of office £ 1,011 per annum.

On application for increase in salary of the two junior clerks reads - "... The revenue had increased at Manchester in the last 10 years £13000 per annum . . . the Postmaster returns his net income as exceeding £1,000 a year - and it is understood that in the event of a vacancy the Emolument of his appointment, with reference to the present official allowances, will be subject to Revision in order to ascertain whether the public may not be relieved of some portion of the present charge of salaries."

In October 1832 the first of a new series of circular date stamps was introduced, Fig. 65 was in use until the end of March, 1834, when a larger stamp (Fig 66) was issued.



Fig. 65



Fig. 66

The following figures for the Manchester office are quoted from the Select Committee report of 1838. They refer to the year 1836.

Postmasters Salary	£360
Emoluments or perquisites arising from Private Letter Boxes	£957
Fees on Late Letters	£ 96
Gross Income	£1541
Sums paid by Postmaster for rent	£100
Other outlay and expenses	£256
Nett Income	£1184
Number of clerks paid by the Crown	10
Number of clerks paid by fixed salary	10
Number of clerks paid by fees, Christmas Boxes and the like.	10

The great snowstorm of Christmas 1836 referred to earlier, provided many incidents of danger and difficulty in connection with the mails. "The Manchester down mail reached St. Albans and getting off the road into a hollow, was upset. The guard returned to London in a postchaise of four horses with the bags and passengers" This procedure complied with general instructions to mailguards which read - "when the coach is so broken down that it cannot proceed as it is, on its way to London, if you have not above two passengers and you can procure a postchaise without loss of time, get them and the mail forward in that way, with the horses that used to draw the mail coach that they may be in their places (till you come to where a coach is stationed) and if you have lost any time, you must endeavour to fetch it up, which may be easily done, as the chaise is lighter than the coach. If you cannot get a postchaise, take off one of the coach horses, and ride with your bags to the next stage; there take another horse - and so on, till

you come to the end of your ground, when you must deliver the bags to the next guard, who must proceed in the same manner. If your mail is so large (as the York - Manchester) that one horse cannot carry it, you must take two." (The Royal Mail by J. W. Hyde)

The circular date stamp Fig. 67 came into service at the end of September 1836, and was in use for about three years.



Fig. 67

There is ample evidence that the Post Office entered into the railway era with full knowledge and understanding of the benefits to be derived from it. In no time at all, it seems, mails had been switched to the new and highly spectacular form of transport. In the early stages there were many instances of mails being taken part way by train, then transferred to road coaches and perhaps before the journey ended, back to the train again. But these difficulties were soon overcome and the majestic progress of the mails continued unchecked.

The effect of the railway development on the routing of the mails to Manchester was so uniformly satisfactory that in August 1837 Maberley was able to write to the Post Office Commissioners: "Your Lordships will be glad to see that the correspondence has increased since the opening of the railroad, both at Liverpool and Manchester (Minute No. 526Y, vol 41).

It is interesting to recall some of the significant dates. The railway from Manchester to Liverpool was completed in 1830, and in July, 1831 the line from Newton Junction to Warrington was opened. By July, 1837 the stretch from Warrington to Birmingham, part of the London to Warrington railway, was ready, and from the third of the month mails were carried by road from London

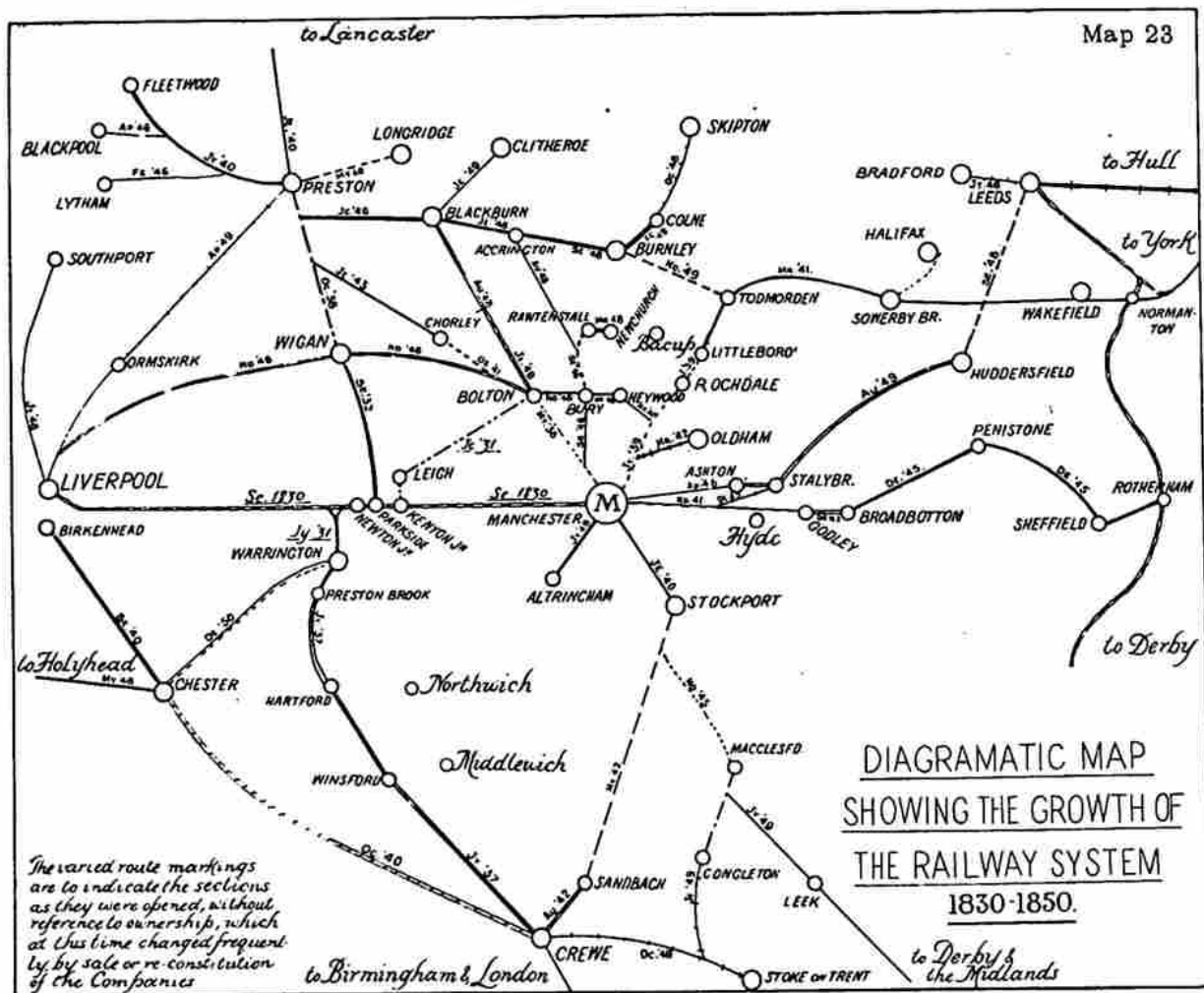
to Birmingham, and then by train to Manchester or Liverpool. Leaving London at 8 p.m. the mail arrived in Manchester at 2-30 p.m., and leaving Manchester at 11-30 a.m. the mail was due in London at 6-30 a.m.

On July 5, Penkridge (about eight miles south of Stafford) and Preston Brook, near Warrington were declared Post Towns; the latter to handle the mails of Runcorn and district. On July 20, the line from Euston to Boxmoor was ready, but owing to the gradient, trains had to be wound up to Camden Town, a condition that continued until 1845 when the improvement in braking methods and the use of banking engines made this method unnecessary.

By April 9, 1838, the railway was open to Bletchley from the London end, and to Rugby from Birmingham. The mails and passengers were now carried from Euston to Denbigh Hall bridge, near Bletchley, where the railway crossed the old Roman road, now known as A5, transferred to road

coach, taken to Rugby, and there joined a train for Warrington, Newton Junction, and thence to Liverpool or Manchester. The intermediate road section (Bletchley - Rugby) was necessary through the unexpected difficulties encountered in constructing Kilsby Tunnel, near Rugby, but on September 17, 1838, the line was completed and mails could be sent the whole route from London to the North by rail. The distances of the various stretches of railway were approximately: Euston to Boxmoor 28 miles; Boxmoor to Bletchley 20 miles; Bletchley to Rugby 34 miles; Rugby to Birmingham 30 miles; Birmingham to Manchester via Warrington 97 miles.

Extract from the Select Committee Report 1838 (Appendix B No. 17). The amount paid for the transmission of letters by railway between Liverpool and Manchester, for each of the six years ended 5 January 1832/1838.



Amount paid for the conveyance of the Mails by railway including the conveyance by cart from the respective post offices to the stations and also guards wages.

Year Ended	£	s.	d.
Jan 5 1832	465.	1.	10.
Jan 5 1833	535.	12.	6.
Jan 5 1834	645.	1.	2.
Jan 5 1835	660.	1.	2.
Jan 5 1836	727.	10.	7.
Jan 5 1837	866.	6.	0.
Jan 5 1838	1051.	11.	9.

N.B. Until September 6 1835, there were but three journies a day; since that time there have been four daily.

The introduction of an actual penny post in the Manchester area, as distinct from a nominal one, seems to have escaped the official publicists. Was the Manchester Guardian chiding them for not being sufficiently forthcoming with the news when it said about the middle of January, 1837; Penny Post. "Perhaps it is not generally known that since the 1st inst. the whole of what was previously the district of the two-penny post has become a penny post, by order of the Surveyor-General of the Post Office. This district, we believe, includes the towns of Ashton-u-Lyne, Oldham, Mossley, Mottram, Wilmslow, Altrincham, Delph and the district of Saddleworth etc. There now exists the striking anomaly that a letter from Mottram, a distance of ten miles, or from some parts of Saddleworth, twelve or fourteen miles from this town, is charged only a penny postage, while one from Stockport, a distance of not more than six miles, incurs a postage of fourpence?"

The small "PENNEY POST" mark found on some Manchester Letters of 1836-7 (Fig.68) may be on the lines of the one that Freeling was to order in 1793. It may be a "Left over" from those days!

## PENNEYPOST

Fig.68

The Select Committee on Postage of 1838 dealt, of course, with all aspects of this powerful social and economic influence on the life of the people. It was particularly interested in the charges made for the service, and also in the practice of sending letters illegally. Many important witnesses were examined.

Examination of Lord Lichfield, Postmaster General.

2779. Do you anticipate a reduction in the revenue from the change of postage from 4d. to 2d. in short distances? It has not been tried at present long enough to know; but judging from similar reductions of nearly the same kind, I should think that there would be some loss; in cases, for instance, where the postage has been reduced from 2d. to 1d. there was a considerable loss, as appears by the latest returns.

2780. Does your Lordship recollect particular instances you now allude to? I would instance between Devonport and Plymouth; and all penny-posts which were formerly charged 2d. have lately been reduced to 1d. Manchester and Birmingham, and in all of them, there has been some loss; I think in every one of them.

The reduction was ordered in March 1837, after being tested in Jan 1837. Para 2909.

Examination of Mr. M. B. Peacock, Solicitor to the P.O.

249. Have you occasion to take frequent proceedings for the illegal sending of letters? - Of late we have had very few proceedings of that description.

250. Have these proceedings become more rare of late than formerly? - They have; the informations are received now much more seldom than formerly.

252. Were the names of the informers given? - They were not; but I rather think they were afraid we should be compelled to disclose them. It was in August 1833 the motion was made in the House of Commons.

253. The amount of letters sent at the time from Manchester was very large? - Yes, and that by our own mail coaches.

254. And by houses of the first respectibility? - Yes.



255. How many letters were there in the parcel? - I think in one parcel we found 60 letters.

256. What was the charge for the parcel? - If those letters had been sent by post, the postage would have been probably £3 or £4 whereas the conveyance by mail coach would have been only 3s. or 4s. probably.

257. Was the parcel sent to London? - Yes, from Manchester to London.

258. Can you explain to the Committee under what circumstances those letters were transmitted by a coach parcel? - The parties were carriers of goods by canal; they carried the goods for the parties and sent the letters which those parties had to forward; many of them, no doubt, had reference to goods going by canal to their house in London, in the way I have stated.

259. Can you state to the Committee the reasons assigned by those parties for so transmitting those letters? - They stated that unless they had had obliged their customers in that way they should lose their carrying trade entirely.

The Select Committee came to grips with the most vital issues of the inquiry when it examined a number of influential witnesses on public feeling about the current rates of postage, the extent of the evasion of postage dues, and the probable results of Mr Rowland Hill's sweeping reform proposals which were to bring about the introduction of a uniform penny post, unencumbered by restrictions, in 1840. The most important witness was the great Richard Cobden. Mr Robert Wallace was in the chair.

You are deputed by the Chamber of Commerce of Manchester to lay before this committee the results of an inquiry instituted into the operation of the present rates of postage, and the probable effects of Mr. Rowland Hill's reform, are you not? - I am.

You are engaged in the business of a calico printer? - I am.

With regard to the inquiry instituted at Manchester, as to postage, will you be kind enough to state how it originated? - The directors of

the Chamber of Commerce in Manchester called a general meeting of the members of that chamber for the purpose of taking into consideration the present exorbitant rates of postage, with a view to prepare a petition in favour of Mr. Rowland Hill's plan of a penny postage; and in consequence of the favourable impression which arose at that meeting of Mr. Hill's plan, it was deemed proper that the Chamber of Commerce should institute an inquiry, with a view to elicit facts which might bear upon the questions. In consequence a sub-committee was appointed, and a number of questions were sent round to about 400 of the principal traders in Manchester.

Were these questions printed? - They were printed and I have a copy with me. It is headed "Questions relative to Postage." The first is "What number of letters, Invoices, and Circulars included, do you send weekly by post?" Secondly "How many otherwise than by post?" Thirdly, "How many do you avoid writing on account of the expense of postage?" Fourthly, "What number would you send by post were the rate of postage to all parts of the United Kingdom reduced to the uniform charge of 1d. per letter, with more frequent transmissions: or would your number be increased at all?" In reply to those 400 letters we received 73 answers, and taking the aggregate of the replies which were sent to these several questions, we find that the parties estimated their increase would be  $5 \frac{2}{3}$  fold in case the penny postage were adopted. This is from actual data furnished by the parties themselves with reference to their respective businesses; and it does not include any creation of correspondence which might be supposed to arise from the plan itself.

Do you mean that it relates entirely to the business of those 73 persons? - Yes, the Secretary to the Chamber of Commerce has made extracts from the letters returned from each of the parties, and put them together in a book.

Do the replies you have received to those questions enable you to form

an opinion as to the extent of the desire to avoid the payment of postage? - It is to an extent which was quite incredible, except from such proofs as are afforded to the committee. I will read two or three extracts illustrative of the answers upon that point. "Our rule is" says one writer, "Never to send by post when we can avoid it." "We ourselves," is the reply of another, "remit £180,000 to £200,000 per annum by post, in sums varying from £50 to £2,000 for which remittances we receive no acknowledgement, owing to the expense of postage." A third party says "I do not doubt that four-fifths of the correspondence between Manchester and Liverpool is carried on by private hands. I often go down to Liverpool, and every trip I bring and take for my friends pockets full of letters." Another says "Many of our customers have continued for many years to send their letters to us by private hand, coachmen, guards or travellers. On reference to our books, we have taken out one instance of many, in which an individual during the last seven years has sent us 170 orders, and 139 remittances, and in no instance through the post." A bookseller says "In almost every coach parcel which I receive, packets of letters are enclosed for individuals in this neighbourhood totally unconnected with my branch of trade. Every traveller whether from a publisher or stationer, has his advice notes forwarded through a booksellers parcel; and I have frequently received as many as 30 or 40 at a time, all of which would be sent by post if it were reduced to the sum contemplated by Mr. Hill in his pamphlet."

Evasion of the postage did in fact become one of the major factors for consideration by the Select Committee, and replies to a letter from Robert Wallace, the chairman, to the Postmasters of Manchester and Liverpool requesting information on this subject, produced corroboration of the practice which though not forthright as Mr. Cobdens evidence, nevertheless carried weight.

Post Office Manchester March 16 1838.  
Sir,

I beg to acknowledge the receipt of your letter of the 13th instant and in reply to state that the information I possess relative to the illegal conveyance of letters is, I apprehend, exceedingly limited, both as to the practice and mode adopted now and in former years.

Before the opening of the railroad between this and Liverpool numbers of letters were sent by coaches to and from each place, in all probability equal to one half of those conveyed through the Post Office; every coachman making it his business to carry letters.

This system more particularly applied to the late coaches, when information was required of the state of the markets to a later period of the day than could be obtained by post, as the first mail left each place at mid-day.

Since the opening of the railroad, instead of two mails daily as formerly, we have now five to Liverpool, and six from thence, consequently the facilities of communication must have much lessened the necessity for any other than the regular mode of transmission though I am told that a great number of letters are still sent in parcels by the railroad.

As regard London letters, when the London mail left between 9 and 10 a.m. a great number of letters were sent in parcels by the coaches leaving Manchester between 12 and 1 p.m. and arriving in London about 10 the following morning so as to secure a delivery before noon. This practice was not confined to this place alone but extended to the neighbouring towns, to a distance of 20 or 30 miles. Since, however, the opening of the railroad between this and Birmingham the necessity for so sending letters does not exist to that extent, as, owing to the later departure of two London mails instead of one as formerly, more time is given for the individuals to prepare their correspondence.

I beg to observe, that the mode of sending letters by coach parcels has

not, in numerous instances, been adopted for the purpose of saving the expense of postage, but more with a view, when time was an object, and in the neighbourhoods where there was not a direct communication through the medium of the post office, to facilitate their transmission. I may add, that this inconvenience has been much felt in a populous and extensive manufacturing district between 10 and 30 miles from here. There are, I believe, many letters still sent in parcels by the railroad between here and Liverpool, which is not forwarded to save postage (as there is a charge of 1s. on delivery of every parcel however small) but to ensure an earlier delivery than the Post Office arrangements afford. I cannot speak as to the extent of these practices, having no means of correctly ascertaining, but have reason to suppose that it is much resorted to. You are aware, that in making observations on the various branches of the subject to which your communication refers, that much might be adduced in illustration of it conversationally, that cannot with the same comprehensiveness be done in writing; I have however in the foregoing remarks endeavoured to

convey to you, as correctly as my experience and knowledge of facts will admit, a general outline of the practices which have and still do to a certain extent exist in this town and neighbourhood.

I am etc.

R. P. Willock Postmaster.

Post Office Liverpool March 19 1838

Sir, I beg . . .

The extent of evasion is no doubt in proportion to the cheapness and facilities afforded. Between Liverpool and Manchester, for instance, where the railway Carriages go 12 times each way per day, the charge being only 1s. for a parcel large enough to contain more than 500 letters, and the parcel being delivered by a light Cart immediately on arrival, the evasion is no doubt great, the extent must of course be unknown, but forming a supposition, I should say, that on this particular line the number of letters sent without passing through the Post office is probably greater than the number sent by post.

I have etc.

Wm. Banning.

NUMBER OF ALL LETTERS OF ALL DESCRIPTIONS THE POSTAGE OF WHICH  
IS PAID INTO THE MANCHESTER POST OFFICE.

Week Commencing	General Post Letters		Penny Post Letters		Letters and packets	Total No. of letters of all Descriptions	News papers	Amount of postage
	Paid	Unpaid	Paid	Unpaid				
15 Jan 1838	4366	16577	4495	8329	465	34323	6196	£830. 0. 5.
29 Jan 1838	3677	15954	1225	8234	759	29849	6060	

NUMBER OF LETTERS SENT TO LONDON FROM MANCHESTER

Week Commencing	No. of Letters including Privileged Letters & Packets	No. of privileged Letters & Packets	No. of Newspapers
15 Jan 1838	5040	579	932
29 Jan 1838	5499	702	810

Select Committee Report 1838.

Appendix B. No. 24.

Post Town & Penny Posts.	Date of Establishments	Distance places from each other.		Gross Revenue.	Annual expense.	Nett Revenue.
		miles.	Fur.			
<b>MANCHESTER.</b>						
Newton Heath	6 7 1830	3	0	35 15 0	} 466 10 0	} 294 17 0
Hollinwood	6 7 1830	6	0	42 8 0		
Oldham	6 7 1830	8	0	374 19 0		
Greenacres	6 7 1830	9	0	54 19 0		
Dobcross	6 7 1830	14	0	75 15 0		
Delph	6 7 1830	15	0	55 10 0	} 226 0 0	} 545 7 0
Lees	9 8 1831	10	0	65 13 0		
Upper Mill	9 8 1831	12	0	56 8 0		
Audenshaw	6 4 1823	5	0	55 11 0		
Ashton - u - Lyne	6 4 1823	7	0	393 10 0		
Staley Bridge	6 4 1823	8	0	195 17 0	} 106 0 0	} 54 12 0
Mottram	6 4 1823	11	0	65 14 0		
Glossop	6 4 1823	15	0	60 15 0		
Denton	6 4 1833	6	0	68 5 0		
Gorton	6 4 1833	4	0	9 9 0		
Hyde	6 4 1833	7	0	74 5 0	} 61 0 0	} 27 12 0
Gee Cross	6 4 1833	8	0	8 13 0		
Radcliffe	29 10 1823	9	0	43 16 0		
Leigh	6 7 1835	13	0	} 88 12 0		
Chewbent	6 7 1835	15	0			
Tyldesley	6 7 1835	16	0	} 29 8 0	} 43 18 0	
Eccles	9 6 1835	4	0			73 6 0
Stretford	9 6 1835	4	0			26 18 0
Levenshulme	9 6 1835	4	0			24 2 0
Cheetham Hill	2 7 1834	2	0			62 4 0
Newton in the Willows	3 6 1835	16	0	34 15 0		34 15 0
Didsbury		6	0	30 19 0	8 0 0	22 19 0
Cheadle		8	0	33 9 0	8 0 0	25 9 0
Wilmslow		13	0	38 13 0	12 0 0	26 13 0
Middleton		6	0	69 15 0	12 0 0	57 15 0
Swinton	1 3 1829	5	0	21 18 0	5 0 0	16 18 0

NUMBER OF LETTERS DELIVERED FROM MANCHESTER P.O. AND FROM THE SUB-OFFICES AND RECEIVING HOUSES AND UNDER MANCHESTER P.O. IN THE WEEK BEGINNING 5th AND ENDING 11th MARCH 1838.

Number of General & Bye-Letters for delivery excluding franks.					No. of franks	No. of Local Penny Post and Sub-office Letters for Delivery				
Single	Double	Treble	Ounce	Above an ounce		Single	Double	Treble	Ounce	Above an ounce
22714	1556	546	71	135	598	7537	445	84	7	150

NUMBER OF SINGLE INLAND LETTERS CHARGED UNDER THE VARIOUS RATES OF POSTAGE  
DELIVERED FROM MANCHESTER POST OFFICE

Week Commencing	1d.	2d.	3d.	4d.	5d.	6d.	7d.	8d.	9d.	10d.
14 May 1838	4295	227	65	644	553	1330	6019	2751	2608	1004
21 May 1838	4626	278	14	710	475	1318	5258	2607	2622	1001

Week Commencing	11d.	1/-	1/1	1/2	1/3	1/4	1/5	1/6	1/7	1/8
14 May 1838	4916	482	294	299	176	292	35	1	-	-
21 May 1838	4778	495	304	352	195	291	30	-	-	-

The local newspapers and directories of 1838 give a clear outline of the staff and their work at the Manchester Post Office. The following information was presumably taken from an official "hand out."

**GENERAL POST OFFICE**

Exchange Buildings. Robert Peel Willocks Esq. Post Master.

**Receiving Houses.**

**ARDWICK.** Thos. Dickens, Saddler, 24 Downing St. Chorlton upon Medlock.

**WINDSOR.** P. Sherran, Shopkeeper, 7 New Windsor.

**OXFORD** St. Luke Parkinson, Grocer, Corner of Rusholme Rd. and Oxford Rd

**NEW CROSS** R. B. Grindrod, 5 Grate Ancoats St.

**KNOTT MILL.** W. Johnson, Grocer, 317 Deansgate, Knott Mill.

**ANCOATS.** Francis Newton, 255 Great Ancoats St, near Every St.

**SALFORD.** Thos Hilton, 117 Chapel St. Salford.

Bags are brought to the above mentioned receiving houses at half past seven in the morning, and a quarter past one in the afternoon, (Sundays at half past seven in the morning only.)

Handstamps were issued from London to Manchester P.O. for use at these offices on April 3 1838, as fig. 69. For the rest of the staff, and the times of the mails, see appendix.

**SALFORD**  
**MANCHESTER**

Fig. 69

On October 23 1838 a Charter of Incorporation was granted to Manchester. "It gave to the body corporate all the powers, authorities, immunities, and privileges enjoyed by the Boroughs names in the Municipal Corporation Acts, as fully and amply as if Manchester had been included in the Schedule of that Act."

The Council was to consist of a Mayor, 16 Aldermen, and 48 Councillors. The Charter included the districts comprised within the boundaries of the townships of Manchester, Chorlton - on - Medlock, Hulme, Ardwick, Beswick and Cheetham.

The Select Committee Report of 1837/8 contains some interesting items referring to Manchester. It mentions that "a parcel containing 60 letters sent from Manchester to London would cost £3 to £4 in postage, but the same could be sent by coach for 3/- to 4/-.

The Report gives some mileage figures:-

Midland District. Post Towns with distance from London.

Manchester	206 miles
Bury	215 "
Preston	216 "
Altrincham	215 "
Chorley	207 "
Stockport	213 "

## PENNY POST TOWNS

Ashton-u-Lyne	212	miles
Audenshaw	210	"
* Bacup	226	"
Cheadle	214	"
Cheetham Hill	208	"
Denton	212	"
Dobcross	220	"
Delph	221	"
Didsbury	211	"
Eccles	210	"
Glossop	209	"
Greenacres	214	"
Gee Cross	215	"
Gorton	209	"
* Heywood	218	"
* Haslington	223	"
Hyde	213	"
Leigh	218	"
Lees	215	"
Middleton	213	"
Mottram	217	"
* Marple	217	"
* New Mills	221	"
Newton Heath	208	"
Oldham	214	"
Radcliffe	213	"
* Rawtenstall	221	"
Staley Bridge	214	"
Swinton	210	"
Stretford	210	"
Uppermill	218	"
Wilmslow	218	"

NOTE: The Mileage from Manchester to London has been increased from 187 to 206 and the mileage at the surrounding town is based on the route through Manchester. Viz. Bury, Altrincham & Stockport.

Penny Post Town marked\* were not under Manchester at that time.

The stamp, (Fig.70) had a long life. Issued in 1838, it was repaired in October 1840, recut and reissued in December, 1842 and was used for some months after this.



Fig. 70

In 1839 there were some slight changes in the post office arrangements. A druggist, R. Wood took over the New Cross Receiving House in Gr. Ancoats St. and the letters were collected from the branches at 7.30 a.m. and 4 p.m. Local reports stated that 23 letter carriers collected, in the early part of the year, an average of £890 per week within the limits of their rounds. This included £530 paid in this period by the subscribers to the boxes served at the windows of the office, into which letters for these persons were deposited for collection. At this time the important coaching houses in the town were the Royal Hotel and Bridgewater Arms, the Kings Arms Inn, King St., Commercial Inn, Market St., Star Hotel, Deansgate, and the Mosley Arms Hotel in Piccadilly.

The list of Penny Post's of 1838 is increased by the addition of the following offices under the post town of Manchester:- Levenshulme, Tyldesley, and Newton Moor. A new list of mail times was issued and two further types of date stamps came into use. (Figs 71 & 72)

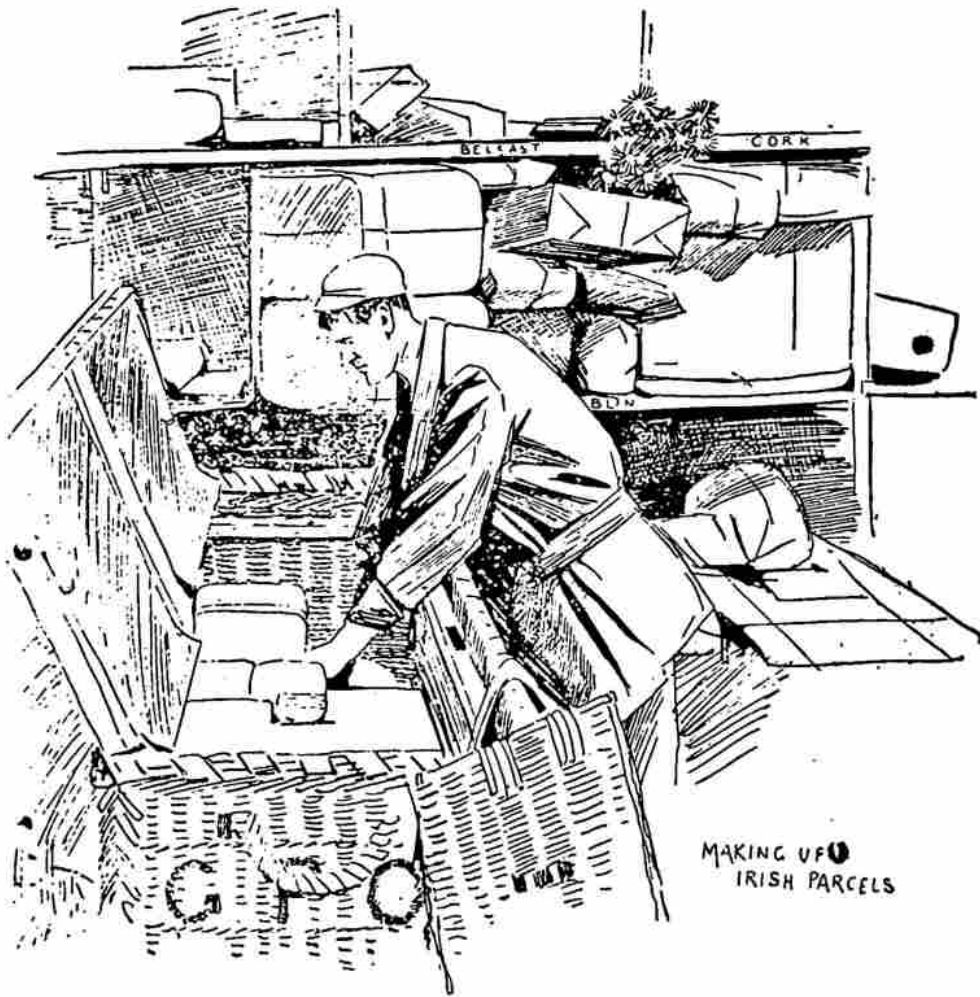


Fig. 71



Fig. 72

1840 - 1854







The year 1840 was one of the most significant in British postal history. It was the year of Sir Rowland Hill, the great reformer, who in 1837 had published a famous pamphlet in which he had advocated a uniform rate of postage at a penny per half ounce, prepaid by an adhesive postage stamp, and who now saw the fulfilment of his dream. It actually came into force on January 10, 1840. It was the year of the first and most famous postage stamp in the world, the severely classical Penny Black, concerning whose use and proper cancellation Postmasters were bombarded with instructions and indeed warnings lest the forger should deprive the Government of the full fruits of its reform.

Sir Rowland, whose name is justly venerated, though his title to the credit of the innovation was subsequently challenged (but not successfully), was born at Kidderminster in 1795. He became an Under-Secretary at the Post Office in 1847 and was Chief Secretary from 1854 till 1864. He died in 1879

Long before 1840 there was earnest deliberation as to the suitability of the then site of the Manchester Post Office, situated in the rear part of the Exchange (see map 8). In 1839 Axon in his "Annals of Manchester" reported Post Office and new rooms added to the Exchange, and there seems to be no doubt that references to the Office as a "dingy shed behind the Exchange" were more than justified. Minutes of the period indicate how official protests, backed by a strong public feeling, led eventually to the acquisition of new premises in Brown Street.

1837 April. Lt. Col. W.L. Maberley (Freeling's successor) advised the Postmaster General of a "petition from the Chamber of Commerce stating that the Postmaster, who now occupies rooms in the Exchange, had received notice to quit, and requesting that a suitable building by the Post Office might be erected at the Public Expense" . . . Lichfield instructed that the petition be forwarded to the Treasury. (Minute No. 735x Vol.40.)

1837 July. Upon a further petition from the inhabitants, and the Chamber of Commerce, Maberley wrote "I presume

your Lordships will inform the Treasury that in such a Town as Manchester it is highly convenient to have the Post Office in some building in a central position furnished by the Public, but that their Lordships having given it as their opinion that it was not expedient to propose any vote to Parliament for the purpose, the Postmaster was directed to look out for fresh premises but that although he has advertised he has met with nothing at all eligible up to the present time, and that he only holds his present office till Xmas when he will be forced to give it up." (Minute 315Y vol. 41). 1838 June. "Manchester. Measures taken by the Committee of the Exchange Rooms for the erection of an office." (Minute No. 806 AA vol. 43).

1838 November. ". . . Mr. Karstadt transmits plans of a new building proposed to be erected by the Committee of the Exchange Rooms who are proprietors of the present office . . ." The rent of the present, paid by the Postmaster, for the premises he is called upon to quit being £80 a year, is now understood to be incorporated, it appears to me that the proper course will be to forward these plans to the Lords of the Treasury that the sense and wish of the Town as to the site of the New Office shall be obtained through the Town Council, which will now be the best local authority on the subject." (Minute No. 342C vol. 45) 1839 February. Town Council dissatisfied with the proposed site for the new Post Office. Mr. Willock asked to "look out for other premises suitable for the purposes of a Post Office." (Minute No. 154DD vol.46)

1839 June. Treasury object to proposed site for the new Post Office. Postmaster directed to look out for other premises.

(Minute No. 323FF vol.48)

1840 June. "As it is desirable that Mr. Willock should not be absent from duty when the removal to the New Office takes place . . . I have taken upon myself to give him immediate leave of absence for three weeks . . ." (Minute No. 388JJ Vol.52)

1840 July. ". . . your Lordships will perceive by the enclosed private letter to me that the Exchange Committee is

pressing his (the postmaster) removal from the present premises."

(Minute No.1166JJ vol.52).

1840 September. "Remove the office to the new building."

(Minute No. 825KK col.53)

1840. New Post Office under the Borough Court in Brown St. opened for Public Business Sept 7.

(Annals of Manchester - Axox)

Now established in much more commodious and suitable premises the Manchester Post Office was in good shape to deal with the ever - increasing flow of traffic brought about by the introduction of a universal penny postage. It had had its full share of experiments, now it was settling down to a strong and steady rhythm of performance. One of these experiments was ushered in December 5 1839, when a uniform 4d postage was introduced for a trial period. It remained in force till January 9, 1840.

During this period letters were marked with a script 4, usually in red ink, and, up to the end of December, generally have the "Paid at Manchester" circular mark. (Fig.57). Uniform 1d. postage commenced on Jan 10th.

On May 6 the first adhesive stamps for the prepayment of postage were on sale, and the new type of postmark, the "Maltese Cross" came into use. Although stamps were available at the offices, large quantities of letters were unstamped, and the postage having been prepaid, the "PAID" mark was still in regular use, and continued so for some years. There is no record available as to the number of hand-stamps that were issued to Manchester at the beginning of the "Maltese Cross" period, but from the officially recorded "recuts" there may have been only two. Some stamps were most probably cut locally, thus accounting for variations.

The first issue, similar to Fig.73, was in use until late in July, but Fig.74 appeared at the end of May, and was used concurrently. This type was in use for some months, but by Jan 1841 a change is noticeable (Fig. 75)



Fig. 73



Fig. 74.



Fig. 75.

What is known as the "fishtailed" cross appeared at the beginning of March, and continued in use until at least mid June. This cross has been seen on all of the 1d. plates of the adhesive stamps printed in black, and is common on plates 5, 8, 9, 10, & 11 in the red printing. Fig.77 was used concurrently with Fig.76 during March and May 1841

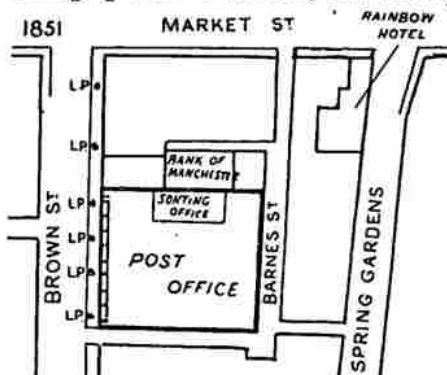


Fig.76



Fig.77

Meanwhile the continual expansion of the office and the notice to quit from the Exchange, had led to the move to the Manor Court building in September 1840. This had been built in 1824, the upper floor being used for the business of the Manorial Court and for public meetings. The Hall is reputed to have been able to hold 2,000 persons, while the lower part of the building was in use as a Shambles, and it was this ground floor that was now converted to the use of the Post Office. A plan of Manchester for 1851 shows the position the Post Office occupied from Sept 1840 to 1880, with "Boxes" for the receipt of letters, and lamp posts outside, in Brown St.



The "Guide to Manchester" of 1852 printed by C. Duffield gives the following description of the Post Office.

"This establishment will no doubt be one of the first places which the stranger and the visitor to Manchester will desire to be directed to. It is a large building, situated in Brown St, (adjoining the Commercial Inn,) and belongs to Sir Oswald Mosley, Bart.; it was formerly used as a market. The Office for the Registration of letters is on the right hand side of the entrance lobby. The Money Order Office is situated in a commodious room at the top of King Street; it was opened February 12th. 1848. The amount of business done here is very great, particularly on Mondays, when the money orders of two days have accumulated. The scene at the Post Office every evening before the departure of the London mail is highly amusing, in consequence of the great influx of letters. As the moment draws on when the box is closed, the crowd is very great; often in the great hurry, the apertures get firmly wedged up with letters, while others are continually coming up with fresh supplies; the crowd increases, notwithstanding the repeated orders of the attendant policeman to "move on" till, in an instant, the box is closed, the extra or late box opened, and the loiterers disperse. The time of the arrival and despatch of the mails will be found among the lists at the end of this work. The Quarter Sessions are held in the Borough Court Room, which forms the upper part of the building."

About 1839 a new "MISSENT" mark was used, which has been seen in April 1840 with a damaged T (Fig.78). This was soon repaired as copies on letters of dates later in the year show a normal T.

**MISSENT  
TO  
MANCHESTER** Fig.78

On Jan 9, 1840 a new circular date stamp had been sent to the Manchester Office (Fig.79) and this was followed by another on March 24 (Fig.80) Two of the stamps issued earlier had been sent for repair, and these were reissued on September 30. (Figs.81 & 82.)



Fig 79



Fig 80



Fig 81



Fig 82

In the same year a script P.L. in an oval frame was used on a large number of letters from Manchester. Various theories have been advanced as to the meaning of this, but as its use does not seem to be restricted to any area or town of the addressee, the most likely reason for its existence seems to be that it marked a "paid letter". This P.L. appears on letters in black or occasionally in red, for the next ten years (Fig.83). Fig.79 was still in use in December 1841, Fig.80 had the damaged E shown in Fig.84 in July 1842, and was still in use in April 1843, the top arm of the E having nearly disappeared.



Fig 83



Fig 84

On June 12 1841 two handstamps were issued from Head Office (Fig. 85) and came into immediate use.



Fig 85

These were used until the end of that year, and the beginning of 1842, but they were probably returned to London for recutting in February as a different cross was used towards the end of that month. This cross (Fig.86) with two long points to the central star may have been cut locally, and it is seen on letters dated up to April 1843. On the 2nd May two stamps are recorded as being issued recut from London (Fig. 87 & 88) and these were very similar to the issue of June 12, 1846. By September 1843 another variety of the cross was used, Fig.89, and this is found on letters up to the date of the introduction of the 1844 numbered postmark.



Fig 86



Fig 87



Fig 88



Fig 89

The following repairs and recuttings of the circular date stamps are referred to in the proof book as having been sent to Manchester in addition to those already mentioned.

8	10	1840	repaired.
17	6	1841	recut.
9	12	1841	recut - 13 extra letters recut.
14	1	1842	recut.
12	3	1842	repaired.
23	6	1843	recut (as Fig.90).
19	12	1843	recut.



Fig.90.

Many strikes of the early states of these Maltese Cross postmarks do not

show the fine ends of the centre star as clearly as later strikes, which seems to indicate that they were originally slightly lower than the main outline of the star, and that wear of the die brought out the finer points. There may have been sixteen different handstamps of the cross type in use over the four years 1840 - 1844.

The numerous notices to Postmasters and Sub - Postmasters were without exception peremptory in tone and explicit as to the precautions to be taken against forgery and evasion. In the earlier days of the post the authorities had been equally determined to ensure that unauthorised operators did not "muscle in" on a thriving trade. Now it was quite clear they were going to stand no nonsense from the unscrupulous and the dishonest.

#### TO ALL POSTMASTERS

General Post Office,  
April 1840.

I beg to enclose you two specimens of the Penny and Two-Penny stamped Covers and Envelopes, and two of the Penny Adhesive Labels (the Two - penny one is not yet ready) which I must beg you will carefully preserve, in order to compare them in case of doubt with the stamped Letters that may pass through your office. In the event of your suspecting that the Stamps used on any Letters are forged, you will not detain the Letter, but simply take the address and report the circumstances to me without loss of time, in order that the Party to whom the Letter is directed may be at once applied to. You will observe however, that the adhesive Stamps vary almost in all cases, one from the other, having different Letters at the bottom corners, and I point this out that you may not be misled by this circumstance, and be induced to suspect Forgery, where the variation of the Stamps has been intentional. The Numbers on the Covers and Envelopes also vary. You will carefully Stamp with the Cancelling Stamp that has been forwarded to you. the stamped Covers and Envelopes, as well as the adhesive Stamps, the two former must be struck on the figure of Britannia, and in case more than one adhesive Stamp being attached to a

Letter, each Stamp must be separately obliterated. The use of the Cancelling Stamp, however, will not dispense with that of the ordinary dated Stamp, which will be struck on the Letter as usual. Where the value of the Stamps is under the rate of Postage, to which the Letter if pre - paid in Money would be subject, you will Surcharge the Letter with a Pen in the usual manner.

You will acknowledge the receipt of this Letter and the Specimen Stamps by return of Post.

By Command,  
W. L. Maberly,  
Secretary.

### TO ALL POSTMASTERS and SUB-POSTMASTERS

General Post Office.  
April 25 1840

It has been decided that Postage Stamps are to be brought into use forthwith, and it will be necessary that every such Stamp should be cancelled at the Post Office or Sub-Post Office where the Letter bearing the same may be posted. I herewith forward, for your use, an Obliterating Stamp, with which you will efface the Postage Stamp upon every Letter despatched from your office. Red Composition must be used for this purpose, and I annex directions for making it, with an Impression of the Stamp. As the Stamps will come into operation by the 6th. of May, I must desire you will not fail to provide yourself with the necessary supply of Red Composition by that time.

Directions for preparing the Red Composition.

1lb Printers Red Ink.

1 Pint Linseed Oil.

Half-Pint of the Droppings of Sweet Oil. To be well mixed.

By Command,  
W. L. Maberly  
Secretary

(An impression of the Maltese Cross appears at the bottom left corner of the notice).

### TO ALL POSTMASTERS and SUB-POSTMASTERS.

General Post Office  
May, 1840.

Many Postmasters having omitted to

cancel the Label Stamps with the Obliterating Stamp forwarded to them, and having neglected to furnish themselves with the precise description of Ink, ordered to be used for that purpose, Postmasters are required to pay attention to the Instructions already issued on this subject, and to bear in mind, that if the orders given are not strictly complied with, the Postmaster General will feel it his duty to punish severely those Parties who continue to be guilty of such inattention.

It is, of course, hardly necessary to point out, that a Letter posted with a Stamp on it which has been obliterated, must be treated as an unpaid Letter at the office where it is posted, and charged in the same way as it would have been, had no Stamp been attached to it.

By Command  
W. L. Maberly,  
Secretary.

### TO ALL POSTMASTERS and SUB-POSTMASTERS

General Post Office  
February 1841

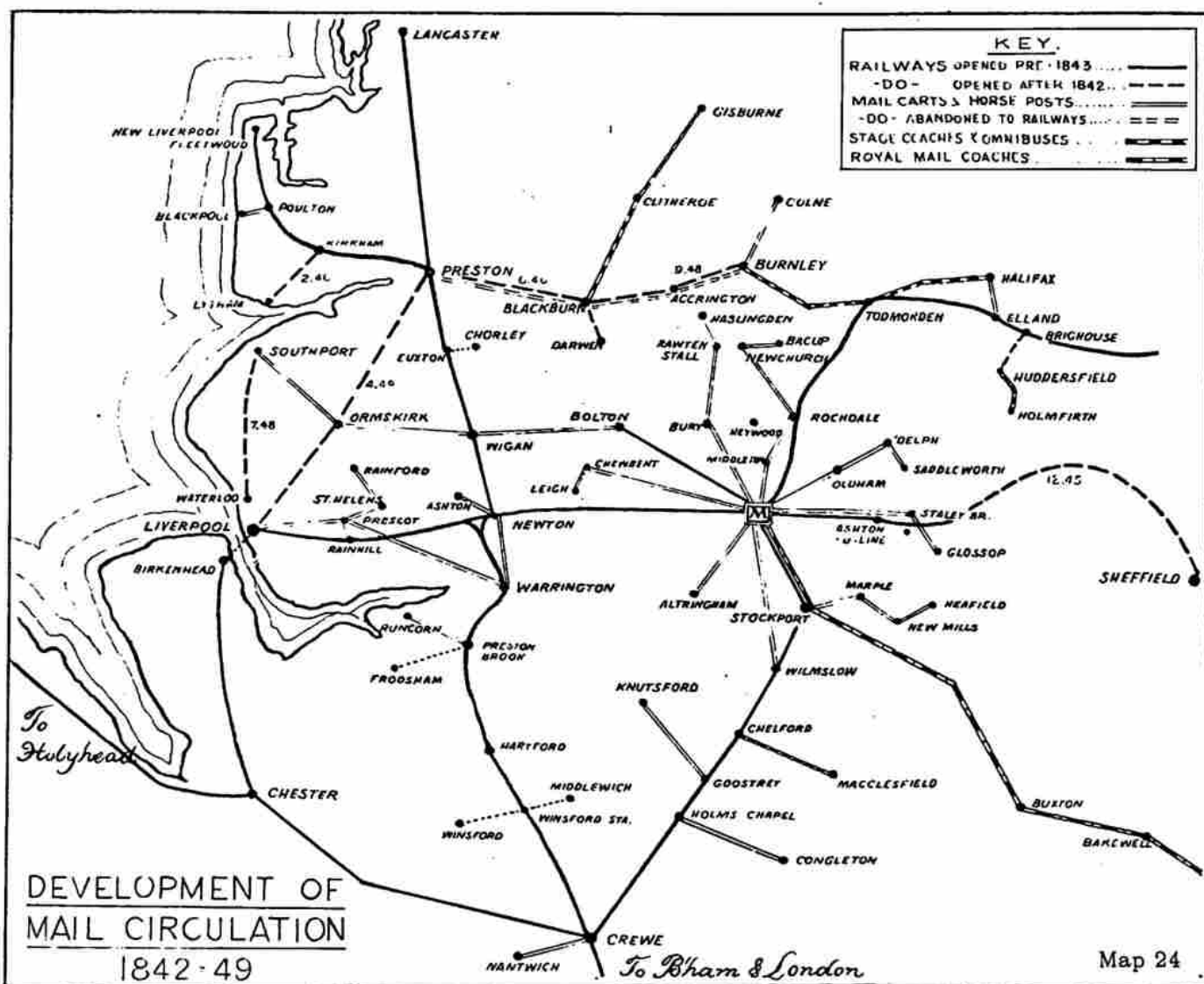
It having been decided, that in future, all Postage Stamps are to be obliterated with Black Composition instead of the Red, which has been hitherto used: I forward you, herewith, a supply of Black Composition for that purpose. The Composition is ready prepared for use in its present state and does not require to be mixed with oil.

I have also again to impress upon you the necessity of paying great attention to the obliterating the Postage Stamp effectually, and as the Postmaster General will visit any neglect of this important part of your duty with his most serious displeasure.

You will immediately commence using the Black Composition instead of the Red. I am

Your Obedient Servant

W. L. Maberly  
Secretary.



Above is a reproduction from an operational map in the possession of Post Office Records, dating from the 1840's. It is interesting in that it was used at a time when there was a change in progress from road to rail transport, and these alterations were noted thereon as they occurred. For this reason there are two routes from Preston towards Burnley; the original mail cart was superseded by the railway in two stages, in 1846 and 1848. In some cases the construction of a railway created an entirely new route, such as the Liverpool (Waterloo) to Southport, or the Manchester to Sheffield line, which travelled via Derby before 1845. Or again, it is possible to work out that prior to 1849, the Liverpool - Preston letters were routed via Newton Junction before the direct railway opened via Ormskirk.

There were a number of other railways in operation by 1849 which apparently the Post Office preferred not to use as they altered the accepted, if roundabout, circulation already adopted. A through line from Manchester to Preston via Bolton was disregarded in favour of the route via Newton Junction. Macclesfield had a rail link in 1845, but continued to receive bags as before via Chelford Station and details of this and other, as yet unused routes, can be found on Map 23.

The map is only concerned with circulation between post town and therefore, there are no walks for local deliveries for such large districts as Liverpool and Manchester.

## SHIP LETTER MAILS.

The Preston & Wyre Railway had opened a service from Preston to Fleetwood in July 1840. This nominally independent company was backed by the North Union Railway (Parkgate-Wigan - Preston) which in turn was closely allied to the Liverpool & Manchester Railway and the Grand Junction Railway. The long term policy of this group was to develop Fleetwood as a port for passenger and freight services with Belfast and the Northern Irish ports. In 1843 a steamship service to Belfast was commenced and when established the Post Office took advantage of this alternative and more direct route.

A Minute of November 1843 refers to "Ship Letter Mails" established between Manchester, Preston, Fleetwood and Belfast" (No.4702 vol.73) This service reduced the distance to Northern Ireland, which hitherto had included Liverpool or Holyhead and Dublin. After the North Union, Liverpool & Manchester, the Grand Junction had formed part of the amalgamation known as the London & North Western Rly. and the Bolton & Preston Rly. had merged into the Lancashire & Yorkshire Rly. - 1846/50 - the Preston-Fleetwood railway and the steamship service became the joint concern of the two companies. The main train of the day was the Belfast Boat Express. (The Royal Mail Route) the 5.30 pm from Euston which survived until 1923.

Mr Willock, the Postmaster, was quick to report the minor involvement of Manchester in the Chartist disturbances of the early 1840's. The Chartists had already held their great convention in 1839, and a monster petition with one million signatures demanding sweeping reforms in the voting system of the country, in representation in Parliament and manhood suffrage, had been ignored by the House of Commons. There were riots in many parts of the country as a result, and a Manchester agitation flared dangerously on August 16, 1842.

Manchester.

August 16 1842 6pm.

"So far today all has been quiet, altho' there has been on immense increase of people in the Town. The Military have been under arms, besides the police,

pensioners & special constables, in great force, ever since five this morning.

Fergus O'Connor with a few others arrived by the first train this morning, but finding the town too hot for them, it is presumed they kept in the shade. The accounts from Yorkshire are very had, Huddersfield, Bradford, Halifax etc., at the former the military have killed one man & wounded several others with their swords.

There will be a newspaper printed early in the morning, which will give a full report of all the proceeding, I will order you be sent one by the morning Mail.

Yours most faithfully

(Signed) R. P. Willock.

An entry in the Note Book of Charles Compton's (an officer in the Accountant General's Dept.) 1837-57 reads.

"Large bodies of workmen in Manchester & other parts adjacent commenced rioting on the subject of Wages & the Peoples Charter as it is called - the military called out & several persons killed - August 1842.

In April 1844 the numeral cancellors were introduced, and Manchester was allocated number 498, and when the first issue of handstamps was made from London, at least two were sent to Manchester; one with three bars and one with four bars above the number.

This type of cancellor was to be in use for the next ten years, and although records show that new and recut dies were issued many times over that period, it is more than possible that some were cut locally to suppliment the official issue.

During the same time many circular date stamps were sent from London, showing slight variations, broken letter etc. and for convenience of reference some of these have been grouped together with the numeral cancellors.

Fig.91 shows an original die and Figs 92. and 93 date stamps seen with it.



Fig.91



Fig.92



Fig.93



Fig.94  
Nov 1844



Fig.95  
April to Nov.  
1845



Fig.96  
recut of Dec. 1845  
Used Jan to May 1846



Fig. 97  
Reissued Jan. 1846  
in use to Aug. 1847.



Fig.98  
March/April 1847



Fig.99  
Issued 18.4.1848



Fig.100



Fig.101  
Issued May 1848  
used to end of  
March 1851



Fig.102  
Recut May.1848  
still in use June 1850



Fig.103



Fig.104  
Issued March 1851



Fig.105



Fig.106  
Issued May 1851



Fig.107



Fig 108  
Issued May 1851



Fig 109



Fig.110



Fig.111



Fig.112

Issued June 1852, still in use  
Nov. 1853



Fig.113  
In use in Sept 1852  
Probably cut locally.

Handstamps with slight differences  
from Fig.113 and 119 also exist from  
Dec.1851.



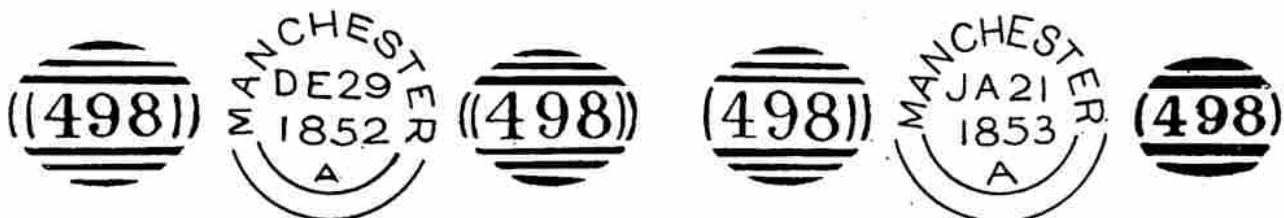


Fig 114 Fig 115  
Dec. 1852.

Fig.116  
Issued Jan.1853

Fig.117 Fig.118  
Jan. 1853

Fig.119.  
Locally made, in use  
May 1853. Still in  
use with thinner bars  
and 4 without serifs  
in 1857.

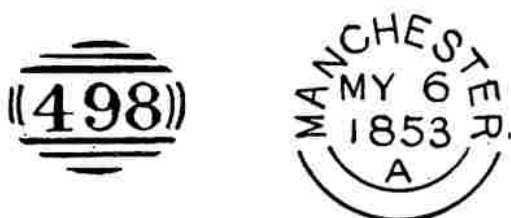


Fig.120 Fig.121  
Two issued May 1853.



Fig.122  
Probably a local cut.  
June 1853.

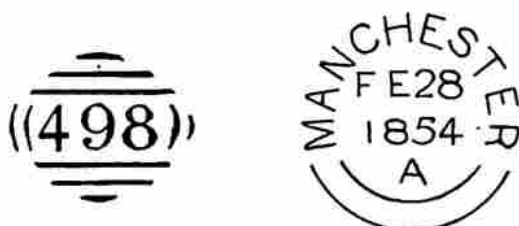


Fig.123 Fig.124.  
Two of this type issued  
Feb. 1854

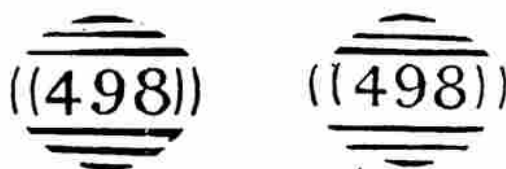


Fig.125 Fig.126  
Issued April 1854



Fig. 127.  
Recut. Issued May  
1854.



Fig.128  
Issued June 1854.



Fig.129

There is considerable overlapping in the use of these stamps, several being available at any one time from 1845 onwards, and they may be found on letters dated after the introduction of the duplex cancellors.

Fig. 129 shows the last of the c.d.s. large type marks to be recut and re-issued. It had been in use for some time, having had a recut in Dec. 1843. It was used as a back stamp during the early months of the 498 cancellors.

1841 November. "... the extra charge on the delivery of letters at certain of the Penny Posts to be abolished."  
(Minute No.539PP vol.62.)

The new dignity of the Post Office and the very considerable share it had in the social life of the inhabitants could not be better displayed than in a compendious guide issued to Postmasters in the United Kingdom in 1846. This document, in two parts, also indicates the anxiety of the Commissioners that a full and satisfying image of the Post Office should be projected. Yes, they were worrying about their image a century ago. Nothing ever changes! Readers will not fail to notice the concession to Victorian morality in the approved closing of the Office during the period of public worship on Sundays. It is quite clear also that the

letter box has become an accepted feature of the Post Office landscape, though a faint suspicion of anxiety as to its vulnerability does not escape the eye. The first reference to street letter boxes does not come till some years later.

Extracts from:-

Instructions  
for the guidance of

POSTMASTERS  
in the  
UNITED KINGDOM  
1846.

Part 1. Post Office and Letter Box.

1. A separate office or apartment must be provided for conducting the business of the Post Office, which must be fitted up properly in such a manner as may be directed by the Surveyor of the District.

2. The words "Post Office" must be exhibited in large and conspicuous characters outside the building, so as to attract public attention.

3. The office to be opened to the public at 7 am., from the 5th of March to the 5th. of November, and at 8am. during the remaining months, or at such hours as may be ordered by the Surveyor of the District. The Office to be closed at 10pm. under ordinary circumstances.

4. Postmasters are allowed to close their Offices during the hours of Divine Service on Sundays.

5. The Office must not be removed without the sanction of the Postmaster General.

6. The Letter Box must be fixed in a convenient and accessible situation, and the words "Post Office Letter Box" placed over it in very plain characters. Its construction must be such as to provide for the security of the Letters; and it must be always kept locked. The period of closing the Letter Box, before the despatch of the mails, must be carefully observed, as ordered by the Surveyor. The time of closing the Letter Box is regulated by the Town Clocks and the time of despatching the mails by the Guards' Time pieces, which are regulated by London time. A

distinct notice of the periods of closing the Box, should be placed in the Office Window, and when there is more than one despatch, a second Box must be opened for "Too Late" Letters.

Part 2 deals with the despatch of London and Cross Post Mails and the receipt of same.

Part 3 Inland letters.

Part 4 Foreign and Colonial Letters.

Part 5 Ship Letters.

Part 6 Registered Letters.

Part 7 Privileged Letters.

Part 8 Missent, redirected, and dead letters. etc. etc.

The MORE-TO-PAY mark shown in Fig. 130 was introduced in June, 1844.

## MORE-TO-PAY.

Fig. 130

Extracts from Rowland Hill's Post Office Journal, 1848, again bring the subject of Sunday working into the foreground.

May 16th. This week the postage business has been heavy. Among other matters, I have had to prepare an answer to some troublesome people who are memorializing Lord John Russell (the Prime Minister) on the abuse of the "Lords Day." They have got it into their heads that we are about to establish a Sunday delivery in London, and gravely propose instead that the mails throughout the Kingdom should stop from Midnight on Saturday till Midnight on Sunday.

May 24th. Mr Shuttleworth tells me that in Manchester the letter carriers have been busy in getting up a memorial against Sunday deliveries-going from house to house for signatures. It is not likely that such practices have been confined to Manchester.

May 27th. In preparation for my minute on the Mail Guards (May 3rd) I have been obliged to read the papers on the subject for the last eleven years. They show that a scale of wages, about two thirds of that

P.O. Manchester,  
July 24. 1850.

The number of Letters posted at the General Office, Penny Post offices and Receiving Houses and how delivered in the Week ending July 13. 1850.

1850 JULY	Posted at Genl. Office		Penny Post Offices		Receiving Houses	
	Boxes	Carriers	Boxes	Carriers	Boxes	Carriers
8th.	555	1654	98	375	139	295
9th.	420	1708	197	1427	113	694
10th.	445	2184	254	1050	66	244
11th.	286	2161	145	494	49	286
12th.	566	1655	131	548	114	337
13th.	248	1980	115	511	42	578
Totals	2520	11342	940	4405	523	2434

Numbers.	3983
Carriers	18181
<hr/>	
Total	22164

(Signed) R. P. Willock

*Note:- The description "Penny Post Office" was a convenient title for the sub-offices - persisting from 1839 and has no reference to the continuation of the "Penny Post"*

now in use was proposed by the officers of the department, and recommended by Col. Maberley. Also that much lower wages (21/- per week) had been paid for seven years to the Guards on the Manchester and L'pool Railway, and that they were satisfied therewith . . .

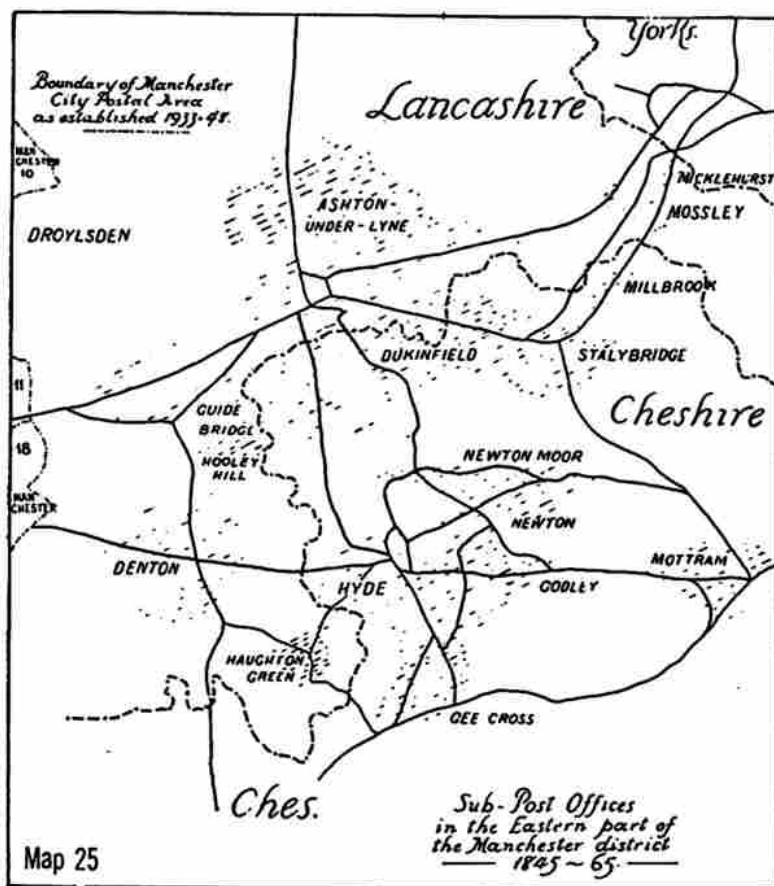
May 29th. Wrote minute stating the conduct of the Manchester letter carriers (May 24th) and suggesting measures to prevent similiar conduct elsewhere . . . (Adopted.)

Earlier in this narrative we quoted the Manchester Guardian of February 19th, 1853, on the exciting scenes which could be witnessed every day as the letter carriers sallied forth on their rounds. The Guardian was deeply concerned about the wages earned by these men, many of whom were "worse paid than any class of workman that we know, bricklayer's labourer perhaps alone excepted."

"Nor is there any hope of promotion (the report continued), any chance of a letter - carrier rising in proportion to his experience and usefulness. It is calculated that the youngest letter - carrier must wait some eight years before he gets the choice of adding some 3/- a week to his scanty wages; and as to higher offices about the Post Office these are always filled, as they become vacant, by strangers. We have not even named the lowest scale of wages in the Manchester Post Office.

"There are eight messengers who make one country delivery daily, walking many miles to and fro. for which they are rewarded with 16s. a week, or about 2s.3d½d a day. Surely, however there is some prospect which induces men to take these scanty wages; some fund provided out of which they have relief when temporarily sick, and a permanent allowance, after many years of work shall have disabled and superannuated them.

"No such thing; in long illness, or in old age, their only prospect is the poor-rate and the workhouse."



1854 - 1860





1854. As a result of good reports of the saving of time by the use of the combined obliterator and date stamp issued to Hull in December 1853, a similar type was sent to Manchester on Feb. 17 1854 (Fig.131). This duplex stamp gave an alternative method to the previous practice of stamping letters in two operations. This cancellor has been seen used from 23. 2. 1854 to 30. 5. 1854, with the code duty letters from A to S except J and Q. The period in which this stamp was used coincides with the date of the general issue of the perforated adhesive stamps. The seriffed letters were subject to clogging and by early March the stamp showed signs of breaking up at the left top and right edge.



Fig. 131

On June 1, 1854 three new cancellors were issued to Manchester which combined the current dated town mark with the numerical obliterator. (Fig. 132.) These were followed by a slightly different stamp on the 12th of that month (Fig. 133) and another on July 12 (Fig. 134.) On this day, after a meeting of the Surveyors, one of them wrote to the Secretary - "... perhaps a better proof of the valuable saving of time obtained solely from the employment of the new stamp could not be adduced than is afforded in the fact that whereas before the introduction of the stamps into the Manchester office the sorting was often much delayed because the letters could not be stamped and put forward quickly enough. No such delays ever now take place, and letters for the London Night Mail despatch when the pressure is greatest, are all stamped and transferred to the sorting tables half an hour earlier than formerly."



Fig. 132



Fig. 133



Fig. 134

Further stamps of this type were issued on Aug. 12th and 22nd. and on Sept. 15. Figs 135, 136, and 137.



Fig. 135



Fig. 136



Fig. 137

On Oct. 10 the cancellor first issued on June 12th. was reissued to the Manchester office after being recut, and for the next two years almost every month had an issue of new or recut cancellors. Eight recuts were supplied in the month of March 1857, but none is recorded after June 6 of that year, though they were in use for some months after that date.

Code letters from A to U, except Q, may be found on most of the varieties, and an inverted M was used on one occasion. Figs 138 to 161 show some of the differences. The circular date stamps vary in diameter from 23 to 26 mm. and the 498 cancellors are of different sizes and styles of figures.



Fig. 138



Fig. 139



Fig. 140

During this period single stamps, similar to the date stamps of the combined cancellors, were issued, repaired, & reissued in the proportion of approximately three single to one duplex. These single stamps were used for back-stamping inward & transit letters.



Fig. 141



Fig. 142



Fig. 143



Fig. 144



Fig. 145



Fig. 146



Fig. 147



Fig. 148





Fig. 149



Fig. 150



Fig. 157



Fig. 158



Fig 151



Fig. 152



Fig. 159



Fig. 154



Fig. 160



Fig. 161



Fig. 155



Fig. 156

For fast, accurate work, the stampers applied the right edge of the stamp to the right edge of the adhesive and "rolled" the handstamp to the left. This, when properly done put the obliterator of the adhesive and the date stamp clearly on the cover. This "Roller" motion caused deformity of the right of the obliterator and shortening of the letters in the left edge of the Date Stamp. This latter effect was generally repairable. But the wear of the Obliterator seems to have been cumulative. There are 89 recorded new or recut issues of this type of handstamp from Jun. 1 1854 to July 6 1857.

DATE	NUMBER OF STAMPS ISSUED		DATE	NUMBER OF STAMPS ISSUED		DATE	NUMBER OF STAMPS ISSUED	
1. 6. 54	3		21. 6. 55	2		11. 12. 56	3	RECUT
12. 6. 54	1		21. 7. 55	2	RECUT	1. 1. 57	2	-
12. 7. 54	1		3. 9. 55	2	RECUT	12. 1. 57	4	-
12. 8. 54	1		5. 11. 55	2	RECUT	9. 2. 57	2	-
22. 8. 54	1		25. 12. 55	2	RECUT	10. 2. 57	4	-
13. 9. 54	1		27. 2. 56	2	RECUT	27. 2. 57	2	-
10. 10. 54	1	RECUT	3. 4. 56	2	RECUT	6. 3. 57	2	-
26. 10. 54	1	RECUT	3. 6. 56	2		14. 3. 57	4	-
11. 11. 54	1		21. 6. 56	3		27. 3. 57	2	-
8. 12. 54	1	RECUT	25. 6. 56	2	RECUT	6. 4. 57	1	-
1. 1. 55	1		7. 8. 56	1	RECUT	18. 4. 57	2	-
16. 1. 55	1	RECUT	8. 8. 56	3	RECUT	21. 4. 57	1	-
27. 2. 55	1	RECUT	19. 9. 56	4	RECUT	4. 5. 57	3	"
7. 3. 55	1	RECUT	6. 10. 56	2	RECUT	22. 5. 57	1	-
28. 4. 55	1		22. 10. 56	2	RECUT	6. 6. 57	2	"
12. 5. 55	1	RECUT	27. 11. 56	3	RECUT			

Recuts reissued to 6. 6. 1857

The first street "Posting Box, in Manchester is believed to have been erected at the Cross St. end of Market St., then known as Bent's Place, in 1855. It was of cast iron, a hexagonal box, painted green.

In May of that year, a new "MISSENT" mark appeared (Fig. 162).

## MISSENT-TO MANCHESTER

Fig. 162

Sometime in 1856 Mr. Willock was cutting up rough about the insufficiency and imperfection of date stamps.

Mr Willock to Mr. Godby. June 19 1856.

I beg to request your notice to the insufficient number of date stamps supplied to this office, to the imperfect condition of those actually in use, to the circumstances that a supply of new date stamps that was written for some time since has not yet been made, and that several date stamps that have been sent to the G.P.O. for repairs have not yet been returned. It is most important that an ample number of sound date stamps should be held by this office - without

this, it is impossible to obtain a compliance with your strict and repeated orders in respect to the stamping of the letters.

R. P. Willock.

Date Stamps received June 24 1856. (This appears to be the three new date stamps issued from London on June 23).

Mr. Willock to the Secretary June 14 1856:

I beg to inform you I have forwarded to you by this post two double and three single date stamps, for necessary repairs. I also transmit in a separate enclosure a double stamp which will not admit of repair, requesting that it may be replaced by a new one, and I shall be obliged by you giving orders for these stamps to be transmitted to me as early as possible.

R. P. Willock Postmaster.

Mr. Willock also had ideas about suitable uniforms for his staff

Post Office Manchester.  
May 16 1855.

W. J. Godby Esq.  
Sir,

Referring to the Secretary's letters of the 7th and 15th. March. on the subject of uniform to be supplied to the Letter Carriers and Messengers at this office, I beg leave to submit

that it is most desirable that two porters attached to this department should receive the same articles of clothing as those to whom the recent regulations apply.

"Hartly" and "Casey" are the two porters I would recommend for this privilege, and frequently entrusted to take out into the city letters that have been missorted by the clerks in the Private Box Office. They are on duty throughout the day and come very often before the public. It may perhaps be considered not altogether unworthy of mention that the Bank Porters, the Porters at the Town Hall, and at various Insurance offices wear a livery, and that this is the case in all the large Government and other public establishments in Manchester.

R. P. Willock.

#### 1855 - DATE STAMP TIME CODE.

The "letter" code used in the circular date stamps can be determined from some letters by the postmaster.

Abstraction case 265 Letter posted at Handforth May 31 directed to Mrs. Geo. Symonds, Horsell, Nr. Woking, Surrey from which, when delivered, a sovrn. was missing. The Manchester date stamp June 1st J. proves that the letter was posted at Manchester on the day after it was stated to have been posted, between 1 and 2 o'clock and not at Handforth. There is but one arrival from Handforth, at 7pm.

Abstraction case 304 - half sovrn. Thos. Prinlott. Letter posted at Chief Office, Manchester ½ after 8pm (S) July 15 to Lancaster Gaol - Letter to hand in due course, with coin missing. Jones - Cashel - Thompson (sorters) Pollett, Despatched, Redman, Sorter.

To W. J. Godby Esq. - Derby.

Post Office Manchester  
17 Sept 1855.

W. J. Godby Esq. Derby.

Sir, New date stamps will very soon be needed for the "Money Order" and "Register" offices in this city. It is desirable I think that these stamps should denote the departments in which they are used, and I would therefore request you to be pleased to give directions for the Money Order date stamp to bear "Manchester M.O.O." in the rim, and

for the Registered Letter office stamp to bear the letters "Manchester Registered" in the rim. The moveable letters for the Money Order stamp should be A.B. - for the Registered Letter stamp A.B.C.D.E.F.G.H.I.J. K.L.M.N.O.P.R.S.T.

(signed) R. P. Willock.

(The "Registered" office closed at 9pm)  
December 24 1855.

J. Tilley Esq.

In reply to your communication of the 20th. inst. on the subject of a proposed new stamp, I beg to state that as respects this office the date on the stamp does invariably denote the day on which the stamp was struck. All letters posted up to 12 midnight bear the date of that day. At 12 midnight precisely the box is closed for the North Mail despatch at 12.40 am. and for the Day London despatched at 4 am. Such letters as are posted up to that time, bear the date of the day just ended. The date stamp is then altered and letters which may be posted for the morning country post mails after 12 and before 3.30 am. are stamped with the new date, and the first letter of the alphabet.

I am Sir,  
Your obedient servant  
R. P. Willock.

1857 October 15th. The loss of enclosures from two letters handed in at Cheetham Hill Receiving House, prompted a memo from Mr. Willock to the Surveyor:- "It will be observed that while both letters arrived at the Head Office at the same time they are as regards the initial letter stamped differently, one letter showing 5P, the other 5S.

The initial letter P. R. S. are used as follows.

P:- 6 to 6.30, R:- 6.30 to 6.45, S:- 6.45 to 8.30 pm.

on Sunday in consequence of there not being a Railway & Warrington despatch at 7, the letter R is not used; the letters P and S therefore were on the night of the 11th. employed in regular sequence. Whitehead was the only stamper on duty. He is a slow stamper and on this particular night as I have clearly ascertained he neglected to commence his duty until

after 8 o'clock whereas he ought to have begun to do so at 1/2 past 5 pm. It resulted from this that he was greatly behind with his work, to the extent in fact of having upwards of 2000 letters unstamped at 7 o'clock when stamper Lancashire attended to assist on the duty, and there is no doubt that the letter (cover No. 1) was stamped by him before 6.45pm. while the other was stamped by him after the change of stamp (by the substitution of S for P) effected as I have already intimated at that hour.

All the city receiving houses and suburban offices despatch their bags to the Head Office at 6 pm on Sundays, and the Cheetham Hill Bag therefore, at the time of receipt here was one of a large number of bags then in course of arrival . . ."

From the evidence in these memos, the code time must, to some extent, have been decided at the different offices to suit the local mails. As the date stamps and "spoons" before Nov 1857 are found with the letters A to U except Q, the code may have been something like this.

12 midnight to 3.30am.	A
3.30 to 5	B
5 to 7	C
7 to 8	D
8 9	E
9 10	F
10 11	G
11 12 Midday	H
12 Midday to 1pm	I
1pm 2	J
2 3	K
3 4	L
4 5	M
5 6	N
6 6.30	P
6.30 6.45	R
6.45 8.30	S
8.30 12.00	T & U

After November 1857 - the time letters ran from A to Z except Q. The time schedule must have been rearranged - but no positive evidence has been found yet as to the periods represented by the letters.

1856.

Manchester General Post Office.  
Brown Street.

R. P. Willock Postmaster

Mail for London and all parts of England and Wales till 8.30 pm. and still later by small fee which must be affixed in Stamps.

Letters posted at this time will be delivered in London the next morning. For Scotland - Box closes 1.15 pm. and at midnight.

For Ireland- Box closes at 5 pm. and at 8.30 p.m.

Letters from all parts are delivered at 7.30 to 9 a.m. and again at 12.30 and 4.15 p.m. (At this time there were 1320 private boxes at the Post Office let at one guinea per annum.)

The Manchester Office was on the defensive in respect of delays in picking up the mail.

W.J. Godby Esq. Derby

Post Office, Manchester  
11 Sept 1855.

Sir,

I beg leave to submit an explanation No.1 from Mr. Long referring to the late attendance of the mail cart on the night of the 20th ult. and an explanation No.2 concerning the delay of the Liverpool and Sheffield bag on the night of the 6th Sepr. Mr Long provides only one Mail-Cart for the two mails. After having delivered up the Yorkshire Mail the driver is expected to obtain the bags which are brought by the Liverpool train for Manchester and Sheffield and return with them to the P.O. If the Liverpool train be late he is compelled to leave without the bags, in order to convey the London Mail to the London Station. Whenever this occurs the driver ought on his return from the "London Road" to make a special journey to "Victoria" for the bags, but instead of doing so, I fear he has deferred it until he attended for the Yorkshire Mail at 11 pm. I have thought that it is not quite safe for the two Termini to be served by one mail cart in this way, and that the chances of occasional delay with the despatch

of the London Mail will be likely to increase rather than otherwise with the approach of winter, also that Mr. Long should be required to provide specially for the London Mail as I believe he used to do.

(signed) J.D. Rich (for P.M)

February 23 1856

To Mr. F. Hill

Sir,

Agreeably to your directions of the 21 instant, I beg leave to transmit as under the number of letters delivered in this city, exclusive entirely of sub Posts etc. in one week in January last.

1856

Jan. 15th.	38.253
16th.	33.450
17th.	34.296
18th.	31.236
19th.	41.015
20th.	22.150
21st.	29.279

229.679

I am, Sir

Your obedient Servant

J.D. Rich, for Postmaster.

To Mr. Godby February 26 1856

I beg leave to forward an estimate of the cost of India Rubber covering for the Stamping table in this office. The figures on the enclosed will afford the necessary reference for the estimate as to India Rubber, and I may observe that if gutta percha - according to the specimen of that material herewith transmitted would answer the purpose, a covering might be obtained for £5.

(signed) R. P. Willock.

N.B. I think gutta percha would be too hard for the purpose. R.P.W.

Mr Godby to Mr. Willock 27 Feb 1856

If Mr. Willock will bring the matter before me specially the next time I visit Manchester, I will decide what it will be best to do.

Domestic crises were often cropping up in the Manchester office as the volume of traffic increased and the dangers of keeping stocks of money and stamps became more apparent. Would Mr. Willock be right in acquiring a safe,

and would the cost be considered exorbitant by authority? . . . Authority could be generous and prompt when the need was urgent, as this exchange of letters shows.

Mr. Willock to Mr. Godby. April 4 1856

I beg leave to apply for a Fire Proof Safe for the use of this office. The safe at present in use is not only much too small but it is also very old, it is by no means secure from burglarious attacks, and it offers no security whatever against fire. The frequency of fires in this city, more particularly those of a recent date have given me much anxiety in reference to the large stock of postage stamps etc. which I have necessarily always on hand - and I would also submit that it is most expedient this large and important office should be enabled to enjoy the protection which is afforded by the iron safes manufactured by Messrs. Milner & Co. I have this day examined their stock of safes in this city, the one described on the accompanying bill, which I have marked in red ink would I am of opinion, fully answer every purpose and altho' the price £50.12.6 is certainly high, it may not be unadvisable to obtain at once an article fully equal to the requirements of the service and satisfactory in all other respects.

Mr. Godby to Mr. Willock May 3 1856

Mr. Willock will have the goodness to order the safe in accordance with (enclosed) authority and when it is put up, return this letter to me with the Bills.

W. G. Godby.

Note. Safe put up this day May. 10. It was the practice in the office to keep the key of the safe in a desk drawer! This is disclosed in the reports of the theft of a cash box containing about £330 in gold from the safe on the 28 - 30th. June 1856.

On May 22 1857 Mr. Willock entered a claim against his income for tax purposes, for £334 "which sum it became necessary for me to make good to the General Office." This was allowed April 6 58.

On the night of December 25/26 1856 a quantity of snow fell from the roof of the Borough Court through the glass roof of the Post Office. Mr. Rich wrote to the Corporation "... Some hundreds of letters were completely saturated and the individuals who were engaged at the time of the accident in assorting them were greatly inconvenienced by being in a moment placed in a similar condition"

The Corporation repudiated the claim. Mr. Livingstone's Bill.

1857 Jan. 7. To 3 men and asst.	
1 day encovering sky lights	17 6
Jan. 26. 1 square in dome	1 0
122 " " at 6d.	
	<u>3 1 0</u>
	<u>£ 3 19 6</u>

### Proposed New Rotatory Stamp.

1856 December 29. Mr. Willock to the Secretary.

Adverting to your communication of the 26th. Sep. 1855 and to the self-supplying Stamp which accompanied it: - I beg to acquaint you that the stamp in question has been fairly tried in this office, and that those practical officers who have tested it, have reported to me that for general purposes it could not be advantageously employed.

1. In obliterating rows of stamps on Book parcels the Rotator Stamp would be found useful.
2. Although various methods have been perseveringly tried with a view to fit the stamp for the general correspondence, it has not been found to present equal advantages to the ordinary double stamp.
3. The use of the stamp would certainly reduce the noise of stamping, but it is not considered that any diminution of manual labour would ensue.
4. From the nature of its construction the stamp undoubtedly works with great facility on any surface, but I do not find that the important object - distinctness of impression - can be otherwise than exceptionally obtained.
5. I am not able to enter into the question of comparative cost, but it has appeared to me that the great expense incurred in providing Date Stamps

would not be touched by the introduction of the proposed new obliterating stamp.

(signed) R.P. Willock.



The subject of railway contracts is a dull one, and in any event it would take a separate volume to cover the multitudinous forms which were used as between the railways and the Post Office for the transport of mails. Nevertheless they were of considerable importance, and it became quite clear to both parties at an early date that without agreement on major issues no real development of the postal service would be possible. All credit to them that the vast ramifications were comprehended so fully and on the whole so satisfactorily. A detailed plan of railway mail transport from the 1856/8 records is out of the question because of the meagre details available, but one can be reasonably sure of the main routes and circulations of that time, and they are offered as complementary to the more exact data available of the rides and walks of the Manchester area proper.

It must be remembered that the railway companies were still very independent commercial concerns which existed to promote commerce and make profits; they were not particularly amenable to the many regulations imposed with Post Office contracts and wanted a full financial return for the carriage of mail bags. Therefore, it is not surprising that amongst the contracts agreed between the P. O. and 240 or so operating railway coys. there should be considerable variety of terms, which either greatly facilitated or hampered the operations of the P.O.

Briefly, there were three main types of contract:

1. The use of all trains for mail carriage, such as were signed with the Manchester, Sheffield & Lincolnshire, the Lancashire & Yorkshire and the East Lancashire.

2. Selected trains - known as "trains under notice." The London and North Western held such a contract, whereby the P.M.G. had the right to use a specified number of trains per day on a particular line.

3. Contracts for mail carriage by specific trains only, there were designated mail trains and the Coy. refused mail on all others, except they be treated and paid for as ordinary parcels.

The wide terms of the first were known to include the use even of goods trains on the M. S. & L., where it was convenient to send bags from Grimsby and Sheffield. They were placed in the charge of the goods guards and these latter were regarded by the railway as servants of the P.O. in the discharge of this duty. At any rate, if anything went wrong the Railway Co. backed out of all responsibility on the ground that the guard was a P.O. servant handling their property at the time of the error, accident or incident.

The elasticity of this type of agreement could lead to surprising variations in routes used by some postmasters and must have been disturbing to the receiving staff in Manchester. For instance, in April May 1856 alone we had four different schemes for the Blackburn, Preston and Chorley bags.

The autocracy of the London and North Western Rly. was a by-word by this time. The empirical chairman, Richard Moon clashed with the equally dictatorial Post Office management. The second type of agreement - "trains under notice" is a typical compromise that one might expect from two giants and under it the Post Office was allowed to use an exact number of trains per day. There may have been some forfeiture clause which Moon would use at will. This meant that if the P. O. did not use all "trains under notice" then their quota was reduced. Records contain two examples of strange circulations which could be quoted as typical bureaucratic muddle, but investigation shows that there was a valid ulterior motive.

(a) A Liverpool night mail left Manchester at 10.10 p.m. it was conveyed to Crewe, transferred to the London - Liverpool Down Night Mail which ran to Liverpool via Warrington. A later Liverpool mail left Manchester at 12.40 a.m. via Warrington - at the latter the bags were transferred to the London - Liverpool Down Night, thus both despatches arrived in Liverpool together.

(b) The London - Manchester Down Day mail brought letters from London, Birmingham and most towns between

To 30 Ap. 1856.	Blackburn } Preston. } Chorley. }	direct via Preston, Chorley and Bolton. (L & Y.R. arr 3.10 p.m.
1-5 May 1856	Blackburn } Preston } Chorley }	via Preston and Wigan to Newton Junction on L'pool & Manchr. Rly. there transferred to L'pool to Manchr. train. arr. 3.30 pm.
6-25 May 1856	Blackburn } Preston }	via Blackburn, Darwen & Bolton (E.L. R.) arr. 4.10 p.m. - Too late.
	Chorley.	via Newton Junc. as before.
26 May 1856	Blackburn.	via Darwen & Bolton by earlier train arr. 1.15 p.m.
	Preston	Reversion to Wigan, Newton Junc. route. arr. 3.15 p.m.
	Chorley	via Newton Junc. as before.





Money Order Office:- 102 King St.  
(also sale of stamps)

The Morning Delivery commences by letter carriers at 7.30 am. and at the private boxes at 8 am.

The Afternoon delivery of London and Foreign mail at 4.15 pm.

The letter carriers make three deliveries daily (Sunday excepted) at 7.30 am., 12.30 and 4.15pm. Sundays at 7.30 only.

No letter can be delivered by the letter carrier at the office except to persons who have not been found on their walks, and such persons must apply at the letter carriers office between 12 noon - 12.15 and between 3.30pm. and 4 pm.

The Private Box Office is open for the delivery of letters from 8am. to 9pm. except from 2pm. to 2.45pm. and 3.20 to 4.15 when letters are being sorted, and no person is allowed to receive his letters previous to the general delivery.

Applications for missing or delayed letters, complaints of staff misconduct etc. receive attention at the Enquiry Room at H.O. at the end of the private box lobby from 10am. to 4pm. except on Sundays.

Foreign letters for prepayment must be given in at the window in the private box lobby from 8am. to 9pm., afterwards up to 10pm. at the postage stamp office.

Registered letters. The register office is open from 8am. to 9pm. (Sundays to 10am.) Letters must be registered half an hour before the box is closed for the mail by which they are intended to be forwarded.

Applications for Dead Letters must be made at the Letter Carriers Office, Barnes St. Between 11.30am. and 1pm. (Sundays excepted) All letters for which the owners cannot be found are sent to the Dead Letter Office, London after seven days.

(Barnes St. was at the rear of the Post Office - See Map. 24.)

Quite suddenly the subject of pillar boxes jumped into the forefront of Post Office development plans. This was in itself extraordinary since it was inevitable, after the first few had

been erected, that everyone would say, in tones of complete astonishment: Why didn't we think of this before? The local Council, as the following correspondence shows, had a big hand in bringing about a general distribution of these boxes throughout the city. The year was 1857.

Proposed Letter Box at Middleton, Manchester.

Mr. Willock to Mr. Godby Jan. 24 1857

I beg to enclose a letter which Mr. Dicken of Middleton has received from the G.P.O. and I request you will be good enough to inform me, for Mr. Dicken, if the erection of the pillar Letter Box in question may be expected soon.

(signed) R.P. Willock.

Mr. Godby to Mr. Willock Jan 28 1857

The Pillar Letter Box will be erected as soon as the necessary arrangements can be made.

Memo. Suggested to Mr. Godby that the pillar be sent to the Middleton office direct instead of to Manchester. R.P.W.

Mr. Godby to Mr. Willock Feb. 2 1857.

I have directed the Manufacturers of the Pillar Letter Boxes to inform me when the one for Middleton is ready, after which I will make some arrangements as to where it is to be sent.

(signed) W.J. Godby.

#### Pillar Letter Boxes in Manchester

The Council of the City of Manchester  
(per. Mr. Heron)

To the Secretary. May 13 1857.

I am directed by the Council of this City to state that they have observed with satisfaction the erection of Pillar Boxes in two of the public thoroughfares, and to suggest that you will direct that the accommodation thus supplied may be still further extended by the erection of other Pillar Letter Boxes at convenient intervals and at such other convenient distances as may be thought necessary in the main thoroughfares of this city.

I may add that it is believed that great inconvenience is experienced by visitors as well as by the Inhabitants of the City from the small number of Letter Boxes and Receiving Houses now existing; but the Council feel quite satisfied that, as shown by the

establishment of the Pillar Letter Boxes before referred to, without any application, you will be quite prepared to extend this accommodation when you are assured of the great public accommodation which has been thereby afforded.

(signed) Jos. Heron, Town Clerk

The Surveyor to Mr. Willock

May 17 1857.

I am not yet sufficiently acquainted with Manchester to be able to say whether it be ill or well supplied with Receiving Houses and Pillar Letter Boxes. Instead of erecting a solitary Pillar at wide intervals, I think it will be desirable to deal with the question both as regards the Receiving Houses and Pillar Boxes throughout the boundary of the free delivery, at the same time, the propriety of adding to the number of M.O. Offices should be considered. This was the plan I adopted at Glasgow, and I found that the redistribution of the Receiving Houses, giving each quarter of the City a Money Order Office, and placing Pillars in the great thoroughfares (or where suitable houses could not be found) a large amount of increased accommodation could be given to the public, without any material additional cost to the Revenue. At Glasgow there is a body of Bag Collectors who collect from the Receiving offices and Pillar Boxes, but there the Letter Carriers effect 5 deliveries daily. I shall be glad to receive your observations on this question.

(signed) W. Gay

Mr. Gay to the Postmaster

July 9 1857.

Be good enough to note the enclosed . . . I shall order the Pillars to be supplied at once. They are not such as I could wish and the arrangement for fixing the shields is clumsy in the extreme. I send you a specimen of the shields which you can retain. The Pillars should be painted dark olive, the shields white with black letters, the words Post Office, white.

(signed) W. Gay.

Copy of enclosure.

The Secretary to Mr. Gay July 8 1857.

Having submitted to the P.M.G. your report of the 24th. ult. I am directed to inform you that His Grace has sanctioned the following measures proposed therein, in regards to the arrangements for posting, collecting and delivering letters at Manchester. Twenty one additional P.L. Boxes are to be erected, there being at present only 3 in Manchester.

One letter box at a railway station to be closed . . .

To Omnibus proprietor for bringing in the Bags from Pendleton £2.

To Omnibus proprietor for bringing in the Bags from Chorlton Bar £2.

For the Cross Lane Receiver for conveying the Bag twice daily to Windsor Bridge £3.

(signed) J. Tilley.

The Surveyor to the Postmaster.

August 1 1857

If we are to introduce Pillar Letters Boxes generally, it is desirable we should render them as perfect as possible. I send you a bag which has been altered to meet my view. It does not, however, fulfill all the conditions I require. The stitches are liable to be cut by friction against the pillar; and frequent repairs to the bags will result. It has occurred to me that if the rings are formed of stout iron wire, over which a strip of tin plate should be bent with holes punched in its inner edge, the bag could then be sewn to the inner edge and hung thus:- I have given you a rough diagram of what I mean.

Could you have such a ring made and sent to be with the bag I now send you?

(signed) W. Gay.

Memo. Ring made and sent to the Surveyor. August 11 1857.

34496. Proposed Pillars of larger size for Manchester & Liverpool.

Surveyor to the Postmaster Liverpool.

November 24 1857

How many of the large pillars will you require in Liverpool?

(signed) W. Gay.

Postmaster Liverpool to the Surveyor  
November 26 1857

Thirteen of the large Pillars will be required here if the alteration proposed in my report of the 21st. inst. be sanctioned.

(signed) C.B. Banning.

The Surveyor to the Postmaster Manchester.

November 26 1857

Do you find the ordinary sized pillars large enough:- at Liverpool the present pillars will not contain the letters and papers posted in them, but I am not aware of such being the case at Manchester. If you think larger pillars necessary, how many will be required?

(signed) W. Gay.

The Postmaster Manchester to the Surveyor.

November 28 1857.

The pillars already in use answer very well I think. I am not aware of any defect beyond that which was brought to your notice a long time ago; when as you may remember the newspapers were found to lodge in the iron rim of the Bag inserted in the Bury New Road pillar. This defect was, however, not so much a defect in the make of the pillar as in the unwise constriction of the rim of the bag, which was undoubtedly at that time too wide. Pillar Letter Boxes are a novelty in Manchester and I am quite unable to point out any one of the proposed sites as likely to require a larger pillar than the ordinary. I submit that it would be well to let the coming pillars find their sites and then, for such as are found to be defective in make, or too small, to be reported and summarily removed.

(signed) R.P. Willock.

List of Pillar Letter Boxes erected up to December 29th 1857.

Stocks (Cheetham)	22	December	1856
Regent Road	25	March	1857
Strangeways	3	December	1856
Infirmary	28	November	1857
Charcery Lane	11	December	1857
City Road	11	"	"
Penetentiary	12	"	"
Stretford Road.	13	"	"
Oxford Road	24	"	"

Upper Brook St.	24	"	"
Cambridge St.	24	"	"
Cross St.	28	"	"
Canal St.	28	"	"

Above list to Surveyor December 29; reporting that:-


1. great inconvenience arose from insufficient number of bags received and that damage and defects discovered before and obstructions after erection made pillars continual subjects of annoyance.

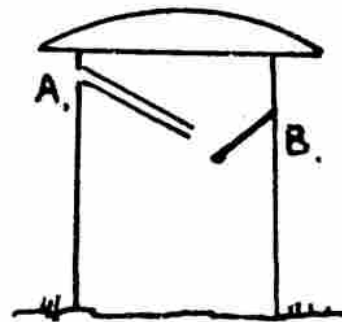
2. Brook St. Pillar found to be choked by long newspaper at 8pm. Dec. 28 suggested that the ten other pillars ordered but not yet received (under Surveyors scheme of revision) be stopped and pillars of another and better kind substituted.

Cross St. Pillar choked.

Manchester Postmaster to Surveyor.

December 30 1857

I beg to submit an extract from to-days "Examiner and Times" by which you will see that the defects of the new pillars have begun to attract the attention of the public. I have just returned from testing two pillars by posting at each an ordinary official letter about 9 inches in length. I found that if the letter was only a little curved or bent thus  as it might easily be by being carried in the pocket it effected the usual lodgement in the aperture or pipe. The construction of the inside appears to be after the following rough design.



A. being the mouth, B the safety piece intended I suppose to guide the letters and newspapers into the centre of the bag and to prevent the risk of abstraction. I am of opinion that the introduction of the piece B is very absurd indeed, and I think that unless it be immediately

removed, or altered in some effectual manner the new pillars now that public attention has been drawn to them will most certainly not be generally used and therefore will not give that beneficial accommodation contemplated by you in your scheme.  
(signed) R.P. Willock.

#### The Manchester "Spoon" Cancellors.

The double cancellors of 1854 - 1857 had saved considerable time in the work of the stampers, then three in number, at the Manchester office, but the Postmaster had a new idea in the interest of security, and desired to have a different design of handstamp for each stamper. He requisitioned three different handstamps in January 1857, but by June of that year he had increased his staff of stampers to five, and now desired to have two stamps for each of these men, bearing code numbers which could be allocated to the men.

Meanwhile, in March, he had forwarded to the Surveyor a memorial from his staff that resulted in a further increase to seven in November.

The Manchester Stampers.  
Mr. Willock to Mr. Godby,

March 26 1857.

I beg leave to forward a memorial which has been presented to me by the stampers, and to report that in my opinion they have just grounds for complaining of the severity of their duties. I have the less hesitation in submitting the case of these men for your favourable consideration from a conviction which I entertain that you are sensible equally with myself of the present inadequate force of stampers allowed to the Manchester Office.

The grievance of which the Stampers most loudly complain is based upon the circumstance that certain men who go off duty after the letters for the outgoing London Night Mail are stamped, say at 9 or 9.15 pm. are necessarily compelled to return to the office at 2.30 am. on the following morning in order to give assistance in stamping the Night Mail inwards. This hardship, for it

certainly amounts to one, cannot, I regret to state, be removed so long as the present force of stampers is limited to five men. Under the circumstances and having fully satisfied myself that an increase of force is imperatively called for as well to afford these men relief as to give increased facilities for the proper performance of the duties, I beg leave to recommend that the staff of stampers be increased from five to seven men.

In the event of this being afforded I should be able to arrange a more convenient attendance for the men and I should also obtain the acceptable addition of one stamper for the London Night Mail inward and outwards. I submit a sketch of the proposed attendance for seven men the hours attaching to the present force will be found in the memorial  
(signed) R.P. Willock  
Postmaster

#### The Surveyor to the Secretary

October 27 1857

Referring to my report to you of the 16th Ultimo on the necessity of adding two additional stampers to the force in the Manchester office, I beg to inform you that as the "Art Treasure Exhibition" closed on the 17th inst. the messenger hitherto employed to collect from the letter box in the Exhibition Building being no longer required for that duty I have given instructions that for the present he may be employed at act as temporary stamper at Manchester until the question of increasing the stamping force at that office has been decided.

(signed) W. Gay.

Secretary to the Surveyor Oct. 31 1857  
Approved as a temporary arrangement. The proposition to supply two additional stampers awaits Treasury sanction.

(signed) J. Tilley.

#### The Surveyor to the Postmaster.

To note and return.

(signed) W. Gay.

Note:- On April 27 1857 Mr. Willock asked sanction for the installation of a Letter Box in the building to be used

for the Exhibition of Art Treasures. This was granted on the 23rd. April, and the appointment of a super-numerary Letter Carrier with wages of 18/- per week to make three collections per day with an allowance of 3/- per day for his conveyance by omnibus. This duty commenced on the 5th. May. (See Appendix)

The Secretary to the Surveyor.

November 19 1857

The Postmaster General has had under consideration your report of the 16th. Sept. last and I am directed to inform you that as it appears that the force of stampers in the P.O. at Manchester is not sufficient for the due performance of the work without exacting from the men an excessive amount of attendance and that an addition of two is required to put the arrangements on a proper footing, His Grace has, with Treasury sanction, decided to increase the number from five to seven as proposed. The wages for the class are 18/- rising to 21/- a week. The measure may, as you suggest, be regarded as subject to modification should it be found, when the new scale, now under consideration, for determining the force and cost of offices is settled, and practically applied, that there is an excess in the Manchester establishment.

(signed) J. Tilley.

Surveyor to the Postmaster.

November 20 1857

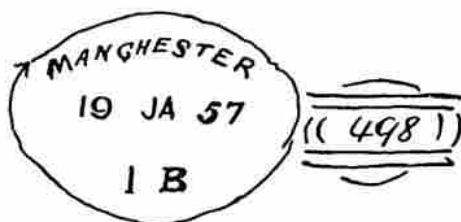
You have already one man employed temporarily as a stamper, be good enough to select another and nominate the two in the usual manner.

(signed) W. Gay.

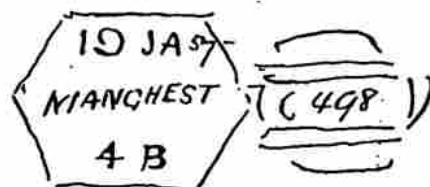
Three further cancellors were issued from London on the 23rd. November, numbered 6, 7, and 8 the latter evidently anticipating a further increase in staff, or being a reserve stamp. (See Figs. 183, 184, and 185.)

Requisition by Mr R. P. Willock. 1857 Jan 21 Stores applied for to Mr. Godby.

Design for proposed office date stamps. Applied for two stamps of each design. Nos. 1, 2, and 3. (See specimens)



2



3



SKETCHES PREPARED BY  
R. P. WILLOCKS. POSTMASTER.

February 5 1857

Memo: Reported to Mr. Bokenham that the stamps applied for on the 16th & 24th Jan. not to hand - so be good enough to forward immediatly.

Date stamps. Mr. Willock to Mr. Gay.  
May 19 1857.

I beg leave to report to you that on January 21 of this year I made application to Mr. Godby for six new date stamps, forwarding with my letter three designs as patterns for the maker. On February 21 I received an instalment of one stamp which was at once brought in to use and gave me great satisfaction; but a few days afterwards it was reclaimed by Mr. Bokenham for the purpose of being submitted to Mr. Hill and I have not since had any tidings of it.

There was nothing peculiar in the designs, they were simple copies of impressions which had come under my eye on letters from other offices, and I am therefore at a loss to conceive why the new stamps have not been supplied to me.

(signed) R. P. Willock.

The stamp referred to is that shown in Fig. 163 which was used to the 26-27 Feb. and then, after its return to the Manchester office, seems to have been held in reserve and then used again from August 6 1859 to April 17 1861.



Fig 163

Mr. Willock to Mr. Gay June 18 1857

I beg to report to you that two compound date stamps yesterday reached this office, making in the whole, six, the No. originally applied for. Four of the stamps bear the fixed 1 indicative figure, consequently these can only be issued as they may be required to the stamper who represents that number: the remaining two are numbered respectively 2 and 3. I also submit that it is desirable to discontinue the use of the stamps hitherto used here, and to introduce the new kind; with this view, I would ask to be furnished with a further supply of 11 stamps as follows:-

1	fixed	indicative	figure	2
1	"	"	"	3
2	"	"	"	4
2	"	"	"	5

5 Single date stamps according to impressions enclosed and numbered respectively as regards the immovable figure (shown in the impression by a red ink mark) 1, 2, 3, 4, 5. I also beg that the compound or double stamp may be according to impression B, that is, the letters protected by an external rim. I am decidedly of opinion that this description of stamp is in every respect superior to the other kind, and will ultimately be found, on account of its wearing longer, to cost less; and I may be permitted to add that this is the collective opinion of the practical officers here. In reference to the large number of stamps now asked for, I beg to state that 5 stampers are attached to this office, that each is provided with a proper locked drawer in which to keep them when off duty, and that

it is necessary each should have a provision of two stamps, one to be in use and the other in charge of the Controller of Sorting, ready when required. I would also add that these stamps are urgently needed, and should be furnished as immediately as possible.

(signed) J. D. Rich for Postmaster.

For some reason the stamp, Fig. 164 although entered in the proof book as sent to Manchester on the 17 3 57 had not been forwarded then, and the earliest prints from it appear on covers dated 26 8 57. It was used until 10 12 57, returned to London for recutting and was reissued on the 22 5 58, and used from 17 11 58 to 24 2 59 and on the 25 1 61. These two handstamps can be distinguished by the distance from the left edge to the first vertical bar. Fig 163 is 24½ mm. and Fig 164 is 23 mm. Both these stamps had the fixed number 1.



Fig. 164



Fig 165



Fig 166

Two further stamps were sent after Mr. Willocks urge of May 19. Fig. 165, used from 27.5.1857 to 25.7.57., was recut and returned to Manchester on the 7.9.57, used from 17.12.57 to 30.4.58., recut again and reissued 22.5.58, to be used from 2.8.58 to 31.8.58 and from 16.2.59 to 29.7.59. It was returned after a final recutting on the 7.9.59.

Fig. 166 is shown in the proof book as sent on the 9.4.57, and it was used on 20.6.57, during August 1857, in May, October and early November 1858, when it was sent to London for recutting and was returned to Manchester 16.12.58. The two stamps received by Mr. Willock on the 17th

June were No. 2 (Fig.167) and No. 3 (Fig. 168). Fig.167 was used from 18.6.1857 to 10.8.57, from 12.4.59 to 2.6.59 and from 17.4.61 to 22.4.61. It was reissued on the 7.9.57, 14.4.58 and 10.8.59. Fig. 168 was used from 18.6.1857 to 30.9.59 with two pauses for recutting, and was reissued on the 13.2.58 and 5.10.58.



Fig.167



Fig.168

Mr Gay to the Secretary June 19 1857

There is no doubt the outside rim is a protection to the stamp and ensures a more perfect impression: the letters, however sooner become clogged and therefore I prefer the name being arranged straight across the stamp as I have shown within. I beg that the stamps so arranged may be sent to Manchester as soon as possible.

(signed) W. Gay.

The Secretary to Mr. Bokenham

June 24 57

The required additional stamps may be supplied, but they should be the same design as those lately furnished, agreeable with the Postmasters requisition; as I do not think there is sufficient reason for adopting the new pattern suggested by Mr. Gay

(signed) J.T.

Mr. Willock To note and return W. Gay  
June 28 57.

I have noted these papers in my book, and now beg leave to return them.  
R.P. Willock June 29 1857.

The Postmaster to Surveyor July 21.57

I beg leave to report to you that stamps of the following kind are

required for the use of this office.  
Two of each kind.

"Insufficiently Stamped"

"More to pay"

On the 18th. June I made application for eleven new stamps and you were so good as to endorse the requisition to the Secretary; not one of those stamps has yet come to hand.

(signed) J. D. Rich for Postmaster.

This last letter overlapped the despatch of the other six double stamps. The five circular date stamps, numbered 1 to 5 were supplied at the same time. All these single and combined stamps could be set, by means of the code letter, to give the time of the impression. The letters A to Z except Q were used, but owing to the varying amount of business at certain parts of the day, some examples are more common than others.



Fig.169



Fig.170

Number 2, Fig.169, issued 20.7.57, was used from 14.8.57 to 25.1.58, recut and returned 13.2.58, and used 26.3.58 to 11.3.59.

Number 3. Fig.170, and the remaining handstamps of this issue were also issued on the 20.7.57. No. 3. was used from 15.8.57 to 4.3.58., recut 16.4.58, used on the 3.7.58, again returned from London 17.8.58 and used from 25.8.58 to 6.7.59, reissued 9.9.59 and used from 5.10.59 to 2.12.59.

Number 4, Fig.171, used in 1857 differs from the No. 4, Fig172 first used in 1858 in that the 498 is 1/2 mm. Less in width and more in height in the former than in the latter, whilst in the first No. 4 the R has a long tail and the S is wide.

Fig.171 was used from 31.8.57 to 19.3.58, recut 22.4.58, used from 20.1.59 to 14.7.59, recut 10.8.59, used from 15.8.59 to 5.11.59., recut 15.5.60 and used on 24.7.60. Fig. 172 was used from 6.4.58 to 27.12.58. Number 5, Fig.173 was used from 25.8.57 to 3.2.58, reissued after recutting 15.5.60 with gaps in the upper ring of the date stamp, used from 6.8.60 to 18.12.63, reissued 12.2.64 and used from 27.12.64 to 12.2.65. Fig 174 was used from 8.3.58 to 11.6.50.



Fig.171



Fig.172



Fig.173



Fig 174

As from July 1857 the five stampers had two stamps each, one in use and one in reserve, except number one who had three reserves. Where examples arise of Figs. 163, 164, 165 or 166 being found with the same date and time, that is the point where an exchange was made from one to the other. The 25th January 1861 is such a case, as both Figs. 163 and 164 were used on that day, during a period when 163 was in general use.

This points to the chance that the stamper did not report for duty for the early hours of his shift. Allowance must be made for the fact that stampers were sometimes ill or on holiday, and as they had locked their handstamps away when going off duty, a reserve sorter was used as a stamper and the Controller gave him the reserve stamp of the man he was replacing. Thus certain stamps appear used on odd days.

The stampers at this period were Messrs. H. Lancashire, Shirley, J. Wright, Constable, and Whitehead - with Casey in first reserve.

The following calender gives the known dates of use of Figs.163 - 166. I shall be glad of further information.

About this time, in the middle fifties, it would be true to say that hardly a month passed without some important step being taken to improve the efficiency of the Post Office and to keep it abreast of the needs and sometimes the demands of a rapidly growing population. Recognition of the desirability of letter boxes properly spaced out was a case in point. But there were many domestic happenings, born of the inventiveness and clear thinking of Post Office staffs, which contributed in no small way to the increased efficiency. At the back of many of these improvements was the need to familiarise the public with the rules, to make clear to everyone what could and could not be done, what must be paid for this and what must be paid for that. Perhaps one of the hardest tasks was to convince the public that if they sent letters over the stipulated weight the extra ounces had to be paid for.

Hence a new MORE-TO-PAY mark which was introduced in August 1857 for overweight letters (Fig.175.)

MORE-TO-PAY

Fig.175.



1857.

	J	F	M	A	M	J	J	A	S	O	N	D
1									164			
2							165				164	
3												
4									164			
5									164			
6								166		164		
7												
8										164		
9										164		
10								166				164
11								166				
12						165						
13												
14												
15									164	164		
16							165		164			
17						165	165	166				165
18												
19												
20						166	165			164		
21						165	165					
22						165						
23							166			164		
24												
25						165	165		164		164	
26		163						164				
27		163			165	165						
28								164				
29											164	
30												
31								164		164		165

1858.

	J	F	M	A	M	J	J	A	S	O	N	D
1	165							165				
2										165		166
3												
4								165				
5												
6												
7	165							165				
8												
9									165		166	164
10												164
11	165											
12												
13								165				
14								165				
15												
16		165										164
17		165	165								164	
18		1										
19								165				164
20												
21												
22												
23		165										164
24									166			164
25	165							165	166		166	164
26												
27												
28												
29												164
30								165				
31								166		165		164

1859.

	J	F	M	A	M	J	J	A	S	O	N	D
1										163		
2									163			
3											163	
4									165			
5	164					165					163	
6								163	163			163
7									163			
8	164					165			163			163
9									163			
10												
11			165									
12							165				163	
13												
14												
15				165	165							
16		165		165								
17		164	165			165						
18						165						
19												
20						165						
21												
22												
23												163
24	164					165						
25								163	163			
26				165								
27												
28								163	163			163
29						165						
30								163				
31	164											

1860.

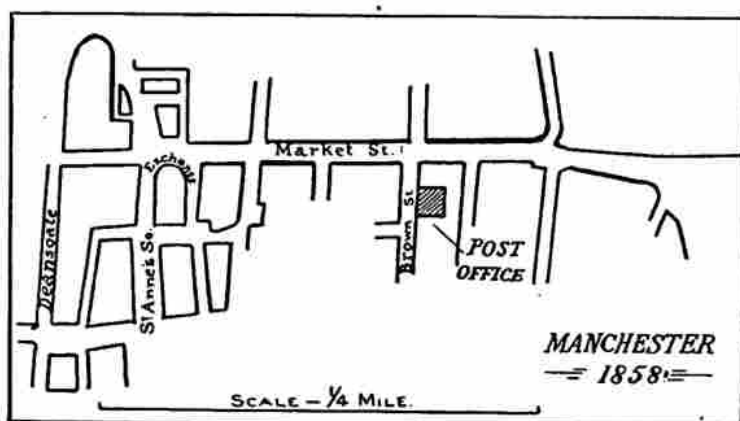
	J	F	M	A	M	J	J	A	S	O	N	D
1												163
2												
3												
4												
5								163		163		
6	163											
7								163				
8								163		163		
9		163									163	
10				163								
11												163
12												
13												
14												163
15												
16												
17												
18												
19												
20										163	163	
21												
22									163			
23												
24								163				
25									163			
26	163											
27								163		163		
28												
29									163			
30	163									163		
31												

1861

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
JAN		163																					163		164							
FEB												163																				
MARCH																					163											
APRIL																						163										

FIG. 163 ALSO USED ON 25-1-1861.

Map 26.



A map of 1858 shows the site of the Post Office as it was from 1840 to 1880.

Concurrently with the "spoon" cancellors in 1857, other date stamps of experimental shapes were issued, some from the London office, and possibly some direct from the makers to the Manchester Post Office. These do not seem to have been much used. Figs. 176 to 180 came through London office, but were soon discarded due to clogging of the C.D.S. or not being numbered.

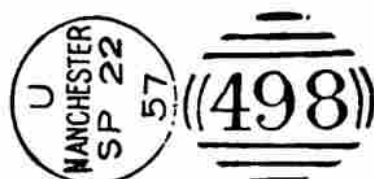


Fig. 180



Fig. 183

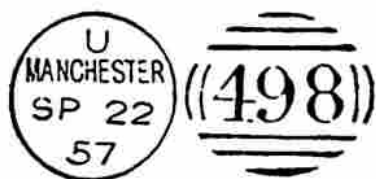


Fig. 176



Fig. 184



Fig. 177



Fig. 185



Fig. 178



Fig. 179

Further date stamps were issued in the next two years, of which Fig. 187 8.12.58., Fig. 188. 18.5.59., and Figs 189 and 190, 14.11.59 are examples.

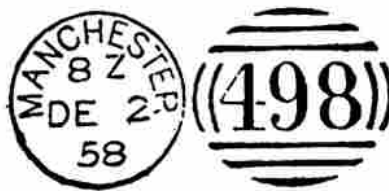


Fig. 187



Fig. 188

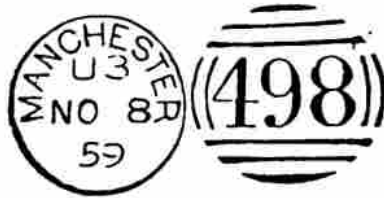


Fig. 189.

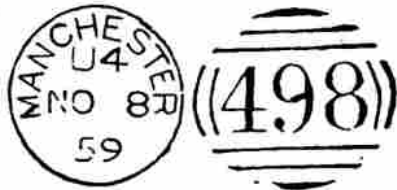


Fig. 190

A series of back stamps are shown in Figs. 191 to 196, while Figs 197 and 198 are double ringed stamps of 1858 and 1859.



Fig. 191



Fig. 192



Fig. 193



Fig. 194



Fig. 195



Fig. 196



Fig. 197



Fig. 197A



Fig. 198



Fig. 199



Fig. 200



Fig. 200A

Figs. 199, 200 and 200A were issued 10.2.1858, 29.3.1859, and 14.11.1859 respectively.

During 1858-1859 there was considerable agitation by Manchester business men for a more commodious Post Office, and different sites were discussed with the London Head Office. (See appendix.)

On June 30, 1857, Her Majesty Queen Victoria visited Manchester to see the 16,000 exhibits at an art exhibition on a site at Old Trafford which had been declared open by the Prince of Wales a month previously. What was more natural than that a loyal staff should want to see the Royal procession, and what could be more fitting on such a red-letter day than a decision to close down on all business transactions at the Post Office from 10am till 4pm? (See appendix 23).

A note about properly identifying Receiving Houses for letters by the display of placards.

The Surveyor to the Postmaster.

July 18 1857

I am desirous of introducing uniformity in all our Post Office arrangements. As a stranger I have often felt myself at a loss to find a Receiving House, and after many enquiries have been shown a small slip of brass with the words "Letter Box." Even where placards are provided they are varied according to the taste (or want of taste) of the Receiver for the time being.

It has occurred to me that if we provide placards for Receivers we could ensure their being on an equal plan. I enclose a rough design to shew you what I mean. It should be an 1/2 in. board with a simple moulding; the ground should be white the letters black antique. Where Money orders are issued the words:-

MONEY ORDER OFFICE

Open from . . . . .to. . . . .

on Saturdays to . . . . .

should be added at the bottom. Could you obtain an estimate of the cost of such placards. The enclosed will be quite large enough.

(signed) W. Gay

Postmaster to the Surveyor

July 20 1857

Do you intend to extend the supply of these notice boards to the Sub. Offices? If so, it might be advisable to annex the additional information in respect of these, that "Letters for this place should be directed . . . . near Manchester." I have retained the design. The cost of boards, as well as of the painting of them would be smaller in proportion to the number supplied.

(signed) J.D. Rich for Postmaster

The above endorsed by Mr. Gay.

No.- only to receiving offices at Manchester.

W. Gay.

1857. August. Strength of personnel:- viz. Letter Carriers - Sorters etc.

Inland or Sorting office		
{No. of clerks		30
{No. of Sorters		32
	Total	62

Letter Carriers office:		
{No. of men, including		
{Inspector - Asst.		112
{Porters & Messengers		

Gas:		
{No. of Burners in Inland Office	41	
{No. of Burners in L.C. Office	14	
		55

Hours of Attendance:

Inland Office	{Day and night. Never closed average attendance from 8 to 9 hours alternately.
---------------	--

Letter Carriers Office:

)	4 am. to 8 am.
	11.30am. to 12.30pm.
	3.30pm to 4.15pm.

From 6am. to 7.30am 100 in attendance in that office.

The following correspondence, proposing further strengthening of the methods of collecting mail from outlying districts, introduces the term "accelerators" which has long since gone out of use. For "accelerators" therefore read mail carts, and the meaning will at once be clear.

The Postmaster to the Surveyor

August 1. 1857

I have gone into the matter with Mr. Lakey. He is of opinion and I concur with him, that in order to place the service on a really efficient and satisfactory footing, eight accelerators would be required, four in addition to the present number.

1 Bury Road	12 men
2 Pendleton	12 "
3 Oxford Rd.	10
4 Rochdale Rd.	7
5 Ancoats	6
6 Longsight	6
7 City Road	7
8 Stretford Road	6

The first four already exist. No. 4 should merge into a one horse conveyance. and Perhaps No.3 also. In this list I have noted the number of men which each accelerator would be required to carry under the proposed arrangement. The four additional conveyances would be, of course, One-horse, and I see no reason why Nos. 3 and 4 may not merge into one horse also. Ten men are noted against Oxford Road (No. 3) but I think two of them might be transferred to No. 8 Stretford Road. The suggestion is - eight accelerators: 2 pair horse - 6 one horse. It may perhaps be advisable to dissolve the the existing contract and enter into an entirely new one for the whole service.

If this proposed arrangement should not appear to you feasible, or appear open to objection on the ground of expense, I submit that a commencement may be made with two additional accelerators No.6 and No. 8.

(signed) J.D. Rich.

The Postmaster to the Surveyor

August 28 1857

I beg to forward Mr. Lakey's report in reference to his interview with Mr. Long on the subject of additional accelerators.

(signed) R. P. Willock.

Mr. Lakeys Report,

In obedience to Mr. Gay's orders I have seen Mr. Long the Contractor of Mails in reference to additional accelerators for the Letter Carriers. Mr. Long states that he is willing to supply the vehicles required, but

it must be done by a separate contract from the one existing. The present contract Mr. Long tells me, includes the Station Service and three years of that contract is unexpired. I shall feel obliged by your communicating to the Surveyor these particulars, as he will then no doubt direct what future steps are to be taken in this matter.

(signed) J. Lakey August 28 1857

Investigations in 1857 into the working possibilities of a French - made stamping machine led to its being tested against the ordinary date stamps employed in the Manchester office, with results not wholly satisfying.

Postmaster to the Surveyor.

November 27 1857

I beg to submit a report from the Controller of Sorting on the new French Stamping Machine. The merits of the machine appear to me to consist in the ingenious manner in which the apparatus is made to work and the roller supplied with ink.

The objections to it are, I conceive, to be found in 1, the complicated construction, and 2 the doubt experienced by the operator when working, as to whether he has succeeded in planting the impressor exactly on the spot he has intended it should appear. This last drawback is, perhaps, attributable to comparative unacquaintance with the instrument, and it is by no means improbable that absolute certainty of manipulation would be acquired by a competent man after sufficient practice.

I placed the machine in the hands of H. Lancashire, my best stamper, and the following are the results of a trial between it and the ordinary date stamps employed in this office.

A comparative return of the number of letters stamped by H. Lancashire with the new French Machine and the ordinary Manchester date stamp in five minutes:-

With the Manchester single stamp 746  
 With the French Machine used with the date stamp only (Fig.201) 626  
 With the Manchester double stamp 718  
 With the French Machine used with the date & Ob. stamp. (Fig.201A) 580

I should state that Lancashire has reported that he likes the French stamp very well, and it is much easier to stamp with after you have got used to it. I consider that with the supervision existing in large offices and the stimulus to be found in the emulation excited by comparisons between the different stampers the improved English stamps are likely to answer extremely well and I am decidedly of the opinion that for general use they are preferable to this complicated French machine.

R. P. Willock.

The Postmaster to the Surveyor.

December 22 1857

I beg leave to ask for instructions in reference to the French Stamping Machine. The supply of ink originally furnished with it has been run out, and the machine is consequently out of use. If you think it would be well to continue to employ the machine here, I request you will be pleased to give directions for more ink, of the kind manufactured by the inventor for his machine to be sent to me.

(signed) J. Rich for Postmaster



Fig.201

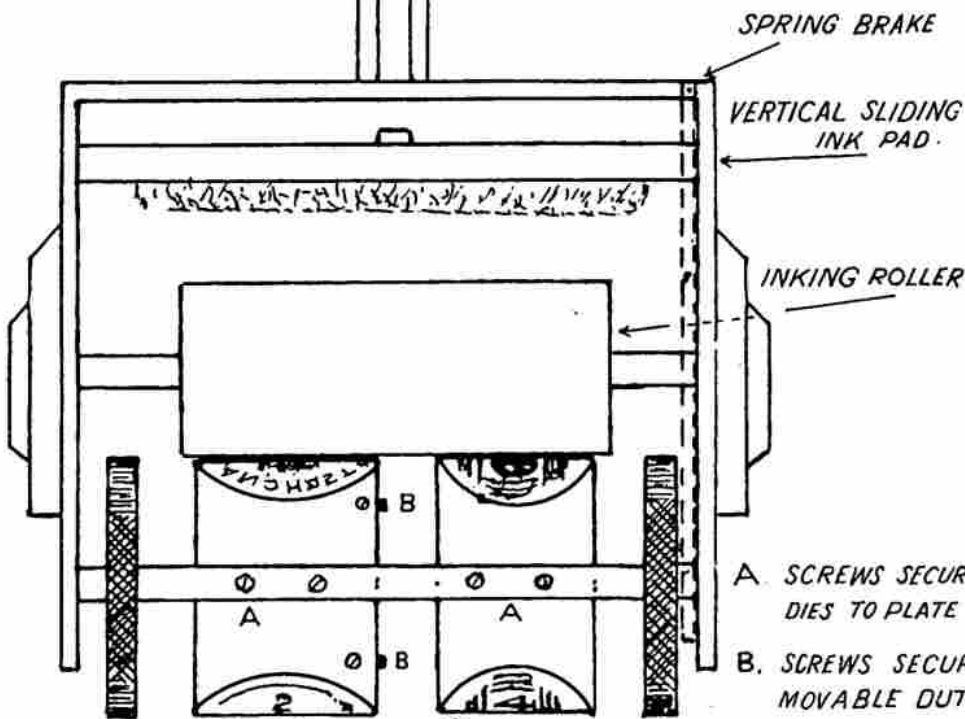
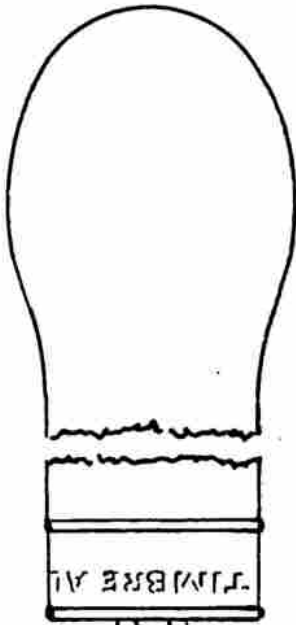


Fig201A

THE FRENCH STAMPING  
— MACHINE —

TESTED IN MANCHESTER  
NOV. - DEC. 1857.

HANDLE  
11 C.M. LONG.

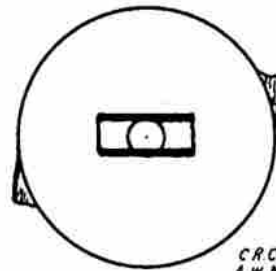
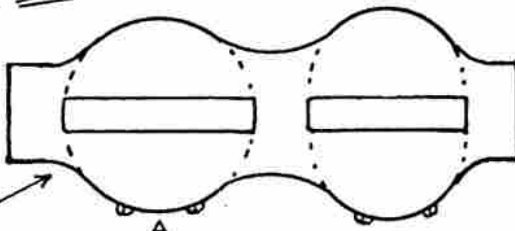


A. SCREWS SECURING  
DIES TO PLATE

B. SCREWS SECURING  
MOVABLE DUTIES

REVOLVING  
DIES

AXLE-DIE  
HOLDER



SCALE IN CENTIMETRES

C. R. CALVERT  
A. W. MORLEY

Here is a description of the French Stamping Machine:-

This "machine" is in the form of a self-inking handstamp, with two dies for the date stamp and obliterator mounted on an axle so that the dies are inked by a roller as they are rotated in the process of marking the mail. Milled wheels at either side of the dies keep the movement steady, and enable clear impressions to be produced, and two spurs on these wheels denote to the operator when each impression is completed.

The dies are secured to the axle by grub screws, and the obl iterators can be detached to enable the stamp to be used to give single impressions of the date die as when backstamping.

The movable plugs for the date were not separate letters as in the usual English handstamps, but composite pieces, made of brass, giving NO, DE, - 7, 18, 22 etc.

A brake in the form of a spring pressed on the axle and kept the dies from "freewheeling" when the stamp was lifted from one cover to the next.

Mr. Willock, the Postmaster reported that the ink ran out on the 22 December, and the date still in the machine agrees with this.

As the impression is made by rolling the stamp across the cover, there is a tendency for the mark to be elongated in a vertical direction if the speed or pressure is varied. The distance between the extremes of the outside bars of the obliterator can be from 27 to 29mm. A similar French machine was tested in Liverpool during the same period.

Report on Mr. Cresswells Stamping Frame.

The Postmaster to the Surveyor.

November 27 1857

I beg to submit a report which has been made to me by the Controller of Sorting Duties in reference to the stamping Frame which you sent to me for trial. Its claim to be considered a useful and convenient article rests I presume upon 1, the revolving

pad with the method for supplying the surface with ink. 2, the block on which the letters are stamped, and 3, the subdivisions for receiving various books and stores.

1. I consider the arrangements in regard to the pad very ingenious and whenever great rapidity in the performance of the stamping is not required, to be tolerably effective.

2. The Stone block or table, offers a good surface - perhaps it is a little too hard - but there is not enough room for the reception of the letters intended to be stamped.

3. The drawer apertures or subdivisions in the frame call for no remark beyond this: that they appear to have been designed with a view to economy of space and general convenience.

I quite think that with one or two modifications e.g. placing the pad rather higher up the frame, so that it may not be quite so much behind the operator, and fixing the pad box so that it may present the revolving surface at a right angle of the stamper instead of revolving parallel with him. I think this latter alteration might be managed, and if so, the objection urged by the men here that when they stamp swiftly the whole surface of their instrument is frequently not brought into contact with the cloth and thereby a defective impression produced, would be obviated.

(signed) R. P. Willock.

By December 29, 1857 the Post Office could claim the erection of the following letter boxes.

Stocks (Cheetham)	Dec. 22 1856
Regent Road	Mar. 5 1857
Strangeways	Dec. 3 1856
Infirmery	Nov. 28 1857
Chancery Lane	Dec. 11 1857
City Road.	Dec. 11 1857
Penitentiary	Dec. 12 1857
Stretford Road	Dec. 13 1857
Oxford Road	Dec. 24 "
Upper Brook St.	Dec. 24 1857
Cambridge Street.	Dec. 24 "
Cross St.	Dec. 28 "
Canal St.	Dec. 28 "

Evidence has already been forthcoming that Mr. R. P. Willock was a man of considerable persuasiveness and no little influence. If he wanted more staff he usually got it. If he wanted appliances or transport it duly arrived, even if voluminous correspondence had prefaced the transaction. In only one ambition was he disappointed. He wished to see himself Postmaster in a handsome new building. But he died before the move was made, Nevertheless he was remembered for a long time as one who sought the highest efficiency in his work, and desired nothing more than the betterment of the service in the interests of the public.

The proof book at the Record Office shows that in 1858 a stamp EXAMINED AT MANCHESTER was issued, and in tracing the reason for its introduction the following explanatory minutes have been sorted from the files. They indicate a considerable measure of anxiety as to the amount of Traffic which was escaping the full prescribed charges. Some of the evasion was deliberate and fraudulent and more important, hard to detect. Newspapers from America were, in particular under close scrutiny in case they contained letter correspondence.

#### RETURN of SURCHARGES made at MANCHESTER.

Secretary's Paper. Return of the number of letters etc. insufficiently charged with postage in the Manchester Office during the months of August and September 1857.

August:-

By Cross Post	242	£	4.16.	5
Despatched to London	34			10. 6
	<u>276</u>	£	5. 6.11	

September:-

By Cross Post	311	£	17. 1.	3
Despatched to London	23			7. 0
	<u>334</u>	£	17. 8.	3

Total:-

By Cross Post	553	£	21.17.	8
To London	57			17. 6
	<u>610</u>	£	22.15.	2

The Postmaster to Surveyor.

October 28 1857

In returning these papers I beg to state that the "Surcharge Question" has received my particular attention during the past two months and that I have endeavoured to give the fullest effect to the recent instructions relative to it. By the enclosed "Secretary's Paper" it appears that in the month of August there was an average of eight omissions per diem, and in September an average of 11 per diem.. The increase in the latter month, as compared with August, is undoubtedly attributable to greater vigilance in respect of newspapers found by the Reporting offices to have been posted contrary to regulations the postage amount, £17.1.3 as against the number of "Letters etc" is conclusive, I think, on this point. The return, marked A will I trust convince you by the progressive increase it records, that the duty is regularly and steadily worked up. The return B will shew you by direct comparison with the "Secretary's Paper" that Manchester letters sent to London are much more closely tested than the London letters sent to Manchester. In the month of July when the "Return of offices, their number of letters and amounts of surcharge" was issued, Manchester ought, I submit for the following special reason to have been excluded from the list:- The Auxiliary sorters had been abolished (on the 20th June) and the duties were being performed on a new principle, under great difficulty and a constant pressure. It was not a time for entering into the minor question of surcharges; the energies of the sorters, six of whom were new men, were necessarily directed to acquiring a knowledge of their new duties, to disposing of letters, and getting the mails off in proper time. If an opportunity should present itself I should be glad if you would kindly represent this fact to



Mr. Tilley. I am by no means satisfied with the examination which is given to newspapers, especially to those arriving in Manchester from Abroad. To enable me to treat the newspapers as they are doubtless treated in those smaller offices which are distinguished by an asterisk in the printed return - in all of which there must be a greater margin of spare time for the purpose of examination than in Manchester - I need additional force. Last week one of my superintendants was engaged at Birkenhead on a trial of a stamper attached to that office, and while there he found that the clerks in attendance were so little pressed with their ordinary duties, that they were able to open and examine every newspaper, including all the American papers received in the Liverpool bag. I beg leave to say that to do this in Manchester is at this time quite impossible. On the 26th. inst. I caused the American papers arriving from Liverpool to be tested and the result was surcharge of newspapers, thirty in number, amounting to £4.9.4. I do not mention this as a reflection upon the Liverpool office but to show that credit for accuracy and vigilance may be easily obtained by small offices which have not those obstacles to contend with that are found to exist in the larger establishments of Liverpool and Manchester. If those American newspapers had been subjected to rigid examination at Liverpool they would in all probability have sustained the loss of a mail: by causing them to be examined here, the forward papers actually did lose a post.

Adverting again in conclusion to the week's return specially recorded in the "July Return," the number of letters delivered by Manchester is stated as 313,000, a number in excess by 50,000 of that recorded for Liverpool. The total number of letters passing through my office in that week may be fairly estimated as follows:-

Number actually received for delivery	313.000
Number estimated as received for despatch	305.000
Number of through letters as per return made on previous occasions	85.000
Total	703.000

involving an amount of duty in comparison with the strength of force employed to perform it, and of difficulty arising from a contracted office, greatly in excess I would submit of that of any other office to be found in the list.

(signed) R. P. Willock

(A) Return of Surcharges made at Manchester.

Week ended.	No. of Letters	Amount
1 Aug. 1857	1,111	£12. 6. 5
8 "	1,736	21. 3. 1
15 "	1,407	17. 6. 1
22 "	1,562	19.13. 4
29 "	1,491	18. 6. 0
5 Sept	1,244	16.15. 7
12 "	1,370	16.16. 8
19 "	1,488	18. 5. 5
26 "	1,551	18.13. 5
3 Oct	1,773	22. 5. 4
10 "	1,607	22.11. 3
17 "	1,817	24.17. 6
24 "	2,069	29. 9.10

(B) Return of the number of letters received from London and surcharged at Manchester during the months of August and September, as reported to the Secretary.

Date	No. of Letters	Amount
August	116	1. 4. 7
September	105	1. 6. 4
Total	<u>221</u>	<u>£2.10.11</u>

The Surveyor to the Postmaster.

October 10 1857

For special attention and report. Have the clerks every facility for trying the weight of letters as they are sorted?

(signed) W. Gay.

Postmaster to the Surveyor

October 28 1857

The clerks have every facility and an ample number of scales for trying all letters which pass thro' their hands - with such exceptions as may be found in the enclosed special report which I beg to submit to you.

(signed) R. P. Willocks

The Surveyor to the Secretary.

November 11 1857

I beg to submit the reply of the Postmaster of Manchester. The force at Manchester is barely sufficient to carry on the duties and I have no reason to doubt that every exertion is made to detect letters overweight. I am not aware if any special aid has been granted at other offices to secure a close examination of the letters. if there has been, Manchester has claim to the same indulgence.

(signed) W. Gay.

The Secretary to the Postmaster General

November 16 1857

I think it right to submit these papers to your Grace because the Postmaster at Manchester appears to feel that his office was unfairly reflected on in regard to the printed return of the amounts surcharged at Country Offices during the week ended 11th. July last. There can be no question that the amount surcharged at his office was far below the average, but in calling your Grace's attention to the fact at the time, I stated that I had no doubt the apparent inattention to the Surcharge duty was attributable to temporary pressure in the office, and as it may be satisfactory to the Postmaster to know that that opinion was entertained I submit he should be informed accordingly. It will be seen by the enclosures in the Postmasters report that a progressive increase in the amount surcharged has taken place during the month of October which I presume is attributable to the improved arrangements for the performance of the duty, and if Mr. Gay

is of opinion that a small additional force should be granted. Your Grace would, I presume, be prepared to recommend the Treasury to grant the necessary increase of force as was done at Birmingham.

The vigilance caused by the new surcharge measure has brought to the knowledge of the department the fact that letters and other enclosures are forwarded in newspapers posted in America to a very considerable extent, and it is my intention to bring the subject under your Grace's notice separately.

(signed) J. Tilley.

£1 per week having been allowed for the services of a temporary Clerk there - approved Nov. 17 1857)

The Secretary to the Surveyor.

November 18 1857

For his information and guidance.

(signed) E. C. (?)

The Surveyor to the Postmaster.

November 19 1857

To read and return to me. To carry out the Surcharging thoroughly it appears to me desirable there should be TWO officers employed wholly on that duty. Can you arrange this if I procure the appointment of one extra sorter.

(signed) W. Gay.

The Postmaster to the Surveyor.

November 25 1857

I beg to return papers No.479 Min. 3/69 and to report that having gone carefully into this question, I am convinced that in order to give full effect to the surcharge measures at this office, two additional men are indispensable. I have no doubt that with this extra force the service would be carried out in a highly satisfactory manner; that, while the postal revenue would be greatly increased by the surcharges inflicted upon letters found to be overweight, very desirable collateral advantages would accrue to the Department from a systematic and regular detection

of the extensive malpractices which are found to exist in connection with the newspaper correspondence between this country and America. Malpractices - my report of this week to the Secretary of the Missing Letter Branch, shew, are to the full, as prevalent with newspapers posted in Great Britain, as with those received from the United States. If two additional should be authorised, I beg that they may be second class. I transmit additional returns, one supplementary to return A, the other giving result of the examination for three days of the "American" newspapers posted here for despatch.

(signed) R. P. Willock.

Supplementary  
Return A

Return of Surcharges made at Manchester.

Week ended	No. of Letters	Amount
Oct. 31.	2228	£46. 1.4
Nov. 7	2204	48. 0.8
14	2089	41. 15.6
21	1822	55. 2.0

Return of the No. of Newspapers posted in Manchester addressed to persons in the United States which have been found on examination to contain written enclosures etc. The order for the examination of these newspapers took effect on Sunday 22nd inst.

	No. Examd,	subject to surcharge	No. found to be
Sun. Nov. 22	60		7
Mon. 23	92		11
Tues. 24	153		8

The Postmaster of Liverpool to the Secretary. November 23 1857

The enclosed appears to have arrived here by United States Packet on the 18th. inst. and as the charge of 4/- on it was not made at this office, it is presumed to have been surcharged at Manchester, Unless the newspaper exceeded 15 oz. in weight the charge of 4/- is incorrect, the United States Post Office not having made any claim on it.

(signed) C. B. Banning

The Postmaster Manchester to the Secretary. November 26 1857

The newspaper contains writing of the nature of a letter on the inside of the cover. It is directed to "Mary Jane Crompton" The note is signed Robt. Crompton and there is nothing to show that it is not a direct communication to the addressee. All American Newspapers, which on examination at this office are found to contain writing of the nature of a letter or enclosures are treated as American Letters and are surcharged accordingly. The Newspaper in dispute was treated in accordance with this view - which I conceive to be correct. If I rightly understood Mr. Bannings report, abuses in connection with the American newspapers which escape detection in the United States, should, on the grounds that the additional postage incurred by the irregularity has not been claimed by the United States Post Office; be allowed to pass unnoticed in this country. The practical effect of this would probably be to promote, rather than discourage, the extensive malpractices which the recent surcharge measure has shewn to be still existing in the newspaper correspondence between the two nations. I should rather be disposed to submit the opinion that the respective governments should act independently of each other in respect to this particular postage; and, on the basis that the greater the vigilance the greater the ultimate benefit to both governments, allow the surcharged postage to accrue to the Post Office of the country in which it is inflicted.

(signed) R. P. Willock.

The Postmaster of Liverpool to the Secretary. December 1 1857

The Postmaster of Manchester is mistaken in supposing that my endorsment of the 23rd. instant was intended to mean that American newspapers which are liable to charge in consequence of infringement of the Law should, owing to their having escaped detection in the United States,

be allowed to pass altogether unnoticed in this country. My object was merely to point out that newspapers that from any irregularity are liable to letter rate of postage, are chargeable with the British postage of 9½d. the single rate when conveyed by British Packet, and 1½d. the single rate when conveyed by United States Packet, but the course which appears to have been adopted at the Manchester office is to charge the combined rate of 1/- and if that be correct, it will, I presume, be necessary to make some arrangements to place the United States portion to the credit of that country. To adopt the suggestion contained in the last paragraph of Mr. Willocks report would, I submit, be altogether in opposition to the postal convention with the United States.

(signed) C. B. Banning.

Mr. Bokenham's Minute.

December 3 1857.

I fully concur in the remarks made by the Postmaster of Liverpool. The newspaper of which the enclosed is the cover is supposed to have exceeded 1oz. in weight, in which case it was liable to a charge of 6d. only having been sent to this country by United States Packet. I submit that it is not advisable to charge such newspaper with full letter rates, and credit the United States with the portion due to that country.

The Postmaster to the Secretary.

December 9 1857.

1. I am very glad to have elicited Mr. Bannings report. I conceived the right postage on such newspapers as were found to contain letters, to be the full letter rates. I was ignorant of the terms of the Convention to which Mr. Banning alludes, and I could not understand his former report. I regret to have misapprehended him.

2. I beg now to advert to two points which will no doubt also have occurred to Mr. Banning himself:- 1) How are

Country Offices generally, to distinguish between newspapers conveyed by "United States" and "British" packets respectively in order to make the correct charges? Here, reference to the Newspaper Packet Lists and other means at hand may probably enable my clerks to be accurate, but how will the case be elsewhere? 2) A Newspaper over 1oz. under 2oz. containing a letter, conveyed by British Packet to this country would be liable to a surcharge amounting to 3/2d. - received here by United States Packet, to a surcharge of 6d. only, or only half the postage of an ordinary single letter! Mr. Banning is practically familiar with the postal arrangements between the two nations, and this matter being of moment to his and my office I would submit the papers be again sent to him for his remarks on the points I have raised.

(signed) R. P. Willock.

The Postmaster to the Secretary.

November 23 1857

I beg to inform you that I have this day forwarded to the Postmaster of Liverpool seven newspapers tied in one bundle addressed to persons in the United States. These papers were found on examination to contain writing and they were therefore endorsed to that effect, and sealed with the office seal, but they were not taxed because I conceive this step would be in excess of my instructions. It is very probable that the system of correspondence carried on through the medium of newspapers, between this country and the United States, prevails as extensively with newspapers posted in England as with those received from America. I have therefore directed that the American newspapers posted on arriving here for despatch shall as far as possible be strictly examined before being transmitted to Liverpool, the newspapers described above are the result of the first days operations. I request to be informed if the course I have in the present instance adopted is correct.

(signed) R. P. Willock.

47.400.

The Postmaster of Liverpool to the Secretary.

November 27 1857

As many newspapers for America are examined here as practicable, but it is impossible to examine anything like all, and of those arriving here on the day of despatch very few can be examined. It is therefore desirable that all newspapers for America should, as far as practicable be examined at the offices where posted, and that upon any which may be found to contain enclosures or writing the nature of the irregularity should be clearly written in red ink, the papers sealed up and sent here to be charged. Those herein referred to and others subsequently received from Manchester were so treated.

(signed) C. B. Banning.

Mr. Bokenham's Minute.

December 2 1857

The course pursued by the Postmaster of Manchester appears to be the best that could be adopted and I submit that it is advisable to issue directions to the Postmaster of Birmingham and the large towns to act in a similar manner.

The Secretary to the Postmaster of Birmingham.

December 4 1857

What is the practice at Birmingham in this matter.

The Postmaster of Birmingham to the Secretary.

December 7 1857

The practice has been to write on the newspapers in red ink, but not to attach the office seal. In future the papers shall be particularly examined and treated as in the Manchester Office.

(signed) J. Smith.

Secretary to the Postmaster Manchester  
December 14 1857

The course pursued by the postmaster is quite right, being in accordance with the Instruction No. 28-1853.

The Postmaster to the Secretary.

December 15 1857

The minute above has been noted. I now beg leave to suggest as a measure calculated to relieve, in some degree, the great pressure at the Liverpool Office, and also to prevent the loss of valuable time to the Department consequent upon a duty being performed unnecessarily twice over, that it should be understood, as regards the American Newspaper correspondence between Liverpool and Manchester:- 1. That American newspapers inward from Liverpool to Manchester are to be examined at Manchester. The letter bill sent with them to be endorsed on the back at Liverpool "British Packet Arabia of the . . ." or "U.S. Packet Adriatic of the . . ." as the case may be - this endorsement being intended to make my clerks quite certain as to the packet whether British or United States by which the newspapers have been brought to this country. 2. That it be understood that all American newspapers outward sent from Manchester to Liverpool have been examined at Manchester. It is probable the Postmaster of Birmingham may be able to guarantee a similar arrangement for his office; if so, and the proposition be sanctioned, the Postmaster of Liverpool would be sensibly relieved, and the surcharge reports now regularly made here against his office after the arrival of the United States newspapers might, I submit, as respects those American newspapers which are surcharged, be discontinued.

(signed) R. P. Willock.

Ref. 8 to 3/68.

The Secretary to the Surveyor Mr. Gay.

December 11 1857

Having submitted to the Postmaster General your report of the 26th. ultimo. I have to inform you that his Grace has decided to recommend the Lords of the Treasury in the report for the current month to appoint two additional sorters in the

Manchester Post Office to assist in carrying out the system of surcharging. This measure is not to be put into operation until the sanction of their Lordships has been received.

(signed) W. Parkhurst.

The Postmaster to the Surveyor.  
January 26 1858

Referring to the papers connected with the surcharge question and my application for two additional Second Class Sorters, and to the Secretary's letter of December 11th. addressed to yourself, in which you were informed that the application as recommended by you had been submitted to the Lords of the Treasury etc. I beg to state that I am very desirous this addition to the force should if possible be speedily affected. The surcharge duty is I believe excellently performed here at this time, but it is at the expense of system and methodical working; and with increasing business concurrent with the recovery of trade in this city and district, it may be expected to be either less carefully attended to or to cause serious interruption and inconvenience to the other duties of the office.

(signed) R. P. Willock.

Surveyor to the Secretary January 28

I shall feel obliged by being informed if these appointments will be sanctioned soon.

(signed) W. Gay

Secretary to Surveyor January 29 1858

The proposition is now before the Treasury and in all probability will be sanctioned shortly.

(signed) J. B.

Twenty American newspapers were surcharged £2.9.9 at Manchester.

Mr. Banning reports:- "The newspapers in question arrived here by the "New York" via Greenock on the 28th. ult., and I am assured that as many possible of the newspapers received on that occasion were

examined as could be without delaying them. As the papers arrived by United States Packet, they would be liable to the 1½d. rate, but from the amount surcharged at Manchester, I think it probable that they have been charged at the 9½d. rate.  
(signed) C. B. Banning April 3 1858

The Postmaster to the Secretary.

April 8 1858

If papers No. 46.972 be referred to it will be found that in a minute dated December 15, 1857, I suggested that the letter Bill sent from Liverpool with American Correspondence to Manchester should be endorsed, at the back, with the name of the mail packet etc. for the information and guidance of the clerks at this office. I also at the same time throw out for consideration a suggested arrangement by which the American Newspapers sent to Manchester might be examined at one office only - either at Liverpool or Manchester - in order to prevent the loss of time which results from the same duty being performed twice over. If my first suggestion had been acted upon, the error pointed out by Mr. Banning in the taxing of the Newspapers referred to in the enclosed paper, would not have occurred; on the other hand some such understanding as was recommended in my second suggestion would have saved much valuable time, unnecessarily taken up in the Manchester office, in an examination of a large number of American Newspapers which it would seem from the passage in Mr. Bannings report I have underscribed, had previously undergone that process at Liverpool.

(signed) R. P. Willock

It is clear from the preceding letters that the proposed remedial measures were not wholly satisfactory. Now a form of agreement with the United States Post Office is being sought.

The Secretary to the Postmaster

April 12 1858

The Postmasters suggestions have not been lost sight of, but in the meantime an attempt is being made to come to an understanding with the Post Office of the United States with regard to Newspapers having writing in them

(signed) G. H.

April 16.1858. Submitted to the Surveyor that considerable difficulty is sometimes experienced after the arrival of the American Correspondence to decide whether the mail had been conveyed by United States or British Packet and suggested that a small docket should be attached to the letter bill, or a stamp be used with the words "US Packet" or "British Packet" or even a simple endorsement on the ordinary letter bill as "British Packet Arabia"-United States Packet "Kangaroo".

Mr. Banning to the Surveyor.

April 19 1858.

In replying to papers No. 46.972 on December 15 last I suggested, with a view of obviating such difficulties as referred to in those papers, that stamps should be supplied to this office to stamp newspapers etc. received from America which would indicate whether they had arrived by British or United States Packet, and that an instruction should be issued to Postmasters explaining the rates which newspapers, surcharged for infringements of the regulations, are liable.

Stamps of that description certainly seem to me to be the only clear way of meeting the difficulty, for to adopt the plan suggested by the Postmaster of Manchester, of marking the letter bill sent to that office when American correspondence is forwarded, would not answer in case correspondence received by two packets, one British and the other United States was forwarded hence by the same mail, which sometimes happens. I have, however, given instructions for that to be done as

regards Manchester, when practicable, i.e. to mark on back of the Bill thus "British Packet" or "United States Packet" as the case may be until such arrangement as has been suggested to the General Post Office and which appears to be still under consideration, is carried out. Mr. Willock is wrong in supposing that American Newspapers are not date stamped, as all newspapers from the United States are stamped here with a date stamp of which I enclose an impression. The only newspapers received here from America which are not stamped are those from British America.

(signed) C. B. Banning.

The Postmaster to the Surveyor.

April 21. 1858

I agree with Mr. Banning that date stamps would be preferable to the simple plan proposed by me, but it is obvious my suggestion is only intended as a temporary measure for the convenience of the Manchester office until the arrangements between the Governments, referred to by the Secretary in minute of the 12th instant has been effected, I had reported to the Secretary that a surcharge tax of 2½d. per oz. was insufficient to operate as a check against the malpractices for which it was inflicted, and it is, I presume, to an attempt to bring about a uniformity of tax that the Secretary refers. An error in the taxing of American newspapers, i.e. the substitution of 2½d. instead of 9½ or vice versa, is of great moment here because the number of newspapers so charged is occasionally considerable. I was not aware that all newspapers from the United States were date stamped at Liverpool. I suppose this was not invariably done since several newspapers which I inspected recently bore no stamp, these must however it is clear, have been Canadian or British American newspapers.

(signed) R. P. Willocks.

Memo. Circular received from General Post Office directing uniform rate of one

shilling the ½ oz. on United States Newspapers.

Enclosed circular to Secretary stating that as the newspapers referred to in the accompanying circular are not, it would seem, to be treated under recent surcharge regulations it is presumed that omissions to tax them in the first instance are not to be reported against the offices from which they are received (to wit - Liverpool) Instructions requested on this point.

(note by J. D Rich, for Postmaster)  
April 23 1858

The Secretary to the Postmaster.

April 28 1858

Such newspapers are to be treated under the recent surcharge regulations. Fresh instructions will be sent upon this point.

(signed) F. H.

The Postmaster to the Secretary

April 30. 1858

The instructions within have been interpreted thus:- the newspapers found to contain enclosures to be recharged, and an addition made to the letter bill. No entry of them to be made in the "Surcharge Forward" Book, the amount to be carried to Revenue in the Weekly Account under the head of Unpaid Letter Postage. I beg leave to submit that the following arrangements would be preferable:-  
1. Every Head Office to be held responsible for the examination of all American Newspapers addressed to places within the delivery of that office. This will render the examination of "Forward" or "Through" American newspapers unnecessary and prevent the serious delay which the newspaper correspondence has sometimes sustained. For example, newspapers which have reached Manchester from Liverpool at 5.30 am. for Rochdale, Bury, Bolton and many other places and ought to have been forwarded in ordinary course at 6.15 am. have been detained here for examination, to the great inconvenience of this office and the injury of the addressees. In those

instances when to prevent delay, the newspapers have been forwarded unexamined the Manchester office has been reported for allowing them to pass: this seems to prove two things, 1) that the delivering office has time to make the proper search, and 2) that the process in every case in which the newspapers were examined here was needlessly gone through twice.

2. That the system of reporting the Liverpool or any other Port office at which these newspapers are first received from abroad should be discontinued, such offices being held, like all other offices simply responsible for those newspapers addressed to its own delivery.

(signed) J. D. Rich for Postmaster

The correspondence about the surcharge on American newspapers dragged on interminably. From the Postmaster down to the most minor official every one must have been heartily sick of the subject long before it was cleared up.

The Postmaster to the Secretary.

May 11 1858

On the 23rd. I submitted a recent circular concerning American Newspapers and raised a point as to their treatment. On the 28th ult by minute signed F. H. I was informed that fresh instructions would shortly be issued. The papers were returned again to the Secretary on the 30th. ult. with my further observations. Referring to these papers, I beg the fresh instructions in question may be supplied to me without delay: my clerks not being at this time by any means clear as to the course that ought to be pursued.

(signed) R. P. Willock.

Suggestions submitted to the Secretary by the Surveyor.

June 14 1858.

1. Liverpool to cease stamping American Newspapers with date stamp and to apply time thus gained to the examination of the papers.



2. Each newspaper examined at Liverpool to be impressed with a stamp  
**EXAMINED AT LIVERPOOL**

Mr Banning having a discretionary power to detain papers 24 hours.

3. Postmasters to be specially instructed to examine newspapers from America previous to delivery and at large offices discretion to detain, if requisite, such until following delivery and all outwards papers to be examined at offices where posted.

Minute by Secretary. July 7 1858

1. Granted- as by this means a much larger number of papers could be examined.
2. Approved of as far as stamp is concerned (similar one to be used also in London) but proposition to detain American newspapers 24 hours cannot be entertained.
3. Unnecessary as a general measure, a numbered instruction having been issued to all postmasters on the subject so recently as April 1858. No objection however to Mr. Willock's proposal to undertake examination at his office of all newspapers for or from America at or addressed to Manchester in order to relieve Mr. Banning's office

Minute by Surveyor July 10 1858

Liverpool instructed to act on above instructions with reference to stamping with the examination stamp on and after the arrival of next packet.

Minute by Mr. Willock to Surveyor  
Applied for one stamp of the kind above described. Submitted it would be very inexpedient to detain papers 24 hours at Liverpool. Submitted that April circular alluded to in the Secretary's minute July 7. 13.342 is defective in two points. 1. It does not direct an examination of letters posted at Head Offices and 2. The instruction to carry the postage so charged into the ordinary letter Bill is discrepant with the subsequent minute April 28 17.479 that such newspapers are to be treated "under the recent surcharge instructions"

**EXAMINED  
AT  
MANCHESTER**

The Postmaster to the Secretary

July 19 1858

I assume it is not now necessary to report the American Newspapers which are surcharged at Manchester against Liverpool or London as the case may be. I beg leave to be instructed on this point.

(signed) J. D. Rich for Postmaster

Secretary to Surveyor July 20 1858

Mr. Gay is requested to say whether Manchester should continue to report these omissions. It is presumed that there is some sufficient reason for the Postmaster's suggestion, but it is not known in this office why it has become unnecessary to continue the practice.

(signed) E. E.

The Surveyor to the Postmaster.

July 28 1858.

I request that you will return the enclosed with your observations with reference to the London minute of the 20th July on the paper herewith enclosed.

( signed) E. C. Windsor

The Postmaster to the Surveyor.

July 31. 1858

If the papers 13,342 which were returned to you on the 15th. inst. be referred to it will be seen that it was specially arranged that Manchester should under take the examination of all American Newspapers as well "inwards" as "outwards" for this reason the Postmaster of Liverpool no doubt has given less attention to the Manchester portion of the American correspondence than to that of other towns, Under these circumstances I conceive it would be unfair to report Liverpool in respect of these American Surcharges.

(signed) R. P. Willock

The Surveyor to the Secretary.

August 6 1858.

It will be seen there is a special arrangement for the examination of papers from America at Manchester so as to relieve the Liverpool Office

(signed) W. Gay.

The Secretary to the Postmaster.

August 12 1858

Under the special arrangements made for the examination of American Newspapers at the Manchester office, it will not be necessary to report any omissions to surcharge such newspapers at Liverpool.

( signed ) I. Tilley.

The Postmaster to Secretary

August 16 1858

Noted accordingly.

R. P. Willock.

Concurrently with this correspondence a further exchange of letters was taking place between the same officials in which the underlying motive as presented by Manchester, was to get an increase in its staff.

Reg No. 47191.

The Chief Clerk to the Surveyor.

November 19 1857

I beg to submit a temperately written communication relative to newspapers circulating under the Book Post Regulations. I saw the writer myself on the subject, and explained the instructions to him. He was perfectly satisfied in regard to the propriety of the Postmaster Generals Orders being obeyed, but the point he has raised, in the enclosed printed letter, seems to me one deserving of consideration.

There cannot be a doubt that as a general rule - newspapers which are inadvertently posted under similar circumstances and receive the proper official notice and surcharge, are refused to be taken in: to the considerable loss, in the aggregate of the Revenue of the Department. I would therefore submit that, while

newspapers that are posted in - sufficiently stamped are merely subjected to a reasonable fine or an additional charge, on account of this inadvertance, some arrangement might be allowed to prevail in respect of newspapers that may be thoughtlessly posted wholly unpaid; one that would not have the effect of quite deterring parties from receiving the newspapers in question nor of subjecting the Department of the great risk of the loss of carriage. I would also urge a reconsideration of the regulations affecting American Newspapers. If the recent reports from this office have attracted the attention of the proper officers in London, it will have been remarked that very heavy surcharges have been made on American newspapers received at Manchester from Liverpool. Such newspapers as have been found to contain writing or written enclosures have been treated as unpaid American letters, and charged accordingly. In few instances are such papers accepted.

There can be no doubt that while great anxiety has been created in the minds of many persons - mostly perhaps of the working ignorant class, unable to pay the very heavy postage, amounting in many instances from 8/- to 16/-, the Department has incurred a loss of Revenue that would have accrued were the regulations such as would admit of a lesser charge being inflicted, and the individuals to whom these newspapers are addressed thereby enabled from their limited means to take them in. Two instances occur to me as strongly evincing the great desire to obtain newspapers so charged; one, a newspaper charged 16/- for Ashton - under - Lyne. The addressee had refused the paper when first presented, not being in a position to pay the postage. Late in the evening having collected the money she walked several miles to the Ashton office in order to reclaim it. In another case a newspaper taxed 6/- was refused at Stalybridge. On the following day the Sub-postmaster wrote that the person having procured

the money now wished to have the newspaper sent to him. When American newspapers are found to contain writing or written enclosures, might it not be expedient to simply make a surcharge equal to double the single American postage 2/- in addition to the newspaper charge proper? The question seems to me of importance.

(signed) J. D. Rich.

47191

The Surveyor to the Secretary.

November 20 1857

The suggestion herein contained appears to me worthy of consideration.

(signed) W. Gay.

The Secretary to the controller  
Circulation Office.

November 25 1857

For his observations. The second point raised by Mr. Rich seems to be one of wide application.

(signed) J. W. K.

Mr. Bokenhams Minute

December 2 1857

The suggestion contained in the first paragraph of this letter is one which I think worthy of the Secretary's consideration. As regards the second however, I submit that the present practice be strictly adhered to, as it is only by the stringent application of it that such fraudulent practices can be in any way checked.

(signed) F. W. H. for Controller

The Secretary to the Postmaster.

January 5. 1858

It is not deemed expedient to alter the regulation which imposes the unpaid letter rate of postage upon Book Packets which may have been posted unpaid.

(signed) F. H.

The Postmaster to the Secretary.

January 6 1858

Read. Without wishing to unduly press the matter I must beg to be allowed to advert to the second point

noticed in the minute from the controller as follows "Submit that the present practice be strictly adhered to as it is only by the stringent etc." Since the date of this communication to the Surveyor, American newspapers found to contain enclosures have been ordered to be thus treated:- When conveyed to this country by British Packet surcharged 9½d. single rate:- when conveyed to this country by U. S. Packet surcharge 1½d. single rate.

The working of this order in regard to newspapers brought to England by U.S. Packet is as follows:- A newspaper on examination here is found to contain a written letter and a remittance in money, it weighs under 4oz. and is surcharged 1½d. x 4 = 6d. just one half the postage of an ordinary letter conveyed by the same packet! This regulation is no doubt in accordance with the terms of the existing Postal Convention between the two governments, but I submit that it does not possess the additional merit of tending by its application to check the fraudulent practices in question.

(signed) J.D. Rich for Postmaster on leave.

Secretary to the Postmaster.

January 8 1858.

The question affecting the charges to be made on newspapers from the United States which are found to be irregular is under consideration in connection with other papers.

The Postmaster to the Secretary.

January 12 1858

The error in my report above consisted in the introduction of the word "four" instead of "two" ounces, the calculation is otherwise correct. As the matter is now under consideration, it may not be out of place to mention that the newspapers last received here from the United States having been taken and weighed, the proportions were found to be as under:-

One hundred United States Newspapers.	8 weighed	under	1oz
	46 "	"	2 "
	20 "	"	3 "
	4 "	"	4 "
	22 "	"	5 "

use as a postage stamp when papers were sent by mail. Dies M1 to M5 were registered on the 28th. April 1858, and were sent to Manchester for use on local newspapers.

thus showing that nearly half of the newspaper correspondence from America is open to the observation contained in my report of the 6th. as to the apparent inadequacy of the surcharges now made.

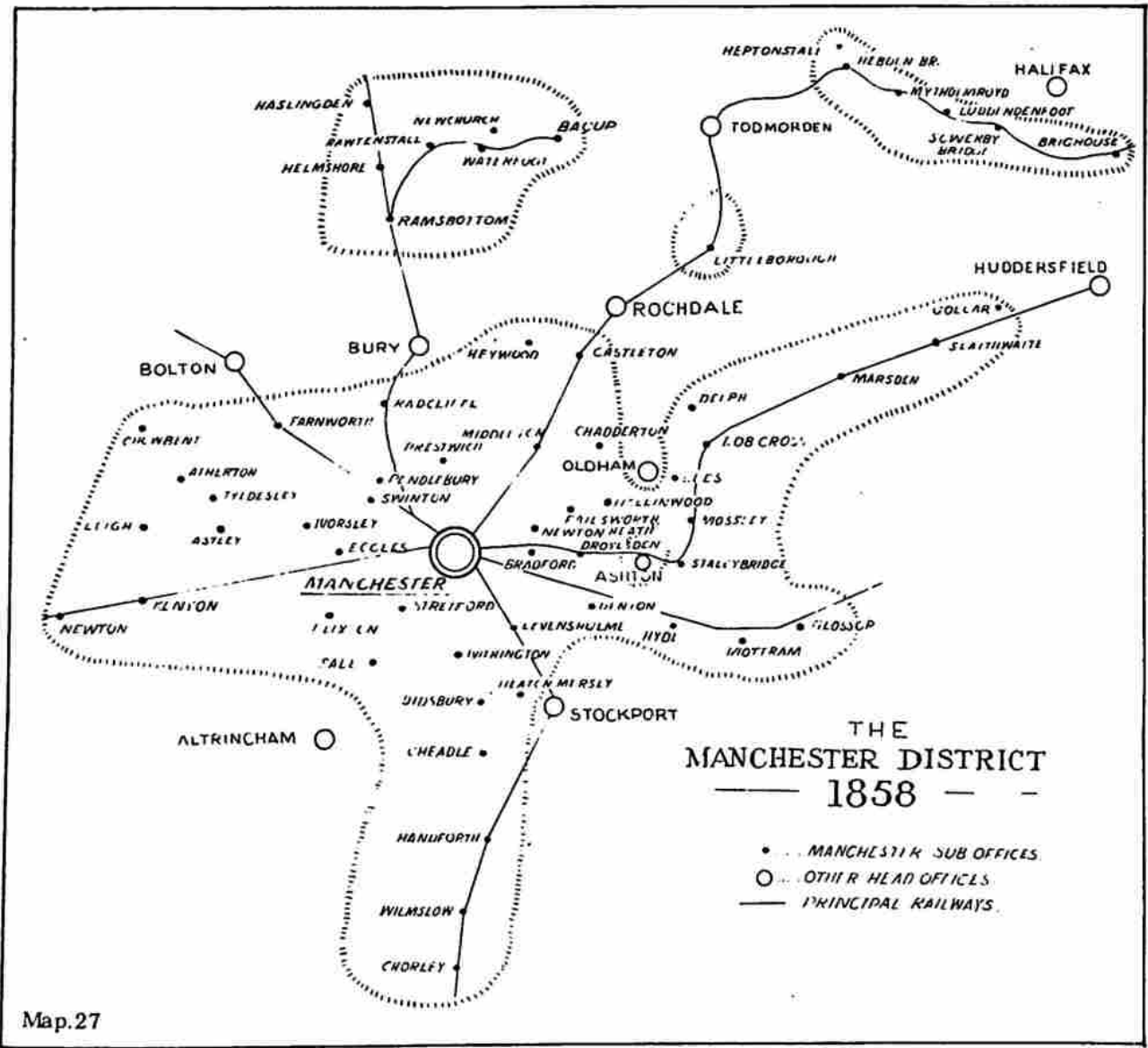
(signed) J. D. Rich.

Yorkshire Sub - Offices under Manchester control.

The Local Postal Guide for Manchester issued in January 1858 gives the following information.

The SOWERBY BRIDGE local Yorkshire Mail. Rochdale (Post Town.) Todmorden (Post Town) Heywood (X) Middleton (X) Chadderton (X) Heptonstall (X) Luddendenfoot (X), Littleborough (X) Hebden Bridge (X) (X) Sub - Offices to Manchester. It also lists as sub-offices Brighouse, Golcar, Marsden, Mytholmroyd, and Slaithwaite.

Although the Newspaper Tax had been abolished in 1852, the One Penny Tax stamp was still being printed at the Manchester Stamp Office, in King St, for



Map.27

The Post Office continued to be occupied with domestic matters, some of them of considerable importance. One cannot fail to be impressed by the statesman-like tone of some of the letters. Along dissertation by the Postmaster on the subject of Free Deliveries illustrates the quality of the thinking very well.

*LIMITS of FREE DELIVERY.*

Impressed Stamped Newspapers. Edinburgh 50,993.

For the Secretary Manchester  
February 5 1858

It will be convenient for the several points raised in these papers to be placed in the margin, with my remarks on each appended.

*What is the practice at Manchester in regard to stamped newspapers posted and delivered in the Free Delivery?*

1. Impressed Newspapers posted within the limits of the Manchester City Delivery for delivery within the same, require a prepayment by one penny postage stamp, posted without this affix they become liable to a tax of 2d.

*What has been the understood limit of the Free Delivery?*

2. The limit of the CITY Delivery, which term I prefer as conveying a more definite and correct meaning than the word FREE, was undoubtedly originally confined to certain Townships or Districts subject to the parochial rule of Manchester proper, and served by Letter Carriers despatched from the Manchester Office. Altho probably at one period (an early one) regulated by local boundaries, the City Delivery - in consequence of the rapid growth of the City and its suburbs, with other changes - has been necessarily frequently extended.

A comparison cannot now be well drawn between Manchester and any other office for the following reasons:- The Manchester City Delivery comprehends two parliamentary boroughs - Manchester and Salford the latter wholly, the former not entirely within its scope; and it includes a certain

district (Rusholme) not connected in either a parliamentary or municipal sense with either. Consequently it has not been possible to take advantage in late years of either a parliamentary or municipal boundary as a limit for the City Delivery. Nor could the limit be defined by a circle similar to the London three mile circle because such a circle say two or three miles would fall short of the City Delivery in the south and West and would mutilate certain sub-post deliveries in the north and east. The existing limits of the City Delivery are absolutely all those portions of the City and suburbs (inclusive of Salford and its dependencies Pendleton etc.) which are served by Letter Carriers proceeding from the Head Office; the line of demarcation in all directions being ever that point where the City Distribution by men in uniform ends, and the adjoining sub-post delivery by men in plain clothes begins.

*How long has the present practice prevailed?*

3. On its present simple and efficient basis only from the date of Mr. Gays revision of July 1857.

*What would be the probable effect of regarding the free delivery as co-extensive in this respect with the postal delivery of Manchester?*

4. The "Postal Delivery" is generally understood to mean all places subordinate. Accepting the question as applying to the district served from Manchester:- I am not prepared to say, but it could not fail to be considered somewhat arbitrary, and it might even be constructed as inconsistent with the terms of par.103 page 74 Brit. Post. Guide. The Manchester postal Delivery (or district) is very extensive indeed; and it may be, perhaps, expected to become more so. Even now it passes over Post Towns; in consequence of these intervening its radius cannot be stated - and embraces populous localities within a compass of 30 miles. It would, for example, be regarded as a hardship if Stalybridge, a municipal borough containing 30,000 inhabitants, subordinate to Manchester,

should be treated differently to its adjoining, and scarcely divided, sister borough and Posttown-Ashton-under-Lyne! Accepting the question as directed to a distribution of the Manchester correspondence by men despatched from the Head Office; it is answered by the last paragraph in section 2. Liverpool:- Newspapers with the impressed stamp posted within the Free Delivery for places beyond the free boundary but which are served by the suburban Letter Carriers from this office which places were previously in the deliveries of the sub-offices of the neighbourhood are delivered free.

Mr. Banning - Jan 29 58.

5. Differs from the practice at the Manchester Office.

I beg to refer to the merging by Mr. Gay of the two large suboffices of Longsight and Rusholme into the Manchester Delivery. Previous to the revision, newspapers posted as described were delivered in these districts free. After the revision, when correspondence commenced to be distributed by men sent from Head Office, Rusholme and Longsight were treated in all respects as integral parts of the city delivery and the newspapers were charged.

Dublin:- It is the opinion of the Solicitor here that according to Act of Parliament the free delivery of Dublin should include all places served by Letter Carrier despatched from the General Post Office. Many places formerly served by carriers despatched from this office . . . If the Act of Parliament is to be interpreted in the light viewed by the Solr 14 a considerable amount of dissatisfaction must be expected.

6. The opinion of the Solicitor at Dublin is in accordance with the practice of this office.

I quote in the margin, the extract from Mr. Cornwall's report, not for the purpose of shewing this concurrence, but in order to advert to the point raised by the Irish Secretary (as also by Mr. Banning) in reference to the public dissatisfaction to be expected. The case of the Rusholme and Longsight sub-

offices precisely meets this point. Complaints were made here by the Proprs. of the Manchester Courier, by newspaper agents, and by persons whose newspapers were sent taxed. The matter was fairly explained on each occasion. It was stated that an amalgamation with the City had taken place; that although such newspapers had become liable to charge yet certain amply compensating advantages:- an earlier morning delivery and a second London delivery, - had accrued from the alteration, and that the inhabitants of the district were now placed in the same condition as the inhabitants of the street in which the post office itself was situated. In every instance the explanation was received as satisfactory; and the proprietor of the Newspaper, and the News Agents made those arrangements which the altered circumstances and their own interests required. I have not thought it necessary to keep an account of the Impressed Newspapers posted in this City for places subordinate to Manchester, for the reason that such a return must be very incomplete. To obtain a reliable record of the number of newspapers bearing the Impressed Stamp that would become liable to tax were the whole postal district to be treated as a "Free or City Delivery" it would of course, be requisite to obtain the number of such newspapers posted:-

1. In Manchester for delivery within the limits of the district.
2. In the District for delivery in Manchester.
3. In the district for places within it not served by uniform men from Head Office.

(signed) R.P. Willock.

The incident which is now described might well have been entitled "The Imprudent Policeman" or "The Pillar Box that blew up." It shows quite clearly that not everyone was familiar with the new inventions. A sad little story, related in a memo from Mr. Willock, the Postmaster, to the Surveyor

March 11 1858

I beg to submit a report from the police office in this city by which it will be seen that at 2.30 am. this day a quantity of gas was found to have escaped from the main pipes into the Hanging Ditch Pillar Box, that the policeman on duty, who detected its presence, imprudently approached the pillar with his lighted lamp, and caused the gas to explode with great violence: the door of the pillar having been blown away - a portion of it being thrown a distance of a hundred yards, - and the officer himself injured about the head and eyes . . . It will be necessary to remove the pillar in order to make the requisite repairs, and to permit of an examination of the gas pipes which it is believed the pillar's base has in some way injured. Unfortunately, however, the frost will prevent these steps being taken so long as it prevails in its present intensity.

(signed) R. P. Willock

Mr. J. D. Rich, Chief Clerk to the Surveyor, was having trouble about a security bond demanded of him by the Postmaster. He took strong exception to this, feeling that the extra duties he performed to the "ease and convenience" of Mr. Willock, entitled him to generous consideration.

April 23 1858. The Chief Clerk to the Surveyor.

On my introduction to this office three years ago, I gave Mr. Willock security for one thousand pounds. I was anxious to obtain his confidence, and, had he had wished it. I would readily have given him, at that time a Bond for double that amount. One of my surieties, a Mr. Davies, has since expressed a desire to withdraw, under the following circumstances- he has lost his wife, has entered on certain speculations, overdrawn his account with the Wiltshire Banking Co. and wishes me to become a guarantee for him to the Bank. Distrusting his discretion I found myself unable to

comply with his request. The enclosure A will, I hope, be accepted as sufficient confirmation of my statement.

I was desirous that Mr. Davies should be discharged from his liability without delay, and had hoped that Mr. Willock would have permitted the old Bond to be cancelled and rested satisfied with a new Bond for a much less amount, but he has declined, through his solicitors, to do this, until he has been furnished with another Bond for one thousand pounds, or a British Guarantee Bond for £500 and the transfer to him of policies which I have effected on my life amounting to £1,000.

The ordinary amount of Bonds, when given by clerks in provincial offices is £200 and I think I ought not to give security for more. In my peculiar position I possess, it is true, greater facilities for defrauding the Postmaster than others, but I conceive that this results not so much from the position, as from the fact that Mr. Willock has transferred, what should, I submit, be deemed his own, duties to me for his own ease and convenience, and ought not, therefore, to require a heavy Bond from me on account of services thus rendered.

I wish to give security through the medium of the British Guarantee Co., in order to avoid placing myself under obligations to private individuals, and my objection to Mr. Willock the heavy security he demands is founded wholly on the score of the annual cost of the premiums . . . I beg to be excused for asking advice in this matter, and to add that if Mr. Tilley (if you should think proper to refer the matter to him) or yourself deem Mr. Willocks demand not unreasonable, I will cheerfully comply with it.

(signed) J. D. Rich Chief Clerk

Notes on matters of internal organisation, all aimed at achieving greater efficiency, continued to flow freely from responsible officials in the Manchester office. One such related to the Beard

stamping machine, which was compared very unfavourably with the ordinary handstamp.

The Postmaster to the Surveyor.

May 13 1858

I beg to forward statements from three of my stampers relative to this stamping machine, and also to report from Mr. Guest, one of my superintending clerks. The machine is defective in regard to the pad or roller which inks the die. In the first instance, after receiving a fresh supply of ink, the roller transmits too much to the face of the die, but it subsequently, by getting dry, transmits too little. The machine is not eligible for the double stamping on account of the little difficulty experienced in placing the postage label fairly under the die to receive the impression, but it is suitable for inward or single stamping and the fact that it may be used for single stamping by an officer who has never previously stamped a letter, is an argument in its favour in any comparison which may be instituted between it and the ordinary stamp, which as is well known requires great practice before it can be employed with effect.

I submit a return below shewing the difference in the results obtained from the machine and handstamping respectively, but I think it right to observe that the machine has been of necessity unfavourably placed for trial, and to add that it would not be convenient for me to bring it into general use in the present contracted building.

BEARD Stamping Machine	
No. of letters obliterated and date stamped with the double die - per minute	102
No. of letters impressed with the single die. per. min.	135

There is a strong probability that the postmark shown in Fig.201B was produced on this machine.



Fig.201B

In 1859 Rowland Hill tried, and failed, to introduce compulsory prepayment of postage. However, in the case of letters addressed to some places overseas, it was necessary to prepay, and a typical letter bore marks showing the postage collected if it did not carry adhesive stamps to the correct amount. A letter from J. C. Eckhard Jnr. & Co. Manchester, addressed to Malta has been seen with the following marks. It is endorsed at the top of the cover "Via Marseilles. Paid Box E.3" and is handstamped:

Manchester Z7 3.JU.61. in Black on the front.  
 London BS 4.JU.61 in Red on the back.  
 London 5.JU.61 in Red on the Front with a framed mark 'RETURNED FOR. . . . . POSTAGE' holding a script 1/-.

Manchester was in error in marking the first date stamp in black, and London failed to notice the endorsement at the top.

The cover was then returned to Manchester, as the next mark is:-

Ordinary Handstamp.	
No. of letters obliterated and date stamped with the double stamp - per minute	166
No. impressed with the single handstamp - per minute	200
(signed) R. P. Willock.	

Note - The machine forwarded to Mr. Beard on the 21st May 1858.



Manchester Z7 JU.61 in Red on the front, then back to London for London CV.7.JU.61 and finally Malta JU.14.61 on the back.

A large script 1/- in red on the front may have been put there before the letter first went to London, or after its return to Manchester.

The endorsement "Paid Box E. 3." means that the sender was a subscriber to a Private Box, and had his mail collected at the Post Office. Arrangements could be made for letters outward to be delivered to the Post Office and the Postage charged to the Box. Account.

In 1859 Manchester was forced into a "calamitous" position as the result of a complaint about the stamping of forward letters. The Bishop of Durham complained that letters to him at Bishop Auckland from Dundee and Edinburgh were delayed, quoting the fact that they were stamped at Manchester.

Mr. Warren to the Secretary,

Oct. 13 1859

The letters from my district seem to have circulated in due course according to the time at which they were posted. I would suggest the discontinuance of the Manchester dated stamp on the letters passing through from the North, as it leads persons ignorant of the circulation to suppose the letters have been missent when such is not the case.

By. Secy. Oct.20.1859 to Mr. Gay.

As to Mr. Warren's suggestion . . .

Mr. Gay to the Secretary.

Oct.23 1859

I do not concur in Mr. Warren's suggestion,

(signed. W. Gay)

The Secretary to Mr. Gay.

Oct. 24 1859.

I entirely concur in Mr. Warren's suggestion, and I have long been

of opinion that stamping at forward offices should be discontinued. I think that the 80th rule in the Postmasters Code conveys this.

(signed) J. Tilley.

Mr. Gay to the Postmaster.

Oct. 27 1859

As the Secretary does not approve of stamping forward letters I request the practice may be discontinued.

(signed) W. Gay

The Postmaster to Mr. Gay.

Oct. 27. 1859

Obedied - I regard this order as almost a calamity for the Manchester office. The practice of stamping forward and all letters sent thro' Manchester has proved of signal advantage: it has enabled me to explain delays, to prove mis-sendings and to satisfactorily track any letter which may have arrived here in a bag out of course. The whole of the Bangor east work 52 Bags: was sent on to Manchester this morning.

Under this order while the mass of letters, upwards of 15,000 in number would be sorted and disposed of at Manchester a small portion only (that of the Manchester delivery) would bear the Manchester stamp. Considering the peculiar relations which exist between this office and the travelling offices running thro' the District; and also the fact that whenever anything goes wrong it is usual to send the bag or bags on Manchester for disposal - I submit it might have been expedient to exempt Manchester from the operation of the rule to which the Secretary refers.

(signed) R. P. Willock

Note:- The letters from Dundee and Edinburgh referred to would be sent via Carlisle to Manchester and then by Normanton, York and Durham to Bishop Auckland.

1859.

About this time, the practice of numbering the stampers, and issuing handstamps to them bearing their respective numbers, seems to have been replaced by the method of issuing stamps by the controller to the men when they came on duty and recording such issue. This would remove the necessity for the use of handstamps bearing duplicate numbers.

The Postmastership of R. P. Willock came to an end in 1860. Of him it was said "He was an excellent officer, if at last rather a choleric old Gentleman." One of his very intelligible dislikes was being "plagued" with official papers after four o'clock, when his brougham was waiting at the door. He ruled his staff with a rod of iron, and he was quick to ask for the dismissal of any man who "lost his confidence," But he was also very human, revealed in many heart-warming incidents. In one case a man had been promoted beyond his capability, but Willock did not hesitate to press that his salary should be maintained at the new rate, even when he was reduced in rank. He thought this only fair, and wrote in September 1855:- "It may not be strictly

official to mention these circumstances but as I esteem Mr. Reynolds for his excellent character, and for his past services, I trust I may be excused in appealing to His Lordship for a kind consideration, on behalf of an old, trustworthy and almost worn out public servant."

It is gratifying to report that he viewed his services with great compassion, and rewarded him with a generous pension.

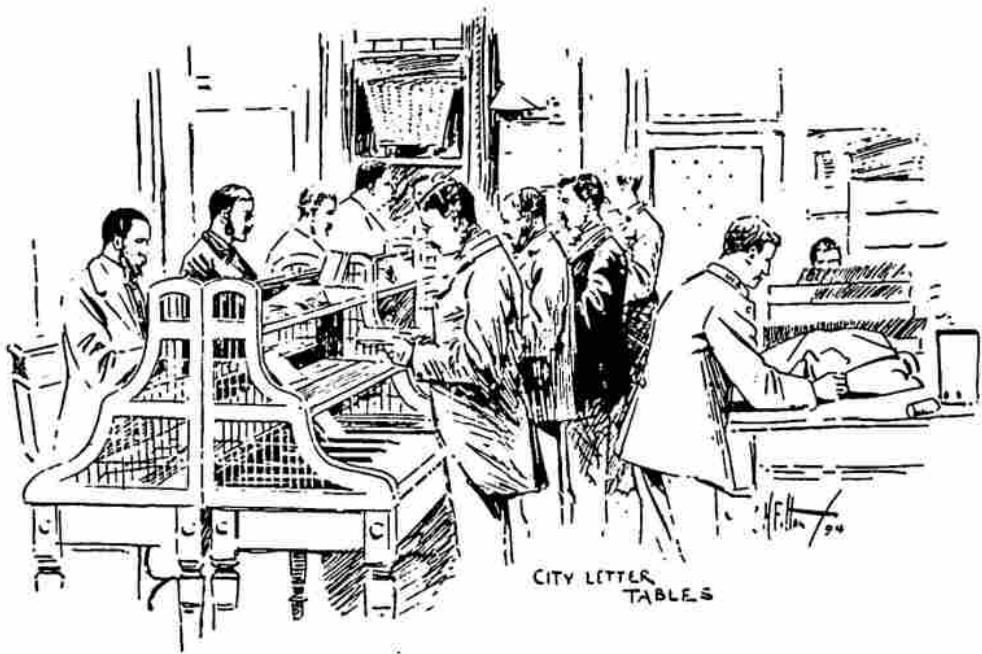
The Secretary to the Surveyor.

June 21 1860

I beg to inform you that the Treasury have authorised the payment of a pension of £792,13,10 a year to Mr. Willock Postmaster of Manchester. In computing this allowance their Lordships have considered it proper to exclude the emoluments derived from profit on the sale of postal guides and profit on the sale of silver money. You will be good enough to inform Mr. Willock that I shall be glad if he will hold office until his successor, Mr. Beaufort, now Surveyor of the Birmingham District, takes up the appointment.

(signed) J. Tilley.

1860 - 1880





1860. Mr. Willock had retired to the shades and Mr. John St. Lawrence Beaufort reigned in his stead. The bearer of such a distinguished name, it seemed, could not fail to have a distinguished career as the new Postmaster. He did, in fact, hold office until 1887, covering a period of considerable expansion and ever-increasing business. Even the early months of his appointment were notable. It became necessary to extend the premises, and to meet a great and pressing need, the upper room of the old manorial court was taken over. The building thus became the Head Post Office for the whole Manchester district. The Salford branch office was at this time sited at 105 Chapel Street.

Meanwhile a continuing flurry of experiment with new stamp cancellors had been going on.

Some further stamp cancellors were issued in 1860, Fig.202 in February Fig.203 in April, Fig.204 in June and Fig. 205 in July.

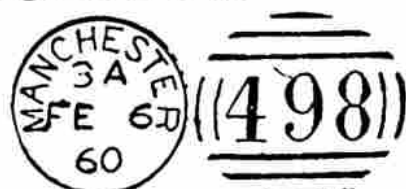


Fig.202



Fig.203



Fig.204

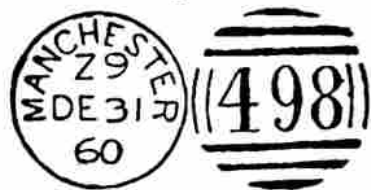


Fig.205

Several of the earlier duplex types were recut and on the 13th. Sept. a new numeral cancellor was sent to the Manchester office. (Fig. 206), and in the same month the backstamp Fig.207 came into use. This was only one of several issued during this year, including a double ring similar to Fig.198 but dated 1860.



Fig.206



Fig.207

On April 11. 1861, nine handstamps of a new series were sent from London to the Manchester office. The proof book shows these dated for the 4th. of that month. The cancellors vary considerably, but the number at the top of the circular date stamp makes them easy to identify. Duty letters from G to Z except Q have been seen, and inverted R and Y were used. The figures 2 and 4 occur sideways.

No.1. (Fig.208) was used from the date of issue until March 1865, when it was recut and reissued as J. (Fig. 208A).

No.2 (Fig.209) used from Sept. 1862 to July 1864, shortly after which it was recut as C. (Fig.209A) The recutting may have been unsatisfactory, or the stamp may have been damaged, for a month later, on the 23.1.65, it again appears in the proof book. As type C it was used until 9.11.66, and was recut in March 1867.

No.3 (Fig.210) Used from Feb.1862 to the end of 1864 and reissued as F on 24.4.65 (Fig.210A), was recut again in Feb.1867 and used to the end of that year.

No.4 (Fig.211) Used from Jan.1862 to Dec.1864, with recuts in Sept.1863 and March 1864. The 4 of 498 seems to have been damaged, and it is most probably the K stamp in use from March 1865 to Jan.1867.

No.5 (Fig.212) used from August 1861 was probably damaged, as later copies show the 4 of 498 with a forward tilt, which is clear by August 1864. This handstamp was recut in March, 1865 as E. Recut again in October 1865 and Sept 1866, it was still in use towards the end of 1867, and was finally recut in Feb. 1868.

No.6. (Fig.213) was used from October 1861 to at least November 1865.

No.7.(Fig.214) Used from Sept. 1861, with a recut in April 1864, to August 1864. It appeared as G (Fig.214A) in Sept.1864, was recut in Jan.1866, used to Feb.1867, again recut in March 1867 and was available in Sept.1869.

No.8 (Fig215) Used from mid 1862 to 1864, was recut and reissued 23.1.65 as D (Fig.215A) It was recut or repaired on several dates, 24.8.65, 16.2.67,, 3.6.68, and 4.10.70.

No.9. (Fig.216) Used from Nov.1863 to July 1865.

After their conversion to a "letter" series, the duty was shown by numbers in the lower portion of the stamp, and these vary from 11 to 33.



Fig.209A



Fig.210



Fig. 210A

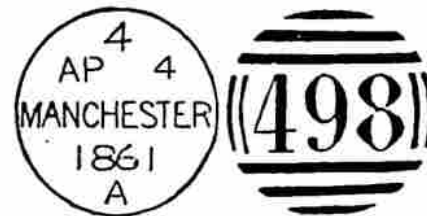


Fig.211



Fig.212



Fig.208



Fig.208A



Fig.213



Fig.209



Fig.214



The shape of the letters of Manchester vary considerably over the range of handstamps. The impression of the handstamp is that of the date when it was last used. It seems to be a recut of the recut issued in Sept. 1864.

1861. In July a new, heavy, 498 stamp was issued (Fig.217) and a double ring stamp for 1861 (Fig.218) In April the "MORE-TO-PAY" stamp had been considerably reduced in size. (Fig.219)

Figs.220,220A and 220B show further marks used as back stamps during this period. They are some of the recuts of the issue of 5 stamps made 20.7. 1857.



Fig.217



Fig.218

**MORE-TO-PAY**

Fig.219



Fig.220



Fig.220A



Fig.220B



Fig.222



Fig.223



Fig.225



Fig.226



Fig.227

Among the duplex cancellors issued in 1862 are those shown in Figs. 222 and 223, sent from London in September. Another back stamp Fig.224 was in use in January, and Fig.225 is the double ring stamp for that year. Fig.226 was issued in 1863 and Fig. 227 in 1864.

One cannot do better than fall back on statistics to show how the volume of business was increasing, and how substantially the staff had to be increased to cope with it. Not only were more and more clerks needed, but the number of carriers and sorters - the really indispensable - had gone up to 117. There was every reason for continual recruitment, for the weekly letter delivery was now 401,000, and the number of money orders issued reached the amazing total of 295,000. Big business indeed.

In 1862 the Lists of the Unions and Parishes in England and Wales recorded that the area of the Manchester Township in statute acres was 1,480, and the population (1861 figure) was 185,410. The following districts constituted the Parish of Manchester: Denton, Droylsden, Haughton (Ashton-under - Lyne Union), Ardwick, Burnage, Chorlton-upon-Medlock, Chorlton cum-Hardy, Didsbury, Gorton, Hulme, Levenshulme, Moss Side, Openshaw, Rusholme, Withington (Chorlton-Union) Blackley, Bradford, Cheetham, Crumpsall, Failsworth, Harpurhey, Moston, Newton (Prestwich Union), Broughton, Salford (Salford Union), Heaton Norris, Reddish (Stockport Union) and Manchester.

#### MANCHESTER HANDSTAMPS

Experimentation in the design and form of date stamps came very much to the fore. Happily there is considerable documentation available, so that it is possible to trace the changes reasonably exactly.



In 1864 an instruction was sent to the Post Offices. "The figures of the date stamp must be carefully adjusted at the beginning of each day, and as soon as this is done a clear impression must be made in a book to be kept as a record. When the stamp is fitted with an index letter (A, B or C) this letter must be changed punctually at the appointed hours. as the object of the index letter is to indicate the hour at which a letter is received or despatched." The Manchester office seems to have used numbers at the bottom of the handstamps to denote the time, as the stamps themselves from 1864 were identifiable by a code letter usually placed at the top of the date portion of the duplex cancellors.

Although some of the numbered duplex handstamps of 1861 were still in use as originally issued in 1864, from then on, when they were recut, they were changed from code numbers to letters, and over the next ten years handstamps bearing the letters A to H, J to O and S to V and X to Z were added to the stock. The letters P, R and W were used in the Parallel stamping machines, Q was not used, and all these stamps had Manchester in a straight line in the date stamp. The obliterations of these stamps vary as between each other and should not be confused with the series of handstamps also bearing letters from A to O issued in January 1857.

The obliterations of this last set have taller and narrower figures for the 498, and are fairly standard in their design.

Many of the duplex cancellors, when issued, were paired with a companion circular date stamp, to be used for backstamping mail, and some of the impressions reproduced here as they are shown in the proof books, have heavily inked bars that give a thicker effect than they did in general use under normal conditions.

The first "A" stamp was issued in January 1865 (Fig.228) but this may have been unsatisfactory for some reason, as a further stamp, Fig.228A came out in March, and was used, subject to recutting, in the 1870's (Fig.228B)



Fig 228



Fig.228A



Fig228B

The "B" handstamp was issued in August 1864 (Fig. 229) was recut and reissued in June 1866 (Fig.229A) Both these impressions show the result of heavy inking, as the usual strikes have much thinner bars. This stamp was still in use in the mid 1870's. By 1875 the upper and lower bars had almost worn away, and the strikes often show as three bars above and below.



Fig.229



Fig 229A

The "C" handstamp was originally No.2 of the 1861 set, reissued 23.1.65 and again recut in March 1867. It was in use in to the 1870's. Fig.209A The "D" handstamp shown in Fig. 231 is uncommon, as No.8 of the 1861 set was recut and issued as D. This continued in use until the introduction of a new type Fig.231B in 1871. The 4 of 498 has no lower serif, and this type of 4 was to be seen again in the Pivot machine marks.

By 1875 the obliterator was considerably worn at the right side, and the date stamp had been recut or replaced.



Fig.231



Fig.231A



Fig.231B

The "E" handstamp was a recut of No.5 of 1861 and was finally recut and reissued in February 1868. A four bar obliterator came into use in 1869 of a heavier type than that of the E of the 1867 set.



Fig.232



Fig.232A

The first "F" handstamp was a recut of No.3 of 1861. Strikes of August of that year show slightly thinner bars. A four bar duplex was introduced in December, 1870, Fig.233 and this was used to 1895.

The H in Manchester in these strikes is narrow, and the inner bars of the obliterator are 10mm. apart, but by 1876 the H of the date stamp is wide and the bars are 11mm. apart. By 1883 the figures of the date stamp have been reduced in size, and the obliterator is larger, but the F stamp of 1895 is the same as the original one of 1870 except for smaller figures in the date.



Fig.233

The "G" handstamp was originally No.7 of the 1861 set and was re-issued as G in September, 1864, and was in use up to 1869. A new "G", Fig.234 was issued in August of that year.



Fig.234

The "H" handstamp was in use in January, 1865, and was recut in May, 1867. Fig.235 shows this state of the stamp.

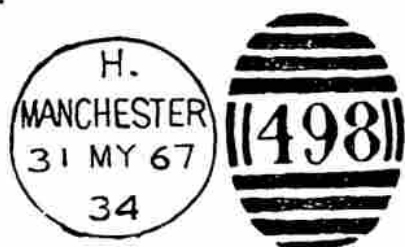


Fig.235.

The "J" handstamp of July 1865 was No.1 of the 1861 set, and is not very common. There is a further J of 1871/2 that is similar in some respects to the 1867 series, but slightly wider in the obliterator.

The "K" handstamp in use from March, 1865, to 1867 was probably No. 4 of the 1861 set, or it may be a new obliterator. The 4 of the 498 is different. A larger handstamp was issued in 1870, Fig.237, and this, with smaller date figures was still in use in 1888.



Fig.236

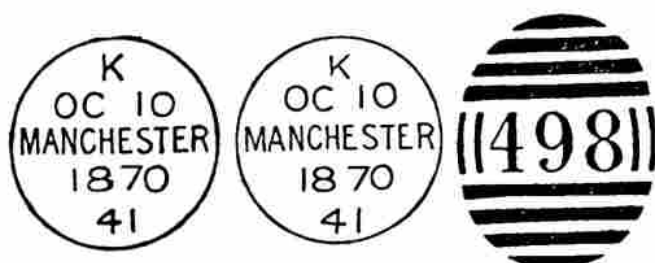


Fig.237

The "L" handstamp, issued in September, 1865, is shown in Fig.238 and a heavily inked recut of December in Fig.238A. A further duplex was issued in August, 1970, Fig 238B.



Fig.238



Fig.238A



Fig.238B

The "M" handstamp was also issued in September, 1865, Fig.239, and recut in December, Fig.239A. By 1872 the M had been replaced by a larger letter and the date stamp seems to have been replaced completely.



Fig.239



Fig.239A



Fig. 239B

The "N" handstamp, issued in September, 1865, and recut in December, Figs. 240 and 240A. followed the pattern of the two previous stamps, and was in use for some years.



Fig. 240



Fig. 240A

I have not been able to find an example of an "O" stamp of this series, and the letter "P" was allocated to the Pearson Hill Parallel machine, "Q" was not used, and "R" was another machine identification letter.

The "S" handstamp was issued in March, 1866, and was used for many years, the date stamp being recut on a smaller diameter by 1873.



Fig. 241



Fig. 242

The "T" handstamp was in use in June, 1871, Fig. 242. and the "V" in 1871. Fig. 243. "W" was allocated to the Parallel machine and the "X" and "Z" stamps appeared in 1871. Figs 244 and 245.



Fig. 243



Fig. 244



Fig. 245

In addition to all these handstamps, a further set was issued with identifying letters in 1867. These were defined by the letters A, B, C, D, E, F, G, H, K, L, M, N. and O. The bars are usually 11 mm. apart above and below the 498, the figures of which are taller and thinner than the corresponding stamps in the issues of the 1864-1872 period.

The "N" stamp shown in Fig. 247 is from the proof book after recutting in March, 1869.



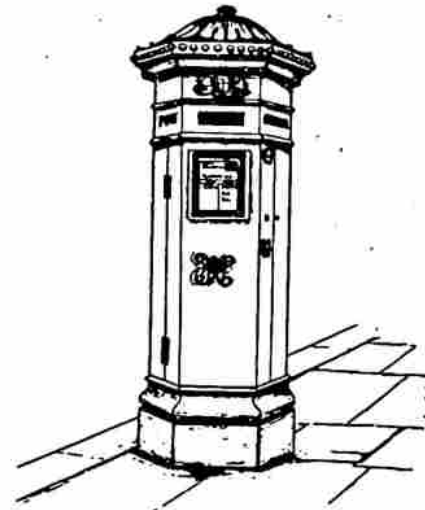
Fig. 247



Fig. 248

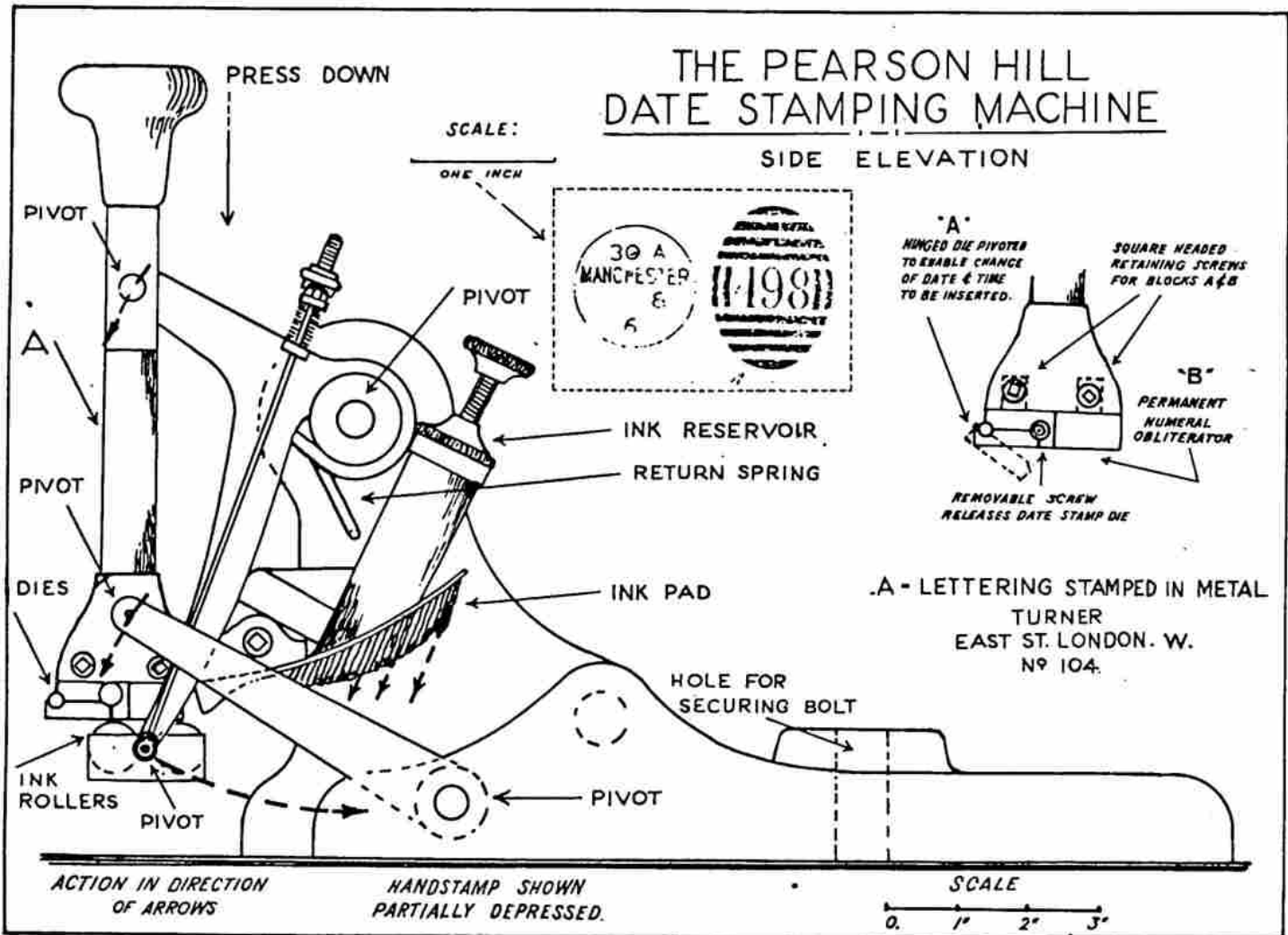
The small 498 stamp of Fig. 248 was used during 1866.

A pillar letter box of this period is shown in the sketch. Survivors are still in use on Denmark St. M/cr. 15, Pheobe St. Salford, and Welling St. Openshaw.



HEXAGONAL PILLAR BOX OF THE 1866 DESIGN RE-ERECTED AT BLACKLEY N.W. 1866 AND STILL IN SERVICE. 1861.

The importance of date stamps and the need to keep abreast of every development was illustrated by the introduction of the PEARSON HILL Stamping machines to Manchester.



On August 21, 1865, it was decided to send a man from London to Manchester to instruct the stampers there in the new device, and on the 28th, the first Pearson Hill machine was sent to the Manchester Head Office. It is probable that this early machine used one of the ordinary date stamps, clipped to the movable parts, but I have failed to find any trace of the original design or to identify an impression as coming from this machine.

In March 1868 an improved model was issued, known as the Parallel motion machine, and a side elevation of this is shown in the drawing page 133. The method of supplying the date and obliterator dies with ink is clearly shown.

The first postmark produced by this machine was similar to that in Fig. 250, with the code letters "AB" in the lower part of the date stamp. This code was only used in March, and in April it was changed to P, and a second machine must have been supplied as a different mark has been seen on the April 2 with the code "R". Two date stamps were issued for each machine, and in the case of the "P" date die, this letter appears below the date up to the end of 1868, but in early 1869 it has been moved up above the date.

From July, 1869, till May, 1872, The "P" is again below the date and in 1874 the "P" is above from April to August. From early 1875 to May, 1876, the "P" is below, and in May, 1876, it is again above the date. This is the latest date I have for this die. With each change of position of the "P", there is a change in the date die, either to the alternative one or to a recut date stamp. The H of Manchester varies from thin to wide, and the set up of the letters also differs. Figs. 251 to 251E show these changes.

The "R" die was in use up to 1875, with a four bar obliterator and the date in one line below Manchester. The "R" was below the date up to May, 1872, and above the date from June of that year to 1875. Copies may be found with

the code letter inverted and on the opposite side of the date to the sequence but as the time code figures are usually also inverted and on the opposite side, the inverted cases seem to be accidental. In 1881 a new obliterator with three bars was used with a new date stamp, having the date in two lines, whereas the earlier strikes show a single line date. This new type may have been used in the Parallel, but there is a chance that the Pivot machine used it. The date die was used for back-stamping up to 1885. In the surviving Parallel machine from Manchester, the obliterator left in the machine is a four bar die, of a similar type to that first issued in 1868. (see Fig. 250A)

Fig. 252 shows an early impression from the "R" machine, Fig. 252A is extracted from the proof book, Figs. 252B and 252C show impressions with the screws of the machine carried on to the cover. At this date the strikes are usually heavily inked, dirty looking prints. Fig. 252D gives a later mark, and Figs. 252E and 252F show the three bar obliterator, with two different date stamps.

The screw marks may be found north-east, south-east or west of the date stamp. The earliest example I have of the "P" machine with these marks is dated July, 1868.

The last date I have for the "P" die is May 5 1876, and on June 23 of that year a die with the code "W" came into use. This raises the question as to whether it represents a new machine or a new die set for the "P" machine. If copies of "P" with dates later than the first "W" are found, then the certainty of a further machine will be established. With the Parallel type of machine, the letters had to be stacked below the stamp, and the top one removed after each strike, and as the stack could be only three or four letters, the process was slower than hand-stamping in most cases.

See figs. 253 to 253D for "W" dies.



Fig.250



Fig.250A



Fig.251



Fig.251A



Fig.251B



Fig.251C



Fig.251D



Fig.251E



Fig.252



Fig.252B



Fig.252C



Fig.252A



Fig.252D



Fig.252E



*Belongs to Stamping Machine Co. Ltd.*



Fig.252F



Fig.253



Fig.253A



Fig.253B



Fig.253C



Fig.253D

By 1873 the stamping machines had been further improved by Pearson Hill, and the latest type known as the Pearson Hill pivot machine was sent to Manchester in May of that year. The machine now had a swivel action for the arm, which also worked as an elbow, enabling the stamper to spread the letters in a fan and progress along the line of the covers, so speeding up the operation. Six sets of double stamps were sent to Manchester, the circular date stamps and the obliterators being separate pieces and interchangeable, so that impressions can be found of the date stamps with various obliterators.

The letters "A" to "N", except "I" were already allocated to handstamps, and "P" and "R" were in use for the Parallel machines, so that new stamps were coded O, S, T, U, V and W. "Q" was omitted.

When the stamper "fanned" out the letters for rapid work, the covers should overlap leaving enough space for the

stamp, but in practice this overlap was not always sufficient, and when the die touched the top of the cover below it, an even impression was not made and part of the bottom bar of the obliterator appears to fade out, or to be completely missing.

If the bottom of the cover higher in the fan was allowed to cover the top right edge of the lower envelope, the same effect was produced but in this case the top bar seems to be thin or missing. Covers may be found with traces of the top bar of the obliterator showing on their lower edge. Sometimes the top bar or bars and the top of the date stamp are missing through this cause. However, in some cases, the bars were worn away, and if several instances are found of this effect in a short period of time the evidence is conclusive. Single examples cannot be treated as certainties. See Fig. 255 for an example of such a missing bar, and Fig.255A for an example of overlapping.





Fig. 254A



Fig. 254B



Fig. 254C



Fig. 254D



Fig. 254E



Fig. 254F



These dies were cut by De Lacey.



Fig. 255

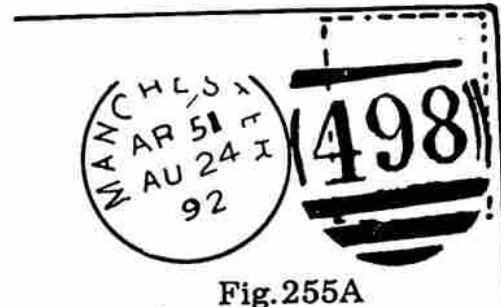
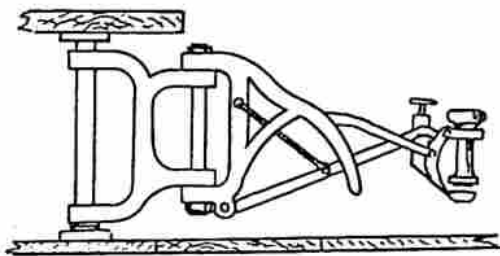
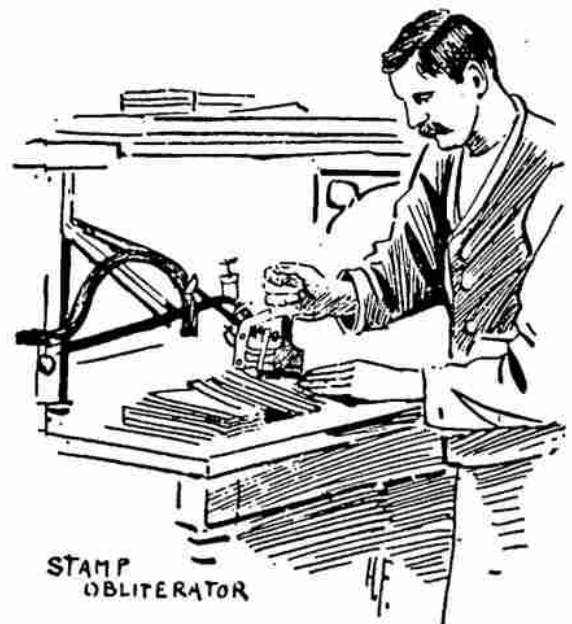


Fig. 255A

The sketch below gives an idea of the workings of the early models, while a contemporary drawing of a stamper shows the design in use in the Manchester Office in 1894.



'PIVOT' CANCELLING MACHINE



STAMP OBLITERATOR

During the years to 1885 many new and recut dies were supplied for the Pivot machines, and some of these are shown below.



Fig256



Fig.256A



Fig.256B



Fig256C



Fig.256D

There are many more types of dies used in the Pivot machines, with date stamps of from 19 to 24mm. diameter, and with three or four bar obliterations. The easiest way to distinguish the machine cancellations from those of the handstamps is by the gap between the date stamp and the obliterator, and the fact that they are seldom in perfect alignment, while the handstamps are usually close together, and the alignment is generally good.

On the 1st December 1880 a cancellor of the "Squared Circle" type was supplied for one of the Pivot machines. (see Fig.263.)

An interesting set of cancellors was issued in Feb.1875, consisting of three duplex handstamps and matching date stamps. These were coded XX, YY, and ZZ (Fig. 259.) Examples have been seen of their use ten years later, the date stamp XX as a back stamp on a cover from Natal 16.12.1885, and the duplex still in use 23.1.1886. The ZZ date stamp was used on a "Book-Rate" wrapper from Durham, with a script endorsement "over 2 oz." and "3 to pay", with the "Improper enclosure 498" mark of Fig.740 on May 10 1877. YY was used in the Newspaper Office in 1879.



Fig.259

An inevitable result of the fast-growing mail traffic between Manchester and Liverpool was that one or two places which had hardly been on the map at all previously began to assume considerable importance. One of these was Newton Junction, which almost overnight became established as a general exchange point for passengers, mail and merchandise.

Connections to and from the Anglo-Scottish expresses were provided from both Liverpool and Manchester, but very soon traffic grew to such proportions that Parliament sanction was obtained for a direct line from North to South, passing under the Liverpool and Manchester Railway near the present station of Newton - le - Willows. This cut - off line, opened in 1864, was to prove typical of the way in which the L.N.W.R. eliminated points of congestion.

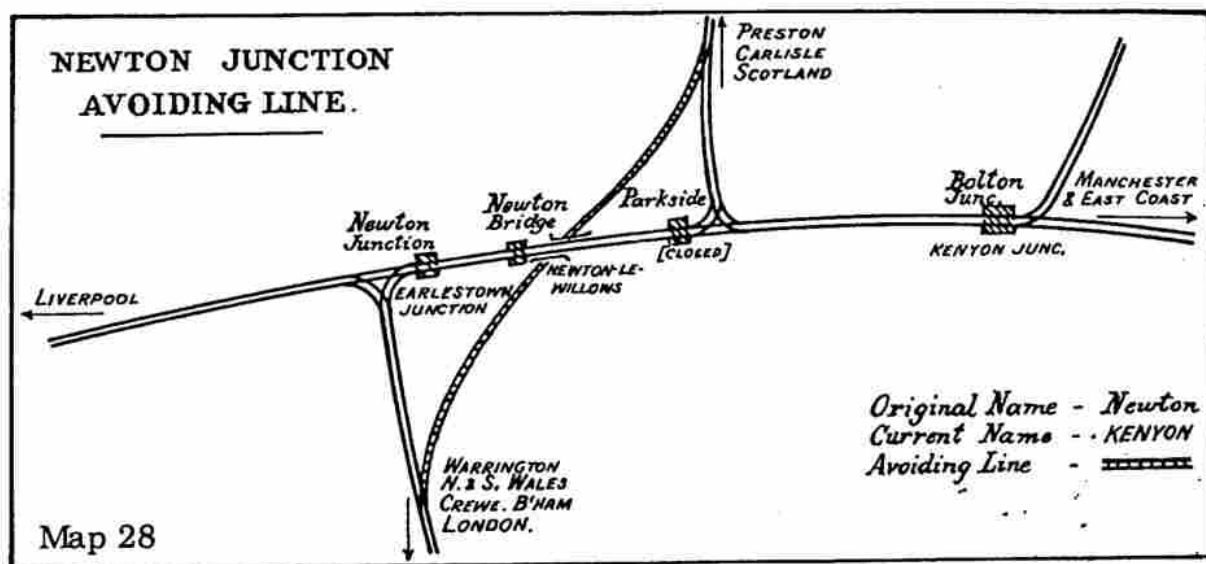
In one respect the change was not popular. The Post Office authorities had grown accustomed to the simplicity of Newton for mail traffic and exchange of mail bags between North-South and East-West trains, and for some years after the new direct line was open, they would not allow the night mail trains to use the new line, still insisting on the stop at Newton. Eventually they agreed on the substitution of Wigan for the North exchange, and Warrington for the South. (London & North Western Rly. O.S Nock. 1960.)

Map.28

A feature of the mid-1860's was the divided allegiance of Penistone in the West Riding of Yorkshire, resulting in some ridiculously roundabout mail journeys. Its head office was Sheffield, but in order to secure more expeditious delivery of mail, it was routed via Manchester at certain times of the day.

The most extreme case which has been noted relates to letters from Penistone to Barnsley, a direct distance of 7¼ miles, which in fact travelled a circuitous route involving 89½ miles. Letters posted to Barnsley during the day, with a code A in the Penistone date stamp appear to have been sent to Sheffield for the cancellation of the adhesive stamp (700) by the Manchester, Sheffield and Lincolnshire Railway. After sorting at Sheffield they would be put on the Sheffield branch of the Midland Rly at their Wicker station, carried to either Rotherham (Masboro) or Swinton and there transferred to a main line train working between Derby and York, which called at Barnsley (Midland), now known as Cudworth.

Evening letters with code B were despatched to Manchester by the M.S. & L. Rly., and there cancelled with the 498 duplex. From the Head Post Office they were put on the Lancashire and Yorkshire Rly. at Victoria Station and conveyed by the night mail to Normanton. This important junction was the point at which the Midland Rly. picked up both the north and south bound mail from a variety of railways. The Penistone-Barnsley letter would be transferred to a south bound mail from York, and in ten miles reach its destination at Barnsley. (Midland) total 89½ miles.



This route is surprising when one views the multiplicity of lines running to Barnsley. The explanation is probably a combination of the following factors.

A. First, a marked disinclination on the part of the South Yorkshire Rly. to run passenger services. It was interested in coal, and whenever possible it induced other companies to provide the engines and stock for passenger trains. The Midland worked the Sheffield-Doncaster line, the Great Northern part of the Barnsley-Doncaster service, whilst the S.Y. Ry. did provide a service of sorts over the Sheffield-Barnsley line, but only 3 or 4 trains a day. The first two mentioned routes had only 4 or 5 trains a day, and these ceased by 4 pm. to 6pm., and so were little use for the night mails.

B. The non-usage of the S.Y. Ry. for mails was probably mutual. The S. Y. Ry. did not want to bother with them, and the Post Office would not wish to entrust them to a concern which used converted goods vans as guards vans, and whose timetable was once shown in Bradshaw as "Accuracy uncertain - no information."

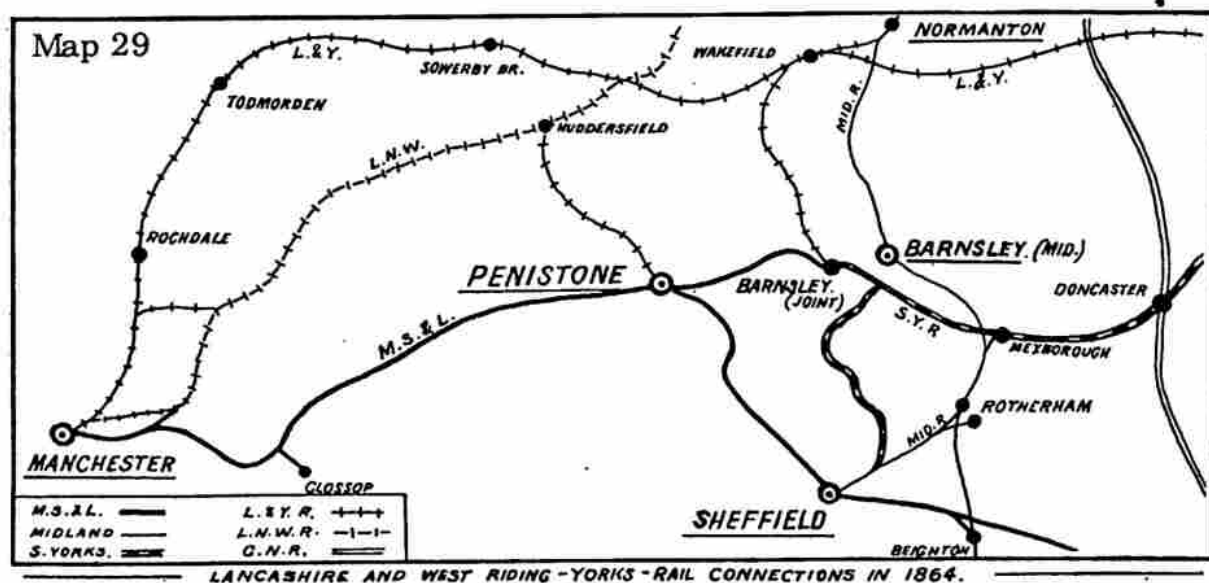
C. The direct M. S. & L. line from Penistone to Barnsley could not be used as Penistone was a sub-office, and letters had to go to a head office for cancelling and sorting.

D. At this time Sheffield was situated in something of a railway cul.de.sac. There was only a short branch from Rotherham to connect it with the main Midland line, and the last train to Rotherham had left Sheffield by the time this Penistone mail had been dealt with.

Thus all routes out of Sheffield were closed, and recourse had to be made to a western outlet via Manchester, but this difficulty only applied to local mails because the north and east of England and London were well connected by the M.S. & L. and G. N. R. via Retford. Letters for other towns in Yorkshire such as Huddersfield were treated in a similar manner.

In August, 1866, there was a cholera scare, and the Postmaster had a notice printed for display in the post office staff rooms drawing attention to the disease. Medicines were supplies free to the staff, and also in the case of married men, to their families, to counteract diarrhoea etc.

The creation of Manchester as a separate Surveyor's district took place in 1870. A memorandum in Minuted Papers England 458/1870 dated Feb. 14. reads - "On and after March 1. next Liverpool and Manchester, with offices now subordinate thereto, are to become as it were, separate surveyors Districts, of which the respective Postmasters are to act as Surveyors.



Accordingly, on and after the date named, all papers applying to the offices of Liverpool and Manchester, or to any Office or Place depending upon these offices, should be referred to Mr. Banning or Mr. Beaufort as the case may be, and no longer to Mr. James, Surveyor of the North Western District . . . ”

Below is a list of the offices under Manchester at that time with

the Sub-Postmaster's salary, and the number of letter carriers attached to such offices. In some cases the sub-postmaster was paid an allowance for delivering letters in addition to the annual salary. There were 84 sub-offices with 89 letter carriers and 9 rural messengers, in addition to the 84 sub - postmasters, in Manchester area, outside the town delivery district. (See Map. 29 of 1877.)

#### Sub - Offices under MANCHESTER 1870.

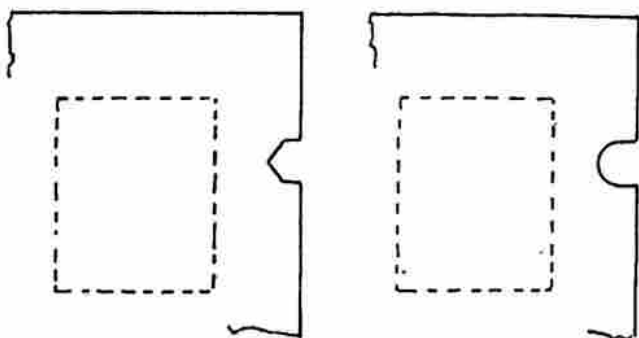
	Distance from Manchester M F	Salary of Sub-Post Mr.	Allowance for delivery	Letter Carriers	Rural Messgrs.
Astley	9 4	£4		1 at 12/-	
Audenshaw		5			
Blackley		11		2 at 15/-	
Broadbottom		8	9/-		1 at 14/-
Bacup		30		2 on scale 1 auxy 6/-	
Bradford	4 2	15		1 at 15/- 1 at 11/-	
Barton		4	£8 per annum		
Boothstown	9 4	5	5/6 a week		
Blue Pits		6	10/- a week		
Chowbent	13 2	11	16/- a week		
Crawshawbooth		6			
Croft		4	£6 per annum		
Chorley		17		2 at 13/-	
Cheadle	7 4	12		1 at 13/-	
Cragg Vale		3			
Chadderton		7	11/- per week		
Chorlton-c-Hardy		4	£4 per annum		
Dobcross	14 4	9	6/- a week	1 at 14/-	
Delph	15 0	9	7/- a-week	1 at 16/-	
Droylsden	5 0	24		2 on scale 1 auxiliary	
Denton	6 2	9	1 at 15/- 2/6 collection of wall box.		
Didsbury	5 6	16		1 at 14/- 1 aux. 7/- 3 on scale	1 at 14/-
Eccles		18			
Flixton		4	3/- a week		
Fallowfield	3 2	12	12/- week. 6/- week. £2 a a year clear- ing wall box		
Failsworth	4 0	9	11/- a week 7/- a week 3/6 station trips		

	Distance from Manchester		Salary of Sub-Post Mr.	Allowance for delivery	Carriers Letter	Rural Messgrs.
	M	F	£			
Gorton	4	0	£15		1 on scale 1 aux 8/-	
Greenfield	12	6	9	14/- a week		
Gee Cross	9	0	6	11/- a week		
Gorton West	3	0	12	11/- a week		
Glossop			18		2 at 14/- 1 at 9/6	
Hyde	7	6	26		3 on scale	
Haslingden			21		2 at 12/- 1 at 6/-	
Hollinwood	5	0	9	3/6 a week	1 at 13/-	
Handforth	12	0	8	8/- a week 6/- a week		
Heywood			35	3/- station trips	2 on scale 2 at 7/- 3 on scale	
Hebden Bridge			23			
Hadfield			12	9/6 a week		2 at 14/-
Hollingworth			5			
Heaton Mersey	6	2	8	12/- a week		
Hetonstall			4	10/- a week		
Helmshore			6	7/- a week		
Hooley Hill			6			
Kenyon			7			
Levenshulme			10	7/- a week 5/- a week		
Lees	9	0	11	2/6 station trips	1 at 13/-	
Luddenfoot			17		1 at 12/-	
Lumb			4			
Leigh	15	5	35		2 at 14/- 1 at 10/-	
Luddenden			4	6/- a week		
Littleborough			17	£4 per annum	1 on scale	
Middleton			19		1 at 7/- 1 on scale 1 at 8/-	1 at 15/-
Mottram			6			
Mytholmroyd			10	3/6 a week		
Mossley	10	4	20		1 on scale	
Mossley (Upper)			6		1 at 10/- 1 at 7/-	
Northenden			8			
Newton Moor	2	0	7			
Newchurch			15	7/- a week	1 at 12/-	
Newton Heath			17		1 at 16/- 1 at 8/-	
Openshaw (Lower)			16		2 at 16/-	
Openshaw (Higher)			5			
Partington			3			
Pendlebury	4	0	15		3 at 15/-	
Prestwich	4	4	21		2 on scale 1 at 7/-	
Patricroft			18		1 at 7/-	1 at 14/-
Rawtenstall			17	6/- a week	1 at 14/-	1 at 15/-

	Distance from Manchester M F	Salary of Sub-Post Mr.	Allowance for delivery	Letter Carriers	Rural Messgrs.
Radcliffe		19		2 on scale	
Ramsbottom		16		1 at 7/- 1 at 15/-	
Sale	5 2	23		1 at 7/6 1 at 7/- 2 on scale 2 at 7/-	1 at 12/-
Sale Moor		9			
Stacksteads		7	12/- a week		
Swinton	5 3	10			
Stretford	4 2	15		1 at 14/- 1 at 12/- 1 at 6/-	1 at 15/-
Stoneclough		7	14/- a week 6/- a week		
Summerseat		4	5/6 a week		
Tyldesley	12 1	13		1 at 10/-	
Tintwistle		11			
Upper Mill	13 4	8		1 at 13/-	
Whitefield	5 3	9		2 on scale	
Wilmslow	13 0	11		1 at 13/- 1 at 10/- 1 at 6/-	
Withington	4 2	13		1 at 15/- 1 at 7/-	
Worsley	7 7	8		1 at 15/-	
Waterfoot		9		1 at 7/-	

(See Map 30 of 1877)

In 1871 SLOPER Perforating Machine Cancellations were introduced. These punched cancellors were used for postcards only, and took a half hexagon or half circle "bite". They were used from 1871 to 1875.



SLOPER PERFORATING MACHINE  
CANCELLATIONS FOR POSTCARDS ONLY

A social note from 1863 records that certain members of the staff organised a P. O. Reading Room at the Brown St. Head Office, and newspapers and magazines were available to the subscribers. The Committee comprised Messrs. Eckersley, Gaythorpe, Constable, Cottingham, and Sumner, with S.O. Jones as the Hon. Secretary.

Not even the most hidebound opponent of progress and change could dispute the validity of the case which the Post Office, with powerful support, put up for more space in which to discharge its ever-growing responsibilities. The demands became more and more clamant as the population of Manchester grew and grew. The agitation came to a head in 1875 when a deputation from the Chamber of Commerce called on the Chancellor of the

Exchequer to complain in the most emphatic terms of the defective Post Office accommodation.

The plea set forth by the deputation was to the effect that "When the building in Brown St, was occupied in 1840 the population of Manchester and Salford and their suburbs was about 200,000, and the postage collected during a year about £52,000. Since 1861 the number of letter carriers and sorters had increased from 117 to 272, the number of clerks had doubled, the weekly delivery of letters had risen from 401,000 to 927,000; the letters posted had increased from 583,000 to 1,134,000. and the money orders from 295,000 to 364,000." A portentous case and one indeed about which there was hardly a quibble.

As to the site of the new post Office, this was a subject on which public opinion was still very divided. In the end authority was given for a new and greatly enlarged building to be built on the same site.

An Act was passed in 1876 for its construction, and the building was opened in 1884. It covered 3334 square yards, with a frontage on Spring Gardens of 246 feet, and a depth to the rear in Brown St. of 122 feet. Built in Portland Stone, the cost was £120,000.

The year 1876 was notable for the introduction of the round type of pillar post box, still in general use today. The colour was bright red, giving the new colour of "pillar box red" to the world of fashion.

A different three bar die was issued for the machine stamper in Oct. 1877, and four bar handstamp with similar figures came into use in Jan. 1878 (Figs. 260 and 260A)



Fig. 260



HEAD POST OFFICE. BROWN ST. MANCHESTER. 1875.



Fig. 260A

By 1879 the staff of clerks had risen to 244.

A complete list of Branch offices and Receiving houses in the Manchester district 1877 is of interest.

MANCHESTER Head Office.

BRANCH OFFICES Hanging Ditch  
Mosley St.  
Salford.

#### RECEIVING HOUSES

Alexander Rd.	City Rd.
Ardwick.	Collyhurst.
Barnes Green	Cornbrook.
Bradford Rd.	Cross Lane
Bradford St.	Dean's Gate
Brook's Bar	Great Ancoats
Broughton Rd.	Great Clowes St.
Burlington St.	Harpurhey
Bury New Rd.	High Town
Chancery Lane	Higher Broughton
(Ardwick)	Hullard Hall
Chapel St. (Salford)	Hyde Rd.
Cheetham Hill	Knott Mill.
Chester Rd.	



Longsight  
Lower Broughton  
Lower Oldham Rd.  
Miles Platting  
Moss Lane Lower  
Moss Side  
Newcastle St.  
New Cross  
Newton Rd.  
Oldfield Rd.  
Ordsall  
Oxford Rd.  
Pendleton  
Piccadilly  
Plymouth Grove.

Preston St.  
Queens Rd.  
Regent Rd.  
Rochdale Rd.  
Rusholme  
St. Lukes  
St. Peters.  
Stockport Rd.  
Strangeways  
Stretford Rd.  
Thorncliffe Place.  
Weast.  
Whit Lane.  
Windsor Bridge.  
York St. (Cheetham)

Levenshulme  
Littleboro'  
Luddenden \*  
Luddendenfoot \*  
Lumb  
Middleton  
Mossley  
Mottram †  
Mytholmroyd \*  
Newchurch  
Newton Heath  
Newton Moor †  
Northenden †  
Openshaw  
Partington  
Patricroft  
Pendlebury  
Prestwich  
Radcliffe  
Ramsbottom  
Rawtenstall  
Rhodes

Sale †  
Sale Moor †  
Stacksteads  
Stoneclough  
Stretford  
Summerseat  
Swinton  
Tintwistle †  
Tyldesley  
Unsworth  
Upper Mill \*  
Upper Mossley  
Urmston  
Waterfoot  
West Gorton  
Whitefield  
Wilmslow †  
Withington  
Worsley  
• Derbys.  
† Cheshire  
\* Yorkshire

Country offices under Manchester:-

Alderley Edge †  
Astley  
Audenshaw  
Bacup  
Barlow Moor  
Barton on Irwell  
Blackley  
Booth's Town  
Bradford  
Broadbottom †  
Castleton  
Chadderton  
Cheadle †  
Chorlton-c-Hardy  
Chowbent  
Cloughfold  
Cragg Vale \*  
Crawshaw Booth  
Davyhulme  
Delph \*  
Denton  
Didsbury  
Dobcross \*  
Droylsden  
Eccles  
Failsworth  
Fallowfield  
Flixton  
Gee Cross \*  
Glossop •  
Gorton  
Gorton Brook  
Greenfield \*  
Hadfield •  
Handforth †  
Haslingden  
Heaton Mersey  
Hebden Bridge \*  
Helmshore

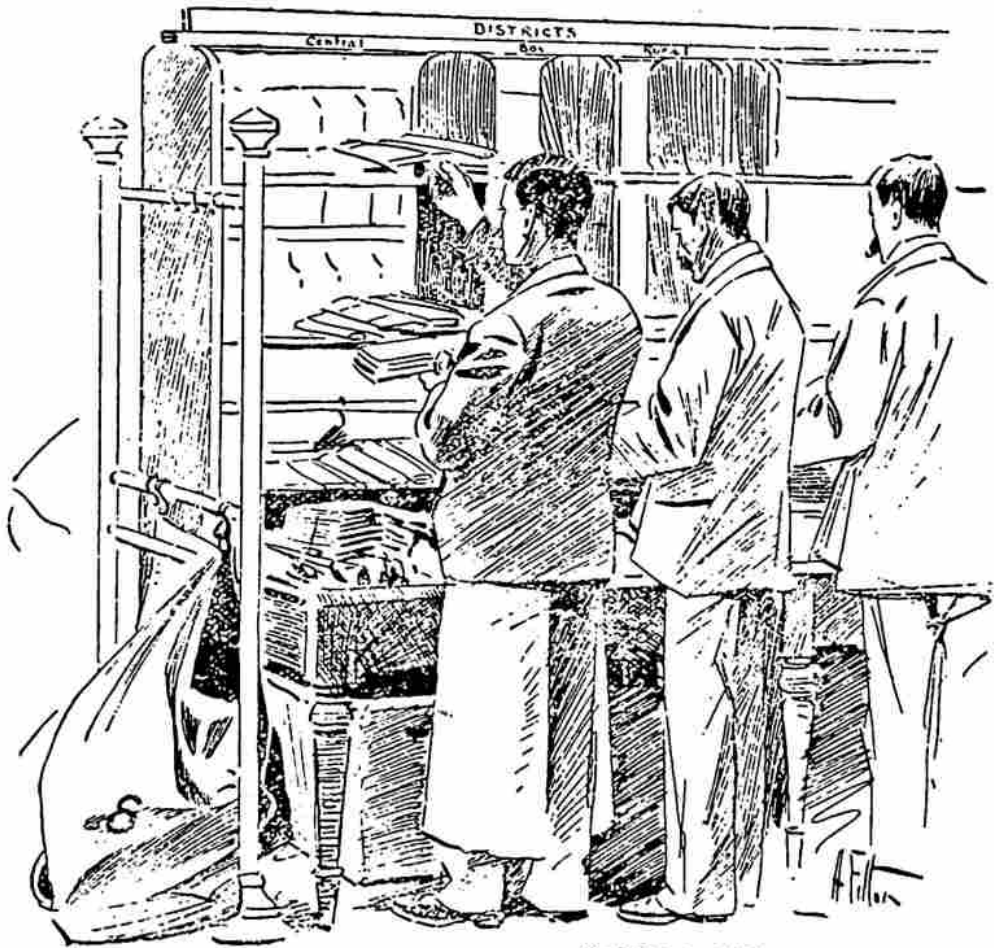
Heptonstall \*  
Heywood  
Higher Openshaw  
Hollingworth †  
Hollinwood  
Hooley Hill  
Hopwood  
Hyde †  
Irlam  
Kenyon  
Leigh

The 1877 Postal Guide still defines as Post Towns those where the post office is a Head Office, and adds that "Town Receiving Offices are not entered in this list unless Money Order and Saving Bank business is transacted at them." ○ Burnley





1880 - 1900



SORTING CITY  
NEWSPAPERS



The flow of innovations and experiments continued unabated in the 1880's. On March 9 1880. the hand stamp Fig.261 was issued, followed by a larger design on the 6th May, Fig. 262. Five handstamps of this type, coded BX, CX, DX, EX and HX were used, and a code ZX is found about 1882. Fig.263 shows a die used in one of the Pivot stamping machines, and Fig.264 is the type of handstamp issued as U on January 1881 and as X, Y and Z on June 2 of that year. These stamps were in use to a considerable extent in 1880 and 1881, and to a more limited extent to 1885. On Newspaper wrappers, postcards etc, but did not supercede the duplex cancellor types, which were used concurrently.



Fig.261



Fig.262



Fig.263



Fig.264

There was another red letter event in 1881 The Postal Order system was introduced.

Every time a count was taken of staff, salaries and work records, the figures grew more formidable.

The Establishment of the Manchester Post Office salary list of 1881 came to £19,642.5.7 for an indoor staff of 213. The Chief Clerk drew £400 rising to £500, plus £50 allowance for Telegraph Duties. Female clerks appear on the list at from 12/- to 27/- per week. In 1880 the staff was 455, and the salary total - including £1000 for the Postmaster - was £45,877.15.2. By 1893 this had risen to £51,462.14.4 - for a staff of 522. These figures refer to the

administrative and indoor workers - stampers, sorters clerks, etc., but do not include postmen working outside the office.

The years 1883 to 1886, produced a large number of new and recut handstamps of the duplex type, and some of these are shown in the following copies.



Fig.266  
4.5.1883



Fig.267  
25.5.1883



Fig.268  
13.5.1885

Fig.268 was one of a series of five.

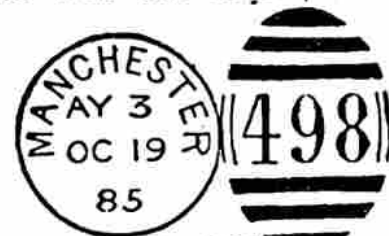


Fig.269.  
20.10.1885



Fig.270  
12.11.1885



Fig.271.  
23.12.1885



Fig.272  
15.4.1886



Fig.273  
11.10.1886



Fig.274



Fig.275

During 1885, in addition to the cancellors for use in the Manchester Head Office, a series of duplex handstamps came into use at the various branch offices. These stamps had the area marks E, N, S, NW, SE, SW, SDO or W at the bottom of the c.d.s. Two stamps went to each office, the first on May 28 and the second with a slightly larger cancellor, on August 24. Examples of these are shown in Figs.274 and 275. Through out this period, the straight line "Manchester" c.d.s. similar to the 1861 issue, 21 or 23mm. diameter, continued in use.

1885: The "sixpenny" telegram was introduced.

Sooner or later, it was clear, the Post Office would have to add to its responsibilities by instituting a parcels collection and delivery service. It was a field ripe for development, and it is to be conceded that the task was tackled with the skill and forthrightness which had characterised all Post Office activities in recent years. Date of the inauguration of the new service was August 1. 1883, and the man chosen by Mr. Beaufort to take over the arrangements was Mr. J. F. Moore. He was given a small staff to help him in the work, and premises were found on a site later occupied by the National Provincial Bank. These turned out, as usual, to be quite inadequate in a very short time, and

a move was made the same year to Stevenson Square. Once again the authorities were confounded. The parcels service had grown to such magnitude that another move became unavoidable after a few years. This time a large depot was erected at Strangeways, and there the department settled on December 19, 1891. Some details are available of the parcels traffic of that time. One brief note reveals that in the Christmas period of 1883 nearly 59,000 parcels were handled.

Mr Moore, who had done such notable work in the parcels department, acted as assistant Postmaster of Manchester during the illness of Mr Harvey and until the appointment of Mr. Philips. He died on holiday in Drogheda in 1901.

Meanwhile the re-built Post Office with frontages on Spring Gardens and Brown St. commenced business on September 14, 1884, though the work was not completed until December 1886. The Telegraph Office was removed to the new building on March 6 1887. In April of that year, a branch office was opened at the Jubilee Exhibition and closed November 10.

Extracts from the Manchester Parcel Post Guide. May 1. 1886, announcing the hours and rules of parcel business

The Head Office, at the corner of Spring Gardens and York St, is open to the public on week days from 7am. to 10pm. On Sundays Parcel Post business is not transacted.

The Branch Offices transact Parcel Post business from 9am to 5pm., and every Receiving House in Manchester is open to the public for Parcel Post business at the same hours as for General Post business.

Parcels must be handed in at a Post Office Counter, and must not be dropped into a letter box. If a parcel marked "Parcel Post" is not posted in accordance with this regulation it will be charged on delivery with a fine of 1d.

No parcel exceeding 11 lbs. in weight can be received for transmission.

No Parcel may exceed 3 feet 6 inches in length, or 6 feet in length and girth combined.

Postage for a Parcel not exceeding 1lb	s.	d.
		3
Postage for a Parcel exceeding 1lb and not exceeding 2lb		4½
2lbs	3	6
3	4	7½
4	5	9
5	6	10½
6	7	1 0
7	8	1 1½
8	9	1 3
9	10	1 4½
10	11	1 6

The Jubilee Exhibition of 1887 was held in Manchester at the grounds of the Royal Botanical Society, Old Trafford. (See Appendix 23)



Fig 276

The Previous Postmaster is remembered by his grave stone.

This Monument was erected by  
The Postal and Telegraph Staff  
of the

MANCHESTER POST OFFICE

in Grateful Memory of

JOHN St. LAWRENCE BEAUFORT  
for 27 years Postmaster of Manchester  
Who died 1st December 1887  
Aged 69 years.

There was a change of Postmaster in 1888, the new incumbent being, Robert William Johnston. He achieved some measure of notability by being the first of the "Postmasters who act as Surveyors," listed in the Establishment Book of that year.

In 1889 telegraph money orders were introduced, which entailed further work for the office.

During the celebrations of the Jubilee of the Penny Postage in 1890, a conversazione was held at the London Guildhall. The Mayor of Manchester sent the following telegram:-

"On behalf of the citizens of Manchester, I desire heartily to congratulate your Lordship (The Lord Mayor of London) and all assembled on the celebration of the Postal Jubilee an event which marks an enormous advance in commercial prosperity and convenience."

On July 2 1890 the staff on duty received an agreed signal and the following is the report from the Manchester office:-

"The officers here, at ten o'clock last night, responded to the suggestion given in an enthusiastic manner. At ten p.m. three hearty cheers were given for the Queen and a verse of the National Anthem was sung."

The amount remitted to the Special Effort of the Rowland Hill Memorial and Benevolent Fund was £204.19.0

In 1891 the "Express Delivery" service was inaugurated, and a "Railway Letter" service began on 1st February (Postage 1d.)

Mr. Johnston retired in 1892, and then became Postmaster of Hastings. He drew a salary of £540, which, added to his pension of £460 per annum, made him quite comfortably off in his pleasant seaside retreat.

A Manchester - Liverpool parcel coach Service was introduced on April 14 1890. The reason given for this new service was that the railway charges were too high. Parcels etc. were, in some cases, marked with the stamp shown here.

(See appendix 25)

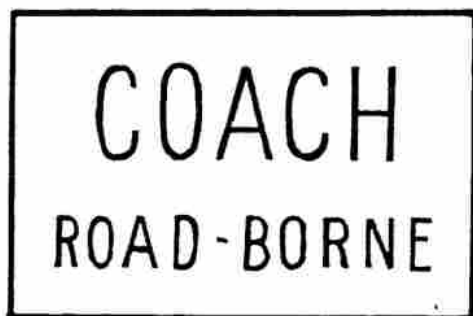


Fig 277

Henry Osborne Harley became Postmaster of Manchester on May 24, 1892. In addition to holding this office, he acted as Surveyor for the surrounding district, including Altrincham, Ashton-u-Lyne, Buxton, Oldham, Stockport etc. Fortunately he kept a book recording "Alterations and Improvements" of the local service from the date of his appointment.

We are indebted to an anonymous writer who has left this lively and detailed description of the Manchester Post Office in Spring Gardens in 1894. ". . . a vast sorting room, lighted in the daytime from a glazed roof in the well of the building, and brilliantly illuminated at night by gas jets and reflectors suspended from above. The floor space of this room, which has a broad aisle running down the centre of it, with lesser aisles branching off at right angles, and others sideways, is mainly occupied by sorting and stamping tables. Midway on either side

are recesses where letters are being received from the boxes in the porticos outside, and at each end this room has openings to an outer vestibule, where under a glass roof, mail carts come to receive or deposit their mail bags. . . . The mail bags are ticked off as they are delivered, and each sent to its own place to be opened.

When a bag is opened its contents are spread out upon a table, and newspapers and book packets are separated from letters and postcards. The first treatment with letters is to face them up so that the stamps shall all lie in order for obliteration. This destruction of the stamp, together with the impression of the office mark is the initial process, and so faced letters pass rapidly under the hands of the stamp obliterators. By means of hand machines these men perform the work so rapidly that they are able to deal with four thousand letters in an hour. All these office stamps are recorded in a book and vouched for, and they are changed in their indication marks every quarter of an hour. These marks, therefore, serve to show the time and circumstances under which a letter passed through the office.

The letters are then conveyed to tables where the sorters divide them into groups, according to their destinations, and the sub-sorting processes into which they will afterwards fall.

They are then carried to tables representing thirteen various lines of route. At these tables, which are all labelled geographically, the letters are again divided and may be sub-divided, and arranged in pigeon holes, marked with the names of towns or other centres of final distribution.

One feature of this road sorting, as it is called, is the provision for the sorting tender or travelling railway post office. For these tenders bags are made up representing places which are not important enough to have separate bags of their own, and into this division may fall letters too late for office sorting. The tender as it picks up letters on its way will complete the separation



into bags. The sorting clerks number about 260. They are not all on duty at once, but work in relays.

Near by is a table where several clerks are opening newspapers to see that they do not contain prohibited enclosures. It is significant of the disposition to evasion that this scrutinising department is one that pays for the labour bestowed upon it. While the mails are being made up, you may see the means of dealing with the cross posts, which consist of letters sent by other offices to be forwarded, and which amount in one week to more than 640,000, or you may look in at the registered letter office, where more than 75,000 of these letters have been dealt with in a period of four weeks.

In the bag room, empty mail bags are cleared of the wax of broken seals, and are prepared for reissue. Each bag bears the address of the two offices it serves, one address being inside and the other outside. When a bag comes in it is turned inside out and taken to the sorting table at which it is to be filled again. The number of sealed bags received daily is 2,322.

Sorted letters take the form of bundles and when the bags are filled, the mouth of the bag is folded, tied and sealed with the wax that is kept in a constant melted condition. The local delivery service starts in another sorting room where postmen who deliver within a certain radius of the chief office arrange their letters according to their respective walks. Spread about the district there are other centres of sorting and delivery, each having its own staff of letter carriers. To carry out this general work of distribution there are 400 postmen, and the sub - postmen and assistants number 380.

One interesting feature of this city post office is the provision made for the comfort of the workers in it. . . . more than one spacious kitchen, amply provided with ranges and stoves, where meals may be taken at various times of the day, encouragement being held out

to workers to remain indoors during their time of leisure. This has led to the formation of dining clubs which enable the members to get dinner at cheap rates, the food being provided by themselves, and the cooking and serving of it being done free of expense. Those who do not combine in these catering processes may have the food they bring in with them cooked without charge . . . a choice of roast beef or hare, with vegetables, and stewed fruit, can be provided for sixpence or sevenpence."

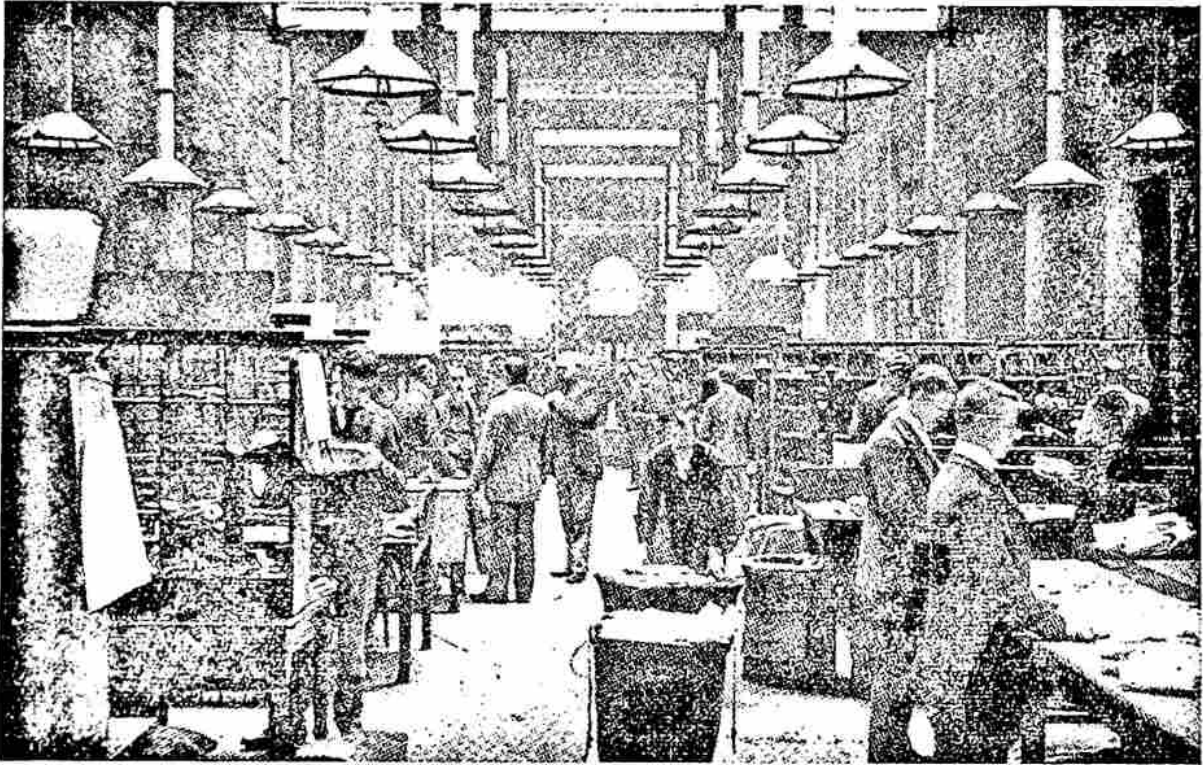
From the pen of the same unknown scribe comes a description of the parcel post office in 1894.

The present parcel post buildings are of recent erection, and are situated on the bank of the Irwell near Strange-ways. You pass from a covered area where mail carts are discharging baskets of all sizes into a great open room, apparently over two hundred feet long, well lighted, and with a broad gallery running round it, bridged across in the centre.

With every one of these baskets there is a way bill of contents, and these contents are spread out upon receiving tables, sorted into divisions corresponding with their destinations, thence to great racks open at both sides, with divisions in them, bearing the names of places arranged geographically. The parcels, received at one end of the room, make their progress through it and are despatched at the other. About 170 persons are employed here, but at Christmas time that number will be increased to upwards of 300. Of these parcel post baskets, as many as 836 are received in one day, and 820 despatched. Of parcels the weekly despatch has amounted to 44,602; those delivered have numbered 26,876 and 26,146 have been passed through.

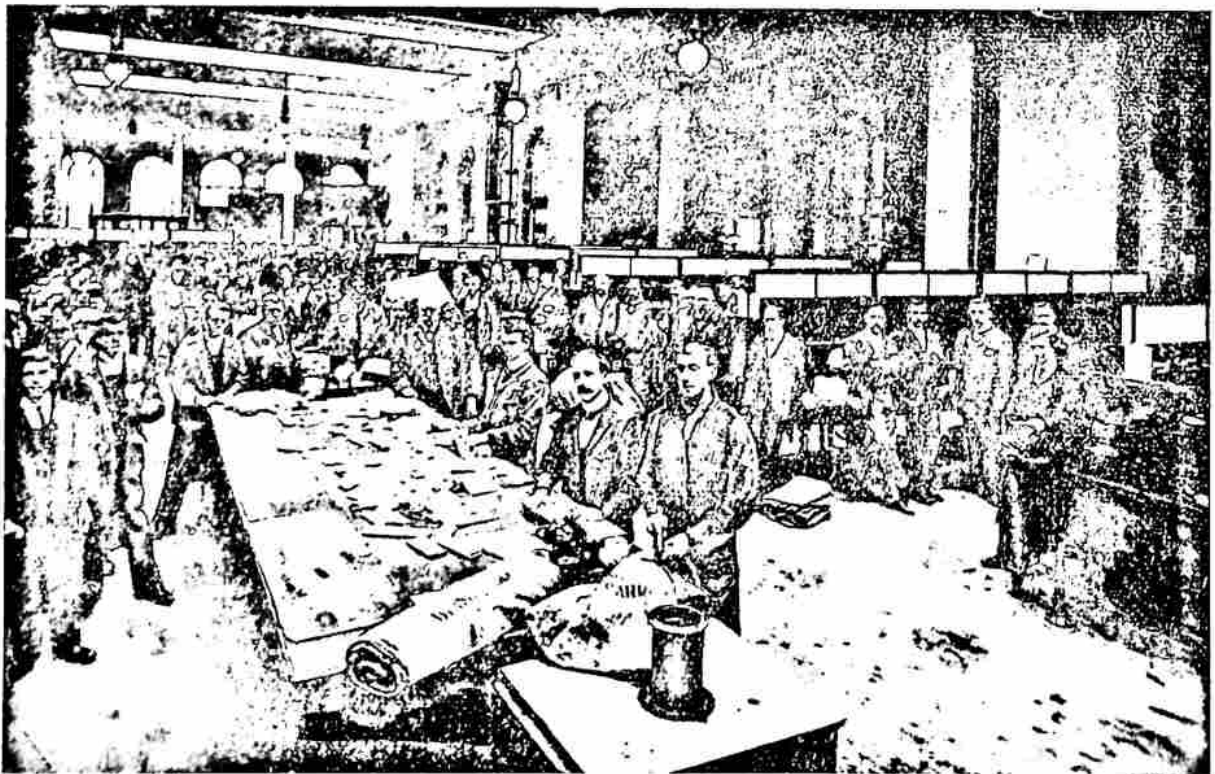
At ten o'clock the mail coach for Liverpool takes its departure. The post office has to give up to the railway companies the larger portion of its charges for the carriage of parcels over their lines. There is no advantage gained in this delivery by sending parcels by rail to Liverpool, and certain intermediate

SPRING GARDENS, HEAD OFFICE, MANCHESTER



Sorting Office Newspaper Section 1894

Sorting Office 1902



places. A road service by night is just as effective, and much more profitable because the charges are free from deductions. To this end, a few years ago, two mail coaches were started. One leaves Manchester, and the other Liverpool, at ten o'clock at night, and they are both timed to arrive at their destinations at three o'clock in the morning.

They are each drawn by three horses, which are changed twice on the road, nine horses being required for each journey. They take up baskets and deliver them on the way, and pass each other in mid-distance at Warrington. The mail coach is a compromise between a coach and a van, well horsed and has large lamps which flare out through the darkness, on each side of the drivers seat, but there is no accommodation for passengers. The driver and guard are the only persons who may travel on it. They both wear uniform, and the latter, who is usually an army reserveman who has been a bugler, is provided with a longhorn, and like the mail - guards of olden times, he is armed, but instead of a blunderbuss, he carries a revolver and a sword bayonet.

For the student of postmarks the years 1894 and 1895 were notable for a number of interesting specimens. Letters of 1894 have been seen bearing the postmark shown in Fig.280. But there was also a BL in use earlier - about 1890, and c.d.s. of this type also existed without the obliterator. In 1895 one of the cancellors in use at the Manchester Head Office had two circles cut into the face of it, Fig.281., and about this time some cancellors had numbers cut between the bars in the lower half of the stamp, numbers 26 to 37 have been seen. Examples are shown in Fig. 282 to 285. Some of the branch office handstamps were also marked in the same way. (Fig.286 and 287.)



Fig.280

Parcel Post Sorting Room. New Bridge St. Strangeways 1894





Fig.281



Fig.282.



Fig.283



Fig.284



Fig.285



Fig.286



Fig.287

The diary of Mr. Henry Osborne Harley, previously referred to, is in effect a potted history of the Manchester Post Office from 1892 till 1900, the period of his Postmastership. It is still preserved at Manchester Head Office. He intermingles purely domestic details with notes about the introduction of new services to far-flung corners of the earth with a bland matter-of factness which is wholly delightful.

#### MR. HARLEY'S DIARY.

1892

May 24. Henry Osborne Harley appointed Postmaster of Manchester and Surveyor of the Manchester District.

November 20. Altrincham and 10 sub-offices transferred from the North Wales to the Manchester Surveying District. During the year 10 new pillar and wall letter boxes were established.

1893.

April 17. Direct Parcel vouching established between Manchester and Hamburg and Vienna. (Vienna ceased September 16 1895.)

April 26. Mr. Gardiner, Assistant Surveyor in charge of Surveying Branch at Manchester.

May 1 Congleton Night Mails received and despatched by the Manchester and Crewe Sorting Tender.

August 1. S.W.D. O. (275 Stretford Rd.) opened for public business.

October 1. Transferred to Manchester Surveying District.

Ashton-u-Lyne and		}	From N.W District.
14 sub-offices			
Dukinfield	3	}	from N.Wales District.
Oldham	33		
Stalybridge	4		
Buxton	14	}	District.
Stockport	51		

October 23 Sub-sorting of City Letters ceased. District Letters sorted into direct divisions by City Sorters.

November 14. Newspaper bags made up by "Guardian" and "Courier" newspapers for early trains.

November 30 Mail Room at Central Station given up.

During the year 12 new Pillar and Wall Letter Boxes were established.

1894

April 22. Levenshulme Mail sent by Stockport Parcel Cart on Sunday mornings instead of by S. E. District Mail Cart. A saving of £6.12.0 per annum was effected by this change.

June 25. Heaton Mersey Division made - taken from Alderley Edge Board.

August 15. FORCE:-

- 1 Chief Clerk
  - 1 Chief Supt.
  - 7 Superintendents.
  - 10 Asst. Supt. 1st. Class.
  - 15 " " 2nd. "
  - 36 Clerks.
  - 108 Sorting clerks 1st Class.
  - 220 " " 2nd. Class.
  - 1 Supervisor (Woman)
  - 6 Asst. Supervisor (Women)
  - 11 Counter women & returners 1st class.
  - 27 Counter women & returners 2nd. class.
  - 2 Deaf Mutes.
  - 1 Foreman Porter.
  - 110 Town Postmen acting as Stampers Porters.
- 556

October 5. Mail Docket for recording Cross Post charges ceased.

December 3. General Counter Office opened, under which Public business hitherto transacted in four separate offices was concentrated in one public office.

During the year 16 new pillar and Wall Letter Boxes were established.

1895.

January 11 India, China and c. Mail-Late Fee Letters can in future be posted at the Manchester Head Office up to 1.50 pm. or at London Road Station up to 2.8 pm. on payment of an additional fee of 2d. for each letter or packet. The latest time of posting for this important Mail prior to this date was 11.15 am. (11.35 am. with extra stamp.)

January 21. Parcel Post counter at Manchester Head Office removed to the old Stamp counter.

January 25. Western District Postmans Office closed and the district divided between Salford and Pendleton. By this change a saving of £288 per annum (in rent, coal, gas, and Mail Cart Services) was effected.

April 15. National Union of Teachers Conference in the Central Hall.

April 19. Tempy. Office opened.

1895

June 3. New boundary between Pendleton and Salford Districts made. Delivery at Salford Docks transferred from Salford to S.W.D.O.

June 18 to June 20. Lancashire and Cheshire Baptist Church Conference at Salford. Temporary Office opened.

September. The following Head Offices were transferred to the Manchester Surveying District.

Bacup	}	from the N.W. District
Bolton		
Bury		
Rochdale		

Knutsford	}	from the N. Wales District.
Macclesfield		

September 16 Direct Parcel Vouching with Vienna ceased.

October 24. Outdoor revision at Manchester. Force:-

- 3 Inspectors of Postmen
- 8 Asst. " " " 1st. class
- 13 " " " " 2nd. "
- 499 Town Postmen.
- 13 Unestablished Postmen.

November 25. Irlam o'th Height closed as a Delivery Sub-Office and converted into a Town Sub-Office.

December 2. Blackley closed as a Delivery Office and converted into a T.S.O.

December 9. Newton Heath closed as a Delivery office and converted into a T.S. O.

December 16 Gorton Brook closed as a Delivery office and converted into a T. S. O.

December 3. The Electric light introduced at the Manchester Head Office

1896.

February 3. Manchester outdoor revision Commenced  
Southern D. O. closed and Rusholme D. O. opened.  
Parcel delivery and collecting vans ceased.

Mail Van services revised. Hand carts for delivery of Parcels commenced. New Notice Plates indicating time of collection and delivery introduced. Parcels generally to be delivered with the letters in Manchester in future.

1896.

August. 17. Foreign Mail received at Manchester via. the Ship Canal labelled "From St. Pierre et Miquelon to Paris via Liverpool or Manchester"

The S. S. Feliciana, by which the mail was received, came direct to Manchester, without calling at Liverpool, and the Mail was the first one received from Abroad via the Canal.

1897.

January 31. Rossendale Sub-Offices Re-transferred to Manchester H. O. District from Bury.

Cloughfold	Rawtenstall
Haslingden	Crawshawbooth
Sykeside T.S.O.	Loveclough
Helmshire	Summerseat.
Ramsbottom	Waterfoot
Bolton St.	Newchurch
Nuttall Lane	Lumb
Stubbins	Whitewell Bottom
Holcombe.	

June 7. Openshaw sub-district office opened for delivery purposes.

June 16. Primitive Methodist Conference held in Primitive Methodist Church, Higher Ardwick, Special delivery and collections made from the S. E. D. O. daily.

June 23. Royal Agricultural Society's Show open at Trafford Park.

June 29. Temporary Branch Office opened from June 12 to July 1.

August 23. Force:-

3 Inspectors of Postmen
24 Asst. " " "
603 Town Postmen (incl. Sorting postmen etc).

47 Asst. Postmen (6 hours daily)

9 " " (5 " " )

18 Temporary — (to provide for annual leave between March 1 and Oct.31.

The postmens allowances having become merged in the wages, the maximum wages of 98 of these men are now as follows.

8	at	39/-	a week each
7	at	37/-	" " "
69	at	35/-	" " "
5	at	34/-	" " "
9	at	32/-	" " "

These maxima are personal to the present holders.

1897.

September 1. Late Fee Posting (up to 3.50 pm. at Head Office and 4.10 pm at London Road Station) for the Continent Flushing route - upon payment of a late fee of 4d. commenced.

September 30. Direct mail service between Manchester and Bombay established.

November 11. Direct Mail service to Hong Kong and China established from Manchester.

1898.

January 1. Arrangements came into force whereby the whole of the Branch and Town and Country sub-offices under Manchester are supplied with stamps from the Manchester Head Office. Formerly certain offices obtained their stocks from London, while others got them from Manchester.

October 17 to October 26. Grocers Exhibition at St. James Hall. Posting box erected and special collections made.

November 13. Alteration in the time of the Eastern Night Mail. From this date sent by 12.40 am. train (Newspaper) L & Y. Victoria Station instead of from London Rd. Station (L & NW.) by 12.0 midnight train.

December 19. New Northern D. O. opened. The old N & NW D. O. closed,

and the latter district abolished and served from the new Northern District Office.

1899.

June 19. Temporary Branch Office opened at Central Hall, Oldham St. for the Methodist New Convention Conference. Special collections made. August 14. Manchester and Crewe Sorting Tender. Additional sorting clerk to travel in - on and from this date.

December. 17. New District Office at Rusholme (Grange St.) and S. E. (Rose Grove) opened and occupied.

1900

September 19. Fire at the Manchester Post Office - originated in the Telegraph Branch. (Full and colourful descriptions of this fire appeared in the Manchester Evening Chronicle, Manchester Evening Mail and Manchester Evening News of Wednesday, September 19. 1900 and in the Manchester Guardian Manchester Courier, Daily Despatch, Daily Mail, and the Manchester evening papers of the 20th., the Daily Mail and the Manchester Weekly Times of the 21st.)

Mr. H. O. Harley retired on September 25, 1900, on account of ill health. He died October 12 1900, aged 53.

The Post Office Circular records on November 6 that the Postmaster General has been pleased to appoint Mr. John Philips, Director of the Confidential Enquiry Branch, London to be Postmaster and Surveyor of Manchester. He took up his appointment on November 15 1900. Mr J. F. Moore, who had been acting as Postmaster during the illness of Mr. Harley, did not survive his chief for very long. He died on August 23 1901.

It is noteworthy that the coded time indication introduced by the Post Office in 1894 does not seem to have been used in Manchester until June 1895 and was only operative for a short time. The plain figure time was in fact used in September of that year.

The code was:-

	Hour	Minutes.
	A - 1 o'clock	A - 45
	B - 2	B - 40
	C - 3	C - 35
	D - 4	D - 30
A star was	E - 5	E - 25
inserted after	F - 6	F - 20
the letters,	G - 7	G - 15
followed by	H - 8	H - 10
A for a.m. or	I - 9	I - 5
P for p.m.	K - 10	K - 55
	L - 11	L - 50
	M - 12	

The circular date stamp without the numbered obliterator came into general use for the cancelling of adhesive stamps in 1895. The dies carried a number at the bottom and were single or double ringed. Over the years to the present day, many variations have been introduced, and stamps with the same number change over the period due to recutting and, in the case of damage, replacement. Some of these variations are shown in Figs. 300 to 334.

One of the early dies (Fig.300), has the letter "A" in place of the number but this was not a common practice. The stamp shown in Fig.308 came into use in 1903, and was a rubber c.d.s. for use on letter packages too soft to stand the impressing of the steel dies. The dies numbered 50 and 51 (Fig. 312) were used with the "Hammer" die holder from Jan. 21 1908 to September 30 1908. Subsequently they were used as ordinary hand stamps, and have been seen as late as 1910. Numbers 48 and 49 (Fig. 311) were used with the flexible handle "Hammer" die holder.



Fig.301



Fig.300



Fig.302



Fig.303



Fig.304



Fig.305



Fig.306



Fig.307



Fig.308



Fig.309



Fig.310



Fig.311



Fig.312



Fig.313



Fig.314



Fig.315



Fig.316



Fig.317



Fig.318



Fig.319



Fig.320



Fig.321



Fig.322



Fig.323



Fig.324



Fig.325



Fig.326



Fig.327



Fig.328



Fig.329



Fig.330



Fig.331



Fig.332



Fig.333





Fig 334

Extracts from the Manchester Local Postal Guide. June 1897, give an excellent picture of the wide range of business transacted. The Head Office in Spring Gardens, open to the Public as follows.

	week days	Saturdays	Sundays	
Public Counter Office	Inquiries, Accounts annuities etc.	9am. to 4pm.	9am. to 1pm. closed.	
	Money orders and Saving Bank	8am. to 8pm.	8am. to 8pm. Closed.	
	Telegraphs	Open Always.	7am. to 10pm.	
	Postage Stamps			
	Strangers letters	7am. to 10pm.	7am. to 10am.	
Parcel Post Office	7am. to 10pm.	7am. to 10pm.	closed.	
Registered Letter Office.	7am. to 10pm.	7am. to 10pm.	7am. to 10am.	
Private Box Office (Brown St.)	7am. to 10pm.	7am. to 7.30pm.	7am. to 10am	
Branch Offices	Albert Sq.	8am-8pm.	8am.-4pm	Closed
	Hanging Ditch.	8 8	8	"
	Mosley St.	8 8	8 4	"
	Royal Exchange	8 8	8 4	"
	St. Peters	8 8	8 4	"
	Salford	8 10	8 10	"
	Stretford Rd. 275 (SWDO)	8 9	8 9	"
	Thomas St.	7 8	7 6	"
Town sub-offices	8 9	8 9	"	

At this time postcards posted unpaid were charged 1d on delivery instead of 2d. as formerly.

Newspaper Packets. The maximum weight was now 5lbs.

Compulsory Registration Fee chargeable on packets which contain coin or jewellery is reduced from 8d to 4d.

What, in fact, is a postcard. There is nothing lacking in this definition. A private Card becomes a postcard when it has a half-penny stamp affixed to its face. It must be composed of ordinary cardboard, not thicker than the material used for the Official Post Card. The maximum size must correspond as nearly as may be to the size of the Inland Official Card,

and the minimum size must not be less than 3¼ by 2¼ inches.

Express Delivery, the Guide states, provides for letters and parcels be handed in at telegraph offices for express delivery by messenger immediately. Live animals confined in a cage, basket, or other suitable and safe receptacle, may be accepted for delivery by Special Messenger.

The International Philatelic Exhibition of 1899 was held in Manchester from June 29 to July 5 at the City Art Gallery, Mosley St., under the auspices of the senior Manchester Society. No special postmark was used for this event.



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## APPENDIX 1

### The "Thatched House"

According to an article in the Evening Chronicle, March 30 1922, there were two paintings of this subject.

1) Originally, painted on wood, belonging to the family of D. H. Partington of Pendleton, with the legend that it is the first Post Office of Manchester . . . There is nothing to confirm this.

2) A copy made a century ago of an old oil painting, signed by the artist "T. R. Leighson" and of a later date than the first painting and showing the building at a slightly different angle. It is owned by Mr. W. R. West of 21 Cross Rd. Chorlton-c-Hardy. This "Post Office" is believed to have stood on the site of the present "Thatched House Hotel"

## APPENDIX 2

### A handbill of 1754

At Manchester, according to the regulations.

The POST goes out!

To London etc. or to any of the towns in or near the road to London.	} Mondays } Wednesdays } Saturdays		} Morning at nine o'clock
To Warrington Chester Worcester Ireland	} Mondays } Thursdays } Saturdays	To Stockport Chappel-le-Frith Tideswell Bakewell	} Mondays } Wednesdays } Saturdays
To Liverpool Preston	} Winter at 6 o'clock } in the morning } Summer at 5 o'clock	To Rotherham Sheffield Derby	} 4 o'clock in the } morning
To Rochdale Yorkshire Edinburgh	} Sundays } Tuesdays } Fridays		} Morning 6 o'clock in the winter } 5 in the summer.
Lancaster Kendal Carlisle Dumfries	} Note - You are to } bring your letters } by 10 o'clock over } night	Mansfield Chesterfield Worksop Nottingham	} Note - You are to } bring your letters } by 10 o'clock over } night.

The POST comes in!

From London	} Mondays } Thursdays } Saturdays		} Night, Nine, Ten, Eleven, } or Twelve o'clock etc.
From Warrington Stockport Chappel-le-Frith etc	} Tuesdays } Fridays } Sundays		} Mondays, four or five o'clock
From Rochdale	} Mondays } Wednesdays } Saturdays		} Morning 6 or 7 o'clock

The King v J. Sinclair, Warrington/  
Manchester Post Boy.  
Lancaster Lent Assizes 1792  
By. Stat. 7th. Geo 3rd. C50 S2.

"It is enacted that from and after the 1st. day of November 1767 if any person or persons whatsoever shall rob any Mail or Mails in which Letters are sent or conveyed by the Post of any letter or letters, packet or packets, Bag or Mail of Letters, or shall steal and take from or out of any such Mail or Mails, or from or out of any Bag or Bags of letters, sent or conveyed by the Post, or from or out of any post office or House or place for the Receipt or delivery of letters or packets sent or to be sent by the post any letter or letters, packet or packets, although such Robbery Stealing or Taking shall not appear to be proved to be a Taking from the person, or upon the Kings Highway, or to be a robbery committed in any dwelling house, or any coach house, stable, Barn or any outhouse belonging to a dwelling house, and although it should not appear that any person or persons were put in Fear by such robbery, stealing or Taking, yet such offender or offenders, being thereof convicted shall never the less respectively be doomed guilty of Felony, and shall suffer Death as a Felon, without Benifit of Clergy.

#### CASE

The Letter described in the Indictment directed to Mrs. Williams Oxford Warrington arrived at Warrington in the London Bag on Sunday Morning the 4th. March Instant, the two Letters directed to Mr. Bent Merchant Warrington and the Revd. Thos. Blackburne Thelwatt, Warrington arrived at Warrington in the Liverpool Bag on the same morning, and that the letter directed to Mr. Ellis Bent arrived at Warrington in the Manchester Bag on the same morning. The parties to whom these letters are addressed are accustomed to send for their letters to

the office, and not have them delivered by the Letter Carrier, they therefore were put in a Box in the Post Office at Warrington appropriated for that purpose.

The prisoner is in the seventeenth year of his age and has been employed to carry the letters from Warrington to Manchester since Sept. 1791 the time that the Warrington Post Boy was murdered. About 6 o'clock in the morning of the 4th. March, the prisoner came as usual to the Post Office at Warrington, to take the mail to Manchester, adjoining to the Letter Box where the four letters were put. is a Box in which the letters are put that are to be delivered on the road between Warrington and Manchester. The Post Boy went to this Box and took out the Letters in order to deliver them on the road. Between 9 & 10 o'clock on the said morning the letter directed to Mrs. Williams, Orford, Warrington was sent for to the Post Office. Mr. Birchall the clerk perfectly recollected that letter and putting it into the Box, he went to the Box but could not find it, nor could any information be obtained about it. Mr. Birchall did not recollect the other letters, but he can say that all the letters that came to the office directed to Mr. Bent and the Revd. Mr. Blackburne were sorted to this Box. The Prisoner returned from Manchester to Warrington about six o'clock in the evening of the 4th March and went into the office with the mail as usual & to pay the Postage for his Road Letters to Manchester, he stood at the end of the Desk in the office & laid a pair of Breeches on the desk which he said he had bought that day at Manchester. Whilst he was paying for his letters Wm. Blundell another of the clerks in the office, heard some letters drop on the floor, he took a candle & pickt up two letters, they were two of those described in the Indictment but which two he cannot say, Blundell asked the prisoner where they came from, he said to know nothing of them, turned his eyes up towards the top of the room, and

said he fancied they had dropped from the Boxes. Blundell observing a letter laying partly under the Breeches on the Desk took up the Breeches and found two letters directed from Warrington but which two of the four they are he cannot say. He gave all the four letters to Mr. Birchall and Mr. Birchall will identify them. Blundell charged the boy with taking the letters he answered he knew nothing at all of them he had not taken them. Birchall perfectly recollected the Letter directed to Mrs. Williams, Orford Warrington and said he must have taken them, he still denied it, then Birchall directed Blundell to go for Mr. Ossett the Postmaster, while he was gone the prisoner offered to go out of the office, and said he would soon return. Birchall refused to let him, he then attempted to go by force. Birchall resisted and took him by the collar and held him till Mr. Ossett came - when Mr. Ossett came a constable was sent for and he was taken before Mr. Lyon a Magistrate where he signed an examination of which the following is a copy.

County of Lancaster. The examination of John Sinclair of Warrington employed as a Carrier of the Mail between Warrington and Manchester taken before Thos. Lyon Esq. one of his Majesty's Justices in and for the said County.

Who saith that He this examinant took up in the Post Office in Warrington about 40 minutes past 5 of the clock this day in the Morning being 4th. March 1792 out of the Box four letters which are now produced and are

directed two of them to Mr. Bent of Warrington one taxed twopence the other three pence another to the Rev. Thos. Blackburne Thelwatt Warrington, taxed three pence and a fourth to Mrs. Williams Orford Warrington, which last letter is franked by John Blackburne Esq. which said letter this Examinant took with him this morning to Manchester immediately after embezzling the same and likewise this evening brought the same letters back with him from Manchester, he further saith that this evening the above mentioned letters fell out of his leather pouch at the Post Office in Warrington which circumstance led to a discovery by the Clerks employed in the said Post Office.

This examinant further saith that he ment or intended to deliver the above letters back to Mr. Birchall one of the clerks at the Post Office in Warrington this evening but that his Heart failed him. This examinant further saith that he never was Guilty of a like act before this time, nor that he did take any more Letters this morning than the four letters above described.

This examinant further saith that he did not discover the mistake that he had made with respect to the above mentioned letters until he came to Woolston about two miles from Warrington at which place he had to deliver one road letter . . .

John Sinclair.

This Examination taken before me at Warrington this 4th. day March 1792  
Thos. Lyon.

The Prisoner was committed for Tryal and the Parties bound over to prosecute.

#### APPENDIX 4

The King v Edward Miles. Lancaster Assizes 1793. For the armed robbery of the Warrington/Manchester Post Boy. 1791.

#### CASE

Between the hours of 4 and 5 o'clock on Thursday morn. The 15th Sept. 1791 Jas Hogworth the post boy employed to carry the Mail of Letters

from Warrington to Manchester reced. at the Post Office at Warrington the following Bags of Letters namely

The Rochdale Bag of Letters from Chester.

The Rochdale Bag of Letters from Liverpool.

The Rochdale Bag of Letters from Warrington - and

The Manchester Bag of Letters from Chester.

These Bags were put into an outer Mail or Portmanteau - The Post Boy proceeded therewith from the Post Office at Warrington in his way to Manchester but never arrived there.

Intelligence thereof was received at the Post Office at Warrington about half past 8.0 Clock that Thursday evening, on Friday morning Information was given that a Horse with a bridle on answering the description of that upon which the post boy rode, had been found in a field about 6 o'clock on the morning of Thursday the 15th about a mile from Warrington adjoining the turnpike road to Manchester . . . It proved to be the horse which the post boy rode. John Millington, Jas. Orford & Thos. Fairclough were the persons who found the horse. The circumstances of the Murder was not then known to them.

About 3 o'Clock in the morning of Friday the 16th Sept. Robert Ashcroft of Warrington, Weaver, was informed by a man & woman that the horse thus found was the Horse rode by the Post Boy. Ashcroft went about 6 o'clock the same morning to search for the Boy. He & one Thos. Marsh found the body of the Boy in a brook which runs along the field where the Horse was found, murdered, & near the body he found, a Leather Mail or Portmanteau, & four bags, all open & empty, at some little distance on the further side of the ditch parting the sd field from the field of one Jno. Bostock they found the Saddle and Mail Pillion.

The body was laid on it's face having the hands & feet tied altogether behind him. The Head had 2 or 3 wounds on the left, and one on the right side, and in the neck were two stabs. These

wounds appeared manifestly to have produced his death.

The Body was conveyed to Warrington and examd. by two surgeons there - They described the wounds thus:-

There was a stab with a sharp Instrument in the Throat near the Jugular Artery two inches deep & near an Inch wide, another stab something higher near the Middle of the Throat, about half an inch wide but not penetrating the wind pipe, a violent bruise over the left eye brow, the skin and flesh divided to the bone in three places but no fracture appearing - another bruise on the right side of the head near the crown, the skin and flesh divided down to the bone.

The Robbery and Murder was advertised by Hand Bills & in all the Newspapers, & a reward of £200 was offered by the post office for apprehending the offenders. No circumstances leading to the Knowledge of the persons who Committed his Horrid offence transpired until about the 27th Sept. 1791.

On or about that day Mr. Rt. Jones of Liverpool Jeweller and Silver - smith made known a circumstance which threw some light on the subject, it was this:-

On Monday Morning the 19th Sept. 1791 four days after the Robbery and Murder, a person whom Mr. Jones or Mr. John Fleetwood his Shopman, did not know, brought to him a letter in the following words.

Manchester 19th. Sepr. 1791

Mr. Jones

Sir

please to send by the bearer 12 parcels of Dollars value 10 Guds each, you have pay herewith.

I am yours

Edwd. Miles.

10.	2.	6
10.		
9.	7.	
32.	2.	8
60.		
5.	15.	6
127.	7.	8

This person presented to Mr. Fleetwood five Bills of Exchange for £10. 2. 6., £10., £9. 7., £32. 2.8., £60., and in cash £5. 15. 6. and sayd they were sent by Edwd. Miles of Manchester (the prisoner) for whom the Dollars were.

The Dollars were produced and agreed for and the amount ascertained, Mr. Fleetwood made an Entry of the Transaction, & of the description of the Bills in the waste Book in the following manner vis.

Liverpool 19th. Sept. 1791.

Mr. Edwd. Miles Manchester Cr

1002	By Heny Lowe & Co. Dr. due Oct 27th Isaac Thompson	£60 - -
	By Edwd Bournis Dr. due Oct. 20th. Thomas Locker	£10 - -
	By Edwd Bournis due Novr. 16th John Read	£10 2 6
3252	By Wm. Clark & Sons Dr. due Oct. 27th. Wm. Kingston	£ 9 7 -
6750	By Gregson & Co Dr. due Decr. 17th. Indorsed Jas. Hamilton	£32 2 8
	By Cash	£ 5 15 6
		<u>£127 7 8</u>

Mr. Fleetwood upon Entering the Description of the Bills. observed that Edwd. Miles had not indorsed them on which he desired the person who presented them to him, to indorse his name upon them, this he refused, and said that Mr. Miles had only sent them to him by another person. Mr. Fleetwood therefore Retd. the Bills & kept the Dollars, and immediately entered a memdum in his Book in this manner vis.

Dr. to 5 Bills returned	£121 12 2
By Cash	£ 5 15 6
	<u>£127 7 8</u>

The above was sent back for want of Indorsement.

The Bill of £60 first described was taken from the person of Mr. Joseph Hall of Liverpool on the Highway near Prescot on the 25th day of Augst.

1791 for which Robbery one Thos. Fleming (of whom mention will hereafter be made) was convicted at the Lent Assizes 1792 for the County of Lancaster & was executed.

The other four Bills of Exchange were in the Mail at the time of the robbery and Murder.

On this information being obtained Mr. Jones was applied to know whether he had had any and what other Transactions with Edwd. Miles when it appeared by his books that on the 24th. Jany. 1791 he sold Dollars to him to the amount of £29. 8. On the 29th Jany. to the Amount of £37. 16. On the 7th. Feby to the Amount of £42. On the 10th. March to the Amount of £42, on 28th March to the Amount of £21, on the 20th August to the Amount of £37. 17. 10 & on the 22nd of the same Month to the Amnt. of £14. 14. For all which Dollars payment was made in Cash.

In one of these Transactions Mr. Jones saw the Prisoner himself, he thinks about Jany. 1791 - In general some other person came for them and sometimes the coachman from Manchester to Liverpool brought cash for the Prisoner, and brought back Dollars.

Mr Jones has in his possion two letters signed "Edward Miles" the one dated Manchester 20th. March 1791 in the following words viz.

"Mr. Jones

Sir

I hope that you will serve me with 40 Guineas this week and weekly for the future, as I hope that I will be constant to you, which I beg that you will not disappoint me for the time to come, so no more at present from Your Humble Servt. Edward Miles"

"I hope that you will send me that parcel back by the Bearer without fail"

Mr. Jones does not recollect who was the Bearer of this Letter.

The other letter was dated Manchester Sept. 11th 1791 in the following words.

Mr. Jones

Sir.

I hope from you that you will send to the Amot. of this in Dollars to me at the Rose and Crown in Warrington (kept by Peter Pickering) without fail as I expect from you to have the same amount pr. weekly so no more at present from yours.

Edwd. Miles

The first order of the 20th. March 1791 was complied with, as appears by Mr. Jones's books tho' it is therein dated the 18th March. Mr Jones has no entry of any transaction on the 11th. Sept. but he believes that the order was complied with & the Dollars sent directed to Edwd Miles at the Rose and Crown Warrington.

NB. The Dollars were for the purpose of Coining which the prisoner and several other persons connected with him carried on largely.

Endevours were immediately used to apprehend the prisoner but he absconded from his dwellinghouse at Manchester.

He was advertised by handbills, and in the Public News Papers in the beginning of October 1791 & for a longtime afterwards but he remained at large till June 1793, although a very attentive watch was kept for him from Oct 1791 to that time.

He was apprehended at Manchester on the            day of June 1793. He was then dressed in a black wig, imitating natural hair.

NB. His hair is of a light colour - and was so advertised.

(Margin Note). It is observable that Miles never had any transactions with Jones, after the Bills were sent, altho' before that time he had weekly dealings; a proof that he was prior to the sending of the Bills.

NB. It is not known whose hand writing the letters are but it is believed that they are not the Prisoners writing.

At his house was found a letter from Mr. Jones dated 28th March 91 in these words, namely.

Mr. Miles Liverpool 28th March 91  
Recd. your 20 gs. & I enclose you dollars to that amount. You may depend upon it that I will not disappoint you when you want your weekly allowance I am

R. Jones

Address Mr. Miles 2 Garton Road  
Manchester

On his Examination before Mr. Lyon a Magistrate for the County of Lancaster on the 13th. June he said that he once purchased Dollars from Mr. Jones which he sold again to Thos. Case and which were all that he ever purchased that he knows of and this was nearly 3 years ago. That the letter dated Manchester Sept. 11th 1791 was not written or sent to Mr. Jones by his direction or with his knowledge Altho' the same appears to be signed Edwd. Miles, nor did he receive the Dollars therein mentioned, that he did not employ any person to write or send the letter to Mr. Jones. dated Manchester Sept. 19th. 1791 signed Edwd. Miles or know anything thereof of the Bills & Cash sent therewith. Admitting that he was at Pickerings - the Rose and Crown in Warrington on Tuesday 13th Sept. 1791 - Slept there all night. That the next morning he went to Manchester & in his way near Eccles he overtook the Post Boy (the deceased) and drank with him at Eccles & at Pendleton, & also at Manchester - At Manchester he (the prisoner) enqd. for Thos. Fleming but said he did not recollect whether he went up to his bedside or not - Sayd that he laid at his own house at Manchester on Wednesday the 11th Sept. & did not leave Manchester the following day. That about noon on Friday the 16th he went to Hollins Green where he slept and the next Morning the 17th he came to Warrington - From thence went to Antrobus & then to Lymm the same day where he continued till Wednesday 21st Sept. on which day he came to Warrington. Dined at Pickerings, went to Manchester at night. That on Sunday the 10th. Sept. he came to John Gleaves's in Appleton, that Mary Yates (Gleaves Daur) coming to Warrington he desired her to call at Pickerings and enquire

whether there was any letter for him from Manchester That Pickering came to the prisoner with Mary Yates and they walked over to the fields together to Gleaves's - That he soon afterwards went to Ox Keys on a little bay mare which he bought from Pickering & he there remained till Wednesday 21st. Sept. That on Thursday the 19th Sept. he was at Latchford in company with Peter Pickering.

The following is a copy of the Prisoners Examination signed by him:-

County of Lancaster The Examination of Edward Miles of Manchester in the coy. of Lancaster, Carter, taken this 15th. day of June 1793 before me one of his Majesties Justices of the Peace in and for the said County.

Who saith that he doth not know how the letter from Mr. Robt. Jones dated Liverpool 28th. March 1791 came into this Examinants house where he understands it was found. Doth not know who sent the 20 Guas therein mentd. to Mr. Jones for Dollars or not - Saith he once purchased some Dollars from Mr. Jones which he sold again to Thos. Case and which were all that he ever purchased, that he knows of - This was nearly 3 years ago. He bought them himself. Saith that the Dollars Lydiate fetched from Mr. Jones as mentioned in his examination were for Thos. Case, this examt. permitting him to fetch them at Case's request. Saith that the letter dated Manchester Sept. 11th 1791 was not written or sent to Mr. Jones by this exams direction or with his knowledge altho' this same appears to be signed by Edwrd Miles nor did he receive the Dollars therein mentioned. Saith he never employed Thos. Flemming to write any letter for him in his life unless it might be one to his Brother Geo. Miles. Neither did he employ any person to write or send the Letter to Mr. Jones dated Manchester 19th. Sept. 1791 signed Edwd. Miles. or knowing Thereof or of the Bills and Cash sent therewith. Saith that on Tuesday 13th day of September 1791 he and Thos. Case came on Horse back from Manchester to Warrington and put up their horses

at Peter Pickerings. From thence they went the same day to Parr where Edward Lydiate, this examnants Sevt. came with a loaded cart of this examnts but what the same was loaded with this examnt doth not know. Saith that after unloading the goods they returned to Warrington the same evening. That Case went forward on the coach to Manchester but this examt and Lydiate lay at Pickerings all night. The next morning early this examinant set off on horseback for Manchester leaving Lydiate and his team at Warrington - A little before he came to Eccles he overtook the Warrington Post Boy going to Manchester & rode with him to Manchester but in their road they stopt & drank a glass of Liquor at Eccles and at Pendleton & afterwards went and drank another glass at Maguires at the Woolpack in Manchester where this examt enquired for Thomas Flemming but does not recollect whether he went up to his bedside or not. Saith that the Bus's he wanted Flemming upon was to cut him off two shirts which he had purchased from him. Saith that meeting with the Post Boy again the same day he desired him to tell Lydiate to return home with his cart as soon as he could the next morning. Saith that he this exmt lay at his own house in Manchester that night the 14th Sept. and did not leave Manchester the following day but about Noon on Friday the 16th he set out from Manchester on Horseback with his wife and child came to Hollins Green and lay there all night, next morning the 17th. came to Warrington & the same day went to John Clarke's at Antrobus to look at a horse he had there & from thence went to Ox Keys in Lymm and lay there until the following Wednesday morning (21st. Sept) He then came to Warrington dined at Peter Pickering's but returned home to Manchester that night. Saith that on Sunday the 18th. Sept. he came to Jno. Gleave's in Appleton. That Mary Yates (Gleave's daughter) coming to Warrington he desired her to call at Peter Pickerings & enquire whether there was any letter for him from Manchester. Meanwhile he drank

some ale at Wilders Pool with his brother in law Jas. Burrows. Peter Pickering came along with Mary Yates & they walked over the fields to Jno. Gleaves's. Soon afterwards this examt. mounted his horse (a little Bay Mare) he had bought from Pickering & returned to Ox Keys from whence he did not remove until Wednesday morning as before stated. Saith that a few days afterwards he set out from Manchester on foot and came to Warrington from whence he with his brother Geo. Miles, Peter Pickering, and Jno. Clarke went with a cart to Parr and brought back some goods before mentioned to Warrington & the same evening took them to Jno. Clark's at Antrobus and there deposited them. What became of them afterwards this examt. doth not know. Saith that on Thursday the 20th. day of Sept. he drank with Peter

Pickering at a house in Latchford where they purchased a Pound of Candles and a Bottle of Gin, and went to Antrobus from whence he went to Manchester the same night. Saith that he never deled any Quantity of Shillings or pieces intended to resemble shillings to Wm. Addy nor ever sent Peter Pickering or any other person with 8 Guineas worth of such pieces or any other number or sum Saith that the paper now produced containing the words "Stock of Peter Pickering £52. 10 6 relates to the State of Account between this examinant & Peter Pickering for Horses, the sum of £52. 10. 6. being due from this Examt. to the sd. Peter Pickering on that Account.

Edwd. Miles

Taken before

Thos. Lyon.

## APPENDIX 5

Retford May 8th, 1794

My Lords

The Manchester Penny Post having been now established a complete year, I beg leave to lay before Your Lordships the exact state of that part of the revenue, which has produced each month as under:-

	£.	s.	d.
1793 6th. to 30th. April	29	4	0
May	57	5	1
June to 5th July	72	10	0
6th. to 31st. July	49	15	10
August	56	1	4
Sept. to 10th Oct	75	4	5
11th to 31st Oct.	41	10	3
November	59	17	10
1794 Dec. to 5th. Jan	70	1	8
6th. to 31st Jan	48	9	0
February	59	17	10
March to 5th. April	75	6	1
	£695	7	5

But taking the average for the last Quarter, the present amount is £734. 11. 8. per annum and as the receipt has been regularly increasing, the average of the last Quarter is the true mode of getting at the present actual amount.

The expenditure for this establishment has hitherto been as follows - For the letter carriers £128 10. 0. and for the keepers of the receiving houses £48 has been proposed.

I beg to submit that the receiving houses in the town of Manchester should be laid down, there are four of them and the number of letters put in at them all, do not average two a day for the town, and scarcely one a day to be forwarded by the General Post. The abolishing them will make a saving of £24 a year in the Salaries and £31 4. 0. for a messenger in all £55 4. 0. and I do not apprehend there will be the least diminution of postage or loss to the revenue in consequence.

The amount of the pence do not defray the wages of the messenger to Ratcliffe three times a week, by about £4 a year. I would however recommend its being continued because the letters for that district were formerly seldom delivered at all, but became dead and returned letters. They are now regularly distributed and I am persuaded the revenue gains considerably tho' the



penny post may lose, it seems clear that both the General and Bye letter offices must receive benefit from the accelerated and convenient manner in which the penny post enables deliveries to be effected, so that the amount of the pence is not the only profit to the revenue.

Your Lordships have already seen the daily slips, the Monthly returns or checks, and the quarterly accounts. With respect to the dead and refused letters I adopted the mode of the Dead Letter Office in London, opening them and destroying such as are of no consequence, & returning or writing to the Parties respecting such as are of consequence or contain value.

I have regular checks or vouchers sent me from the Six receiving houses in the country, with which I examine the returns from the office at Manchester, and when there is any variation of consequence I write for the Bill of the day to compare with the accounts, in the same manner as is done in the Bye Letter Office, from these I make out and attest the quarterly accounts.

I adopted the foregoing mode of accounts as being the best I could devise to secure with effect the revenue,

and to prevent losses either by fraud or inattentive collection in Accounts unavoidably minute arising from pence to so large a Sum as £734, and now in a state of increase, in establishing this I had no rule to go by, as it was admitted that the London penny post required itself too much improvement to be any precedent. I beg leave therefore to submit to your Lordships that this business has occasioned very considerable trouble, and that in future a constant attention will be required to superintend its management and to watch with care that their revenue, now in its infancy, be brought to be as productive and convenient to the publick as it may be capable of. On this consideration I trust your Lordships will suffer me to lay before you my pretensions for this duty.

I have the honor to be  
with the greatest respect  
Your Lordships dutiful and  
obedient Servant  
Geo. Western  
Surv. G.P.O.

To the Right Honorable  
His Majestys  
Postmaster General.

## APPENDIX 6

New Postal Regulations for the town  
were issued in 1794.

POSTS Open 8, Shuts 10.

Warrington  
Liverpool  
Chester  
North Wales  
Ireland

Shuts 12 o'clock opens 1

Rochdale  
Halifax  
Leeds  
York  
Hull

Opens before 8 o'clock  
morning, Post goes 9 o'clock

and all parts of Scotland and North  
of Ireland.

Warrington  
Liverpool  
Knutsford  
Birmingham  
Bristol  
Plymouth

to post before 6 o'clock  
evening, leaves 7 o'clock.

Chorley  
Preston  
Lancaster  
Kendal  
Carlisle

to post before 10 o'clock  
leave 2 in morning.

London Mail arrives every morning  
except Tuesday and despatches every  
night except Friday.

## APPENDIX 7

The King v J. Howatt Letter Carrier Manchester.

Lancaster Summer Assizes 1795.

The Prisoner was a Letter Carrier employed in the Post Office at Manchester.

Complaints being made to the General Post Office by Mr. Harrop the Postmaster, and his clerks that the amount of the Postage of the letters received from London were generally not so much as the office charge in the Letter Bills made at the General Post Office Suspicion was entertained that some improper practice existed in that office.

Mr. Geo. Western one of the Surveyors to the Genl. Post Office was sent to Manchester to investigate the Business. After consulting with Mr. Harrop the postmaster, it was settled that the Postmaster should place himself near the skylight which is over the office, where he could see what was going on in the office without being discovered. There were in the office two clerks, viz. Villers Saverland and Thos. Knowles and the prisoner. On arrival of the Mail between twelve and one at night of the 31st. July or Morning of the 1st. August Mr. Harrop observed the prisoner open the London Bag, which he was accustomed to do in order to separate the Newspapers from the Letters. He saw the prisoner throw the Newspapers up stairs into an office where the Newspapers are sorted and soon follow in the dark. The prisoner then went for a candle and whilst he was absent Mr. Harrop changed his situation so that he could see the prisoner and the prisoner could not see him. When he returned Mr. Harrop observed him sorting Newspapers or Letters with some deliberation, and in a few minutes saw him put something into his pocket which appeared to Harrop from their thinness to be letters.

Upon this Mr. Harrop and Mr. Western searched the prisoner in this Newspaper room and found in his pocket eight letters viz.

One directed to Messrs. Peel's Greaves & Co. Manchester.

anr. on his Majesty's service Serjent Corn Coldstream Guards recruiting Manchester.

anr. Messrs. Ridgeway & Son. Atties Manchester.

anr. Miss Bury No. 8 King St. Manchester.

anr. Messrs. Clegg & Pershouse Merchants Manchester.

anr. Mr. Willm. Gallant Manchester Lancashire.

anr. Mr. Jas. Carlisle Nr. Robt. Riders Manchester and

anr. to Sir. Watts Horton Bart. Chedderton Manchester.

Each letter having the London Postmark of the 30th. July upon it, and each letter being charged with sixpence postage.

The prisoner was never permitted to intermeddle with letters until they were examined and sorted by the clerks and given out by them to the Letter Carriers for delivery.

The room where the letters were found is separate and distinct from the office where the Letters are received and delivered. It is apprehended that the prisoners Intent was to deliver the Letters and to receive the postage for his own use. If that was his intent still it is submitted, his case is within the Act of Parliament.

A Case somewhat similar is here stated.

Charles Clay was a Letter Carrier in the Post Office at York in the year 1784 - various complaints having been made to the postmaster of letters not being delivered, it was thought desirable to search Clay's Box - upon this search a great number of letters were found, all unopened, many of them containing Bills of Exchange. These had been given to him for delivery. Out of mere negligence he omitted to do so, and at his own cost too, for he accounted for the postage to the postmaster. It was thought proper to indict him on the Stat. 7 Geo. 3d. C50. S 1st. for secreting letters containing Bills of Exchange. Several Indictments were preferred at the Lent Assizes 1784 for the City of York and he was tried on one of them before Mr. Justice Willes

Mr. Serjt. Cockell Council for the Prisoner, took an objection that the prisoner not having taken the oath required by Stat. of 9th. Queen Anne could not be charged as an office of the post office named in the 7th. Geo. 3d. It was agreed by the Court and Council that the Deft. should be acquitted upon that Indictment, he admitted to Bail on the other Indictments for the same species of offence and that Mr. Justice Willes should take the opinion of the Judges upon Mr. Serjt. Cockells objection. The Judges decided against the objection, and in consequence the defendant at the Summer Assizes 1784 for the City of York, was tried before Mr. Baron Perryn upon

one of the Indictments and was capitally convicted. Upon application to the Crown by the High Sheriff, the Archbishop, the Grand Jury and the Members for the County and City, he received a Pardon.

#### Proofs.

To prove the facts of this case and that the prisoner confessed he took the letters out of the Bag from London which arrived at Manchester on the night of 31st. July by the Mail Coach.

Call Mr. James Harrop  
Geo. Western Esq.  
Mr. Saverland Clerk at the Post  
Office in Manchester.

### APPENDIX 8

#### POSTAGE RATES. ENGLAND & WALES

##### INLAND RATES FOR SINGLE LETTERS.

1765 - 84		1784 - 96		1796 - 1801	
One Post Stage . . . .	1d	One Post Stage . . . .	2d	Up to 15 miles . . . .	3d
Two Post Stages . . . .	2d	Two Post Stages . . . .	3d	" " 30 " . . . .	4d
Up to 80 miles . . . .	3d	Up to 80 miles . . . .	4d.	" " 60 " . . . .	5d
Over 80 miles . . . .	4d	Over 80 to 150. . . .	5d	" " 100 " . . . .	6d
				" " 150 " . . . .	7d
		Over 150 miles . . . .	6d	Over 150 " . . . .	8d
1801 - 05		1805 - 12		1812 - 39	
Up to 15 miles . . . .	3d	Up to 15 miles . . . .	4d	Up to 15 miles . . . .	4d
" " 30 " . . . .	4d	" " 30 " . . . .	5d	" " 20 " . . . .	5d
" " 50 " . . . .	5d	" " 50 " . . . .	6d	" " 30 " . . . .	6d
" " 80 " . . . .	6d	" " 80 " . . . .	7d	" " 50 " . . . .	7d
" " 120 " . . . .	7d	" " 120 " . . . .	8d	" " 80 " . . . .	8d
" " 170 " . . . .	8d	" " 170 " . . . .	9d	" " 120 " . . . .	9d
" " 230 " . . . .	9d	" " 230 " . . . .	10d	" " 170 " . . . .	10d
" " 300 " . . . .	10d	" " 300 " . . . .	11d	" " 230 " . . . .	11d
" " 400 " . . . .	11d	" " 400 " . . . .	1/-	" " 300 " . . . .	1/-
				" " 400 " . . . .	1/1

Over 400 miles. add 1d. per 100 miles. 1801 - 39.  
Double Letters . . . . Twice the above rates.  
Treble Letters . . . . Three times above rates.  
One ounce Letters . . Four times above rates.

## APPENDIX 9

1799 Extracts from the ROAD BOOK of Daniel Paterson. Assistant Quarter Master General.

1799 Edition.

"A part of the Direct Roads from London have lately been measured, by command of His Majesty's Post Master General, for official purposes, from the publication of the survey of which this work has been corrected when necessary, with as much attention as possible to the old regulation of the mile - stones, and for this purpose, most of the ancient standards, from which the distances were formerly taken are still retained."

"The roads are measured in the following order;

4. The BRENTFORD road (is measured from) Hyde Park Corner.

5. The UXBRIDGE and EDGEWARE roads from TYBURN Turnpike.

6. The BARNET road is measured from the place where Hicks Hall formerly stood, viz, the end of St. Johns Lane, St. Johns Square West. Smithfield.

7. The WARE road from Shorditch Church.

The Post Office measurements being taken from one fixed object to another, and the roads in some places having been shortened, the mile stones will deviate a little from our distance, in some places, though on the whole, they will be found to agree."

London to Manchester through Knutsford. Roads measured from Hicks Hall.

To Church Lawton	155½ miles
Oddrode	2 157½ "
Brereton Green	6 163½ "
Holmes Chapel	1 164½ "
Knutsford	8 172½ "
Buckley Hill	3 175½ "

Altrincham	4 179½ miles
Cross St.	3 182½ "
cross the river Mersey. Bridge.	
Stretford	1 183½ "
Manchester	4 187½ "

London to Carlisle through Manchester, by Leek.

To Macclesfield P.O.		
(Old Angel)	166¾	"
Flash	2¼ 169	"
Hope Green (Reobuck)	4 173	"
Poynton	¾ 173¾	"
Bullock Smith (Sun)	2¼ 176	"
Stockport (White Lyon, Crown and Anchor)	2½ 178½	"
Heaton Norris (George)	1½ 180	"
Levenshulme (Packhorse)	1½ 181½	"
Grindley Marsh	1 182½	"
MANCHESTER	2½ 185	"

(Pendleton, Worsley, to Chorley, Preston, and Carlisle.)

London to Manchester road through Matlock and Stockport passed through Chapel en le Frith and Whaley Bridge, and the mileage total is given as 184¾.

The London to Buxton, Stockport and Manchester through Whaley Bridge, Disley, Hoo Lane, Bullock Smithy has a mileage of 179 5/8.

The following Inns and Post Houses are listed:-

Knutsford,	George, and the Angel.
Altrincham,	Unicorn, and the Bowling Green.
Manchester,	Bridgewater Arms, Swan, Bulls Head, Star, Spread Eagle, and the Waggon and Horses.

## APPENDIX 10

1799 April 6. Burnley/Blackburn: Establishment of Daily Post.

Sir Francis Freeling, Secy. to the Post Office wrote to the P.M.G. -

"When I received the enclosed letter from Mr. Rawdon of Underbank, relative to the Post through the Vale of Todmorden, I found it necessary to refer it to the Surveyor . . .

Mr Western having found the amount of Letters considerable, recommends that the present 3 day post between Halifax and Todmorden should be extended to 6 times a week, that the ride from Todmorden to Burnley 3 times a week should be abolished, and that in lieu of that ride, there should be a daily Post established between Burnley and Blackburn, thereby opening regular and daily communication for Burnley, with that part of the country, with which it is most connected in its Trade.

I . . . presume your Lordships cannot hesitate to adopt Mr. Westerns plan, as the preferable mode of accommodating the persons in whose behalf Mr. Rawdon has applied, and at the same

time materially improving the establishment of the Post to Burnley, the whole of which additional expense is only £10. 14s. per year, and which, if Mr. Western's expectations are well founded, will be amply repaid.

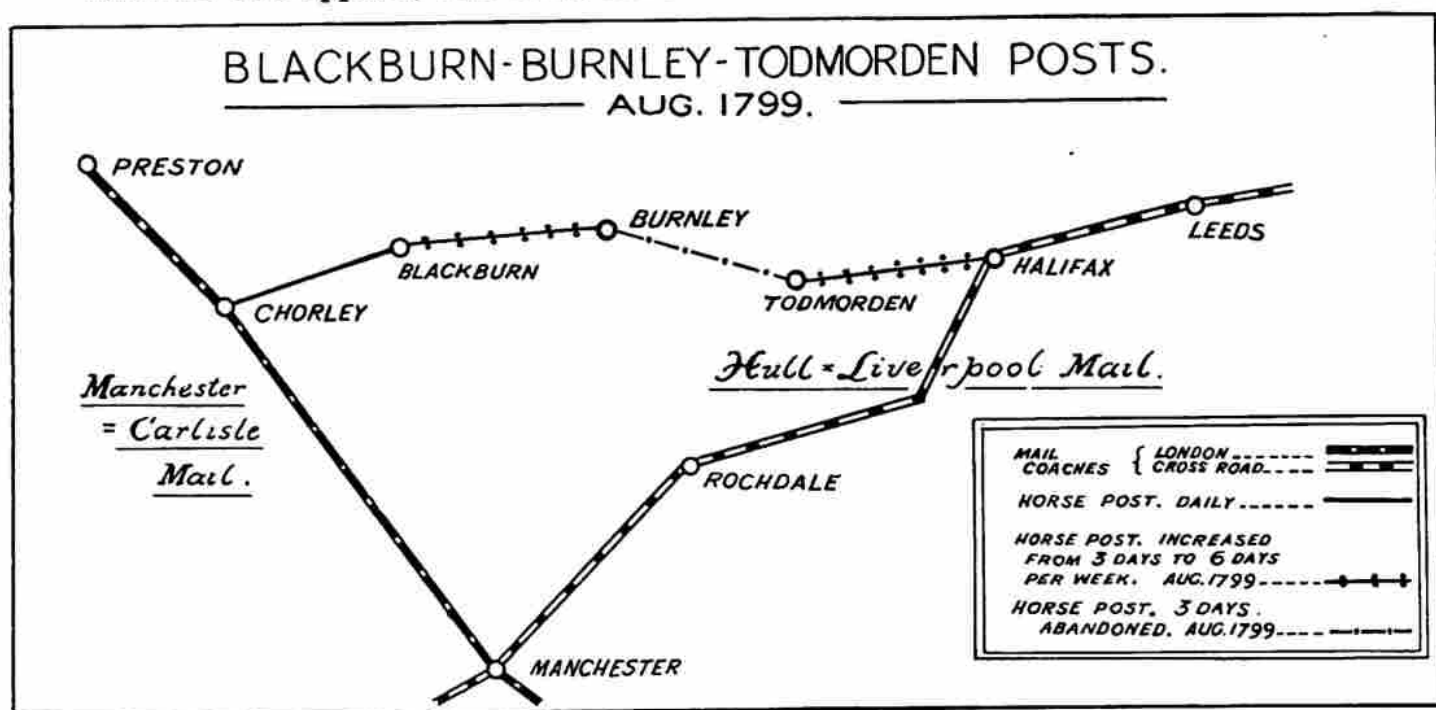
The regulation to be experimental as usual.

The joint Postmasters General replied:-

"The proposed extensions seem proper to take place experimentally and I presume that the abolition of the Ride from Todmorden to Burnley is not liable to any objection."

(PMG's Report No.1W, vol.17)

By 1807 The Todmorden ride had been reduced again to less than daily, and by 1813 it was only a foot post.



## APPENDIX 11

### The King v Mary Maddock

Lancaster Summer Assizes 1808.

On Tuesday the 8th. March 1808 a Letter arrived by the Post at the Post Office in Manchester directed to Mary Dickenson No. 5 Ann St. Jacksons Buildings Manchester which was given into the hands of Michael Farroll the Letter Carrier for delivery at Mrs. Dickenson's Place of abode in Salford. In proceeding upon his delivery the prisoner came up to Farroll and asked

him if he had a letter for Mary Dickenson No. 5 Ann St. Jacksons Buildings. Farroll told her he had, she answered "I am the person, I was just going to the Post Office to look for it" Farroll asked her if she was sure she was the person, she said "I am" Farroll then asked her to pay the Postage for it. She desired to step into the Angel and she would pay him.

At the door she asked Farroll to open the letter - he did so and found it to

contain a £2 Bank of England Note which he delivered to her and also the letter. The Prisoner asked Joseph Smith the Landlord of the Angel to change the note. Smith had not change, then she took the Letter Carrier to Mr. Watson's shop near the Angel and asked for change, Mrs. Watson gave the prisoner a shilling and Farroll took it and gave two pence in change the postage of the letter being tenpence as a double letter and then went about his business.

Mrs. Watson gave the remainder of the Change to the prisoner, took the Note and gave it to her husband who paid it away in the course of business. The prisoner desired Mrs. Watson to read the letter for her and said it came from her Husband. Mrs. Watson read it and observed to the prisoner that it did not seem a letter from a husband to a wife, that the signature was different from the Name she called herself. She answered it was from him but he was a very bad man.

Soon afterwards on the same day while Farroll was going his round near Jacksons Buildings he was met by Mary Dickenson to whom the letter belonged who asked him if he had a letter for her. He told her he had had one that day and that he had delivered it to a woman who called herself Mary Dickenson and who had told him that the letter belonged to her.

On Wednesday morning the 9th. March the prisoner went to the Post Office at Manchester and asked Farroll if she was the person to whom he had delivered a letter yesterday. She was disguised & her head tied up. He told her he thought she was the person upon which she denied it and said she would get a warrant for him and the other woman who said it was her. On the evening of the 9th. Joseph Nadin a Police Officer at Manchester apprehended the prisoner and charged her with getting a letter from the postman which did not belong to her. She denied it.

Nadin then took her to Mr. Smith's at the Angel who knew the woman to be the person that had the day before applied for change at their house. She again denied it. From thence Nadin took her to Wm. Watsons and Mrs.

Watson said she was the person to whom she had given change for the £2 Bank Note the day before - upon which the prisoner desired to speak with Nadin in a private room. He went with her into a room in Mr. Watsons house and there she said "I received the letter from the postman and my reason for denying it was because I had not the money to replace it" The Prisoner was examined before the Magistrate at the New Bayley when Mary Dickenson-Farroll, Joseph Smith, Charlotte Watson & Joseph Nadin attended and deposed in writing to the general facts before stated.

The Examination of the Prisoner was taken in writing in the following words. County of Lancaster.

"Mary Maddock being charged with stealing a letter from the Postman at Manchester on the 8 inst. which was directed for Mary Dickenson No. 5. Ann St. Jacksons Buildings, says she met the postman in the road just by the Angel in Salford asked him if he had got a letter for Ann St. Jacksons Buildings, near Oldfield Lane, he says he had and examinant says I am glad of it as I have been waiting for it some time upon which she says the postman opened it and gave her the £2 Note. She did not ask him to open it. Says she did not ask him for a letter directed to Mary Dickenson. She did not know her name nor ever spoke to Mary Dickenson in her life.

She did call at the post office the morning after she got the letter and asked the postman if she was the person that had got the letter from him the day before. "The Postman says you are not" Says it is the first fault I ever did and could not think of owning to it because I had not money to replace it. Says she never denied to Mary Dickenson that she had got the Letter.

Taken before me The said Mary 23rd. March 1808 Maddock declined  
W. Broome. to sign this examination before me.  
W. Broome.

The prisoner lived at No. 3. Ann St. Jacksons Buildings and it is supposed that she must by some means have known that Mary Dickenson was expecting a note in a letter tho' she never told the prisoner that she expected a remittance.

Mary Dickenson is the wife of Samuel Dickenson and the letter with the remittance was sent by the Overseer of the Poor for the Township of Branston in Northamptonshire she recd. an allowance of £2 a week from the Township.

The Prisoner was committed for trial at the Assizes at Lancaster. Frauds of this kind have been frequently committed and it is necessary that the public should know that the offence is Felony.

## APPENDIX 12.

### CANAL MAILS

In April 1801, Francis Freeling, Secretary to the Post Office, wrote to the Postmasters General:-

"I do not trouble your Lordships with the many Papers that I have on the subject of Altrincham but I beg to recapitulate the leading points that led to the arrangements now made for the accommodation of that place, and to include at the same time the convenience of the Earl of Stamford. The first alteration of the Altrincham Post was occasioned by the Establishment of a new Mail Coach from Manchester to Birmingham - this had the effect of Discontinuing the direct Communication of Altrincham with Manchester and the inhabitants (of Altrincham) transmitted . . . a Petition . . . praying that the Communication might be kept up . . . and when the Surveyor went into the Country he established a Foot Messenger from Manchester, which with the Salary to the Sub-Deputy of Altrincham, made an expense of £48. 10s. per annum. When however this arrangement was represented by my Lord Stamford as highly objectionable: in as much as the communication with Knutsford was desirable in many respects; and to abolish it would be most detrimental to his Lordship's convenience, the Postmaster General, not entirely acquiescing in the mode resorted to by the Surveyor, found it expedient to order the Knutsford Communication to be maintained, while at the same time means were found of gratifying the inhabitants of Altrincham with the desired accommodation of a Post from Manchester, by conveying the Bags on the Duke of Bridgewater's Canal at a very reasonable expense -

This arrangement has been carried into effect by the following allowances:-

	Per annum
To the Boatmen for their care of the bags	£2 2 0
For conveying the bags to and from the Boats at Manchester	5 4 0
For ditto at Altrincham	5 4 0
Foot Messenger from Knutsford to Altrincham 10/6 per week	27 6 0
Salary to Sub-Deputy at Altrincham for letters from Manchester accounted as Penny Post Letters	4 0 0
	£43 16 0

(PMG's Report No. 8E of 1801)  
Manchester/Altrincham mail -use of the Manchester and Chester Stage Coach instead of the Canal Boat 1812. January 1812. Gratian Hart, Surveyor wrote to Freeling:-

"I beg leave to remind you of the instructions you gave me some time since, to endeavour to provide a more secure method of conveyance for the Bag from Manchester to Altrincham, your orders were given in consequence of the loss of this Bag, and of its exposed situation to a future loss, when conveyed by a Boat, crowded by Passengers, who in one instance, occasioned so much trouble and expense in the prosecution for stealing the Bag, while the Master and Crew were occupied in the navigation of the vessel.

In consequence of this circumstance the inhabitants of Altrincham petitioned you to afford them a more secure and convenient method of conveyance of their letters . . .

Being in Manchester when I received these instructions from you I called upon the Proprietors of the Coach passing through Altrincham on its way from thence to Chester: these Proprietors, with the characteristic moderation of Proprietors, demanded an Exemption from Toll from Manchester to Altrincham which, upon a simple calculation, amounted to £73 per annum. . . I requested of you to favour me with your opinion as to what you thought the amount of a sufficient remuneration: your reply was, that £10 or £15 yearly would amply repay such a service. I will not mention how this offer was received . . . ”

(The letter from the Proprietors of the Manchester and Chester Stage Coach reads. . . “Your offer of £15 is too little - but if the Altrincham Bags can be brought to the Coach Office (Star Inn, Deans Gate) . . . free of any expense to us we will accept your offer . . . ”) Freeling wrote to the Postmasters General:- “. . . relative to a proposal to send the Manchester and Altrincham Bags by Stage Coach - They have for several years been conveyed by a Canal Boat, but are not taken sufficient care of and on one occasion were stolen. As the Proprietors now offer to convey the Bags for £15 per year and to claim no exemption from Tolls I am of the opinion it will be very right to accept the offer, stipulating that the Coachman shall take the Oath of Office . . . The present expense for conveying the Bags by the Boat is only £2 2 0. the difference therefore is £12. 18. per annum, but the correspondence is material.”

The arrangements were approved by the Postmaster General P.M.G's Report No. 0 of 1812)  
(See trial of George Moore - 1811 - Appendix 12A)

Manchester/Altrincham - replacement of Canal Boat service by foot-messenger service 1820

13th. January 1820 Lord Stamford of Warrington wrote to Francis Freeling -

“I take the liberty . . . to represent to you the great inconvenience which the

town of Altrincham and Neighbourhood experiences from the very short time allowed for answering letters received from the Manchester Post Office. The Bag is usually sent by the Market Boat, and letters are seldom delivered before eleven o'clock. This mode of conveyance has, I am informed, been found to be insecure and likewise uncertain and irregular, in the winter months. I beg leave to suggest that the Bag for Altrincham etc. might be sent daily from Manchester by the Manchester and Chester Coach free of any Expense to Government, the delivery of letters at Altrincham would then be at eight o'clock every morning . . . ”

9th. Feb. 1820. A further letter reads:-

“I beg leave to acknowledge the favour of your letter in which you state ‘you fear there are insuperable difficulties in the way of permitting the Stage Coach to carry the Altrincham Bag altho’ it might be done free of expense’ In reply, I take the liberty to state the Manchester and Chester Coach now actually carries the Chester Bag to Northwich and it has been deemed worthy to be entrusted with that Bag, I trust . . . that the accommodation may be granted to Altrincham . . . ”

17th. Feb. 1820. Gratian Hart, Surveyor wrote to Freeling:-

“. . . relative to the communication between Manchester and Altrincham such cogent reasons exist for abiding by the original agreement made between the Surveyor and the Inhabitants of Altrincham, the original agreement, was to pay 4d. on each letter from Manchester: in almost every case where a Place is wholly supplied from one office, the substitution of Penny Posts for Clause 5, have manifestly been advantageous to the Public and the Revenue, in this case however where Altrincham is supplied from another town and the correspondence from Manchester locally is that numerical consequence as to make an adherence to the original Agreement, more advantageous to the revenue and therefore affording the means of granting them the wished accommodation, I think it should be abided by. The Returns for



the last 14 days. . . warrant in my opinion the accommodation of a mounted messenger . . ."

March 8 1820 A further minute reads:-

". . . from the last returns it appears that in the space of 14 days the Letters from Manchester for Altrincham amount to 508 at 4d. each £8. 9. 4. producing an annual revenue of £220- the produce of Letters received at Manchester from Altrincham - 30 - yearly only, which at once leads to a suspicion this Boat has been acting collusively.

I lay before you . . . a sketch of the road between Manchester and Altrincham about 5 miles of which are already served 3 days in the week and which I beg to leave to suggest should continue for the present to be served in the same manner although it appears to you this ground might be advantageously served by the proposed messenger.

	Manchester	
	Hulme	
	Cornbrook	
	Hullart	
	Old Trafford	
Ashton	X	Cross St. 5½
2½	X	Altrincham 8 miles

Lord Stamford's desire was an earlier arrival at Altrincham and a messenger employed in a detailed delivery would necessarily arrive much later than the Boat at present . . .

With a present Revenue of £250 arising from the correspondence of the two places an allowance of 16/- a week for a special Messenger is not I think too much, the present allowance for the Boat is £7 2s. per annum . . ."

March 30 1820. Freeling wrote to the Postmasters General - "The enclosed papers relate to a Representation made by Lord Stamford, of the great inconvenience which the town of Altrincham and Neighbourhood experiences from the very short time allowed, for answering letters received from Manchester, the Bag being sent by the Market Boat, and the letters being seldom delivered before 11 o' clock, and suggesting that the Bag for Altrincham might be sent daily by the Manchester Coach which can be done free of expense to Government.

The sending the Bag in question by the Manchester Coach is contrary to the principle laid down which it is more necessary than ever we should strictly adhere to - but the Revenue of Altrincham is very considerable, and deserves attention - It is well served from Knutsford with letters from London, etc. free of extra charge, but on the other hand the letters from Manchester are subject to the Penny Post charge which by agreement between the office and the Inhabitants, was fixed at 4d. a letter, which is not objected to, nor is it intended to alter the rate by the present proposition, providing together a Revenue at the rate of £250 per annum, for which we expend only £7 2. 0d. in what is considered an unsafe mode, a late delivery and a too early return - the distance from Manchester, 8 miles is not too much for a foot messenger.

Mr. Hart suggests, that as a messenger now arrives at Altrincham from Knutsford, an arrangement may be made at Manchester for the departure of the Messenger from thence sufficiently early in the morning, so as to arrive there at the time the other messenger from Knutsford arrives, thus making one delivery which he thinks may be accomplished, if the Bag for Letters for Altrincham is made up the preceding night, but if he is to wait for the Road Letters this can hardly be effected - to accomplish this, Mr. Hart proposes an allowance of 16/- a week or £41 12. 0. a year, for the special messenger daily from Manchester to Altrincham - instead of employing this Boat, to commence on approval of the Recommendation . . ."

These arrangements were approved. (PMG's Report No. 93 of 1820)

1820

"ALTRINCHAM-Foot messenger from Manchester established, use of Canal Boat discontinued" Vol 31. P. 375. Manchester / Altrincham foot - messenger service: replacement by mail cart service between Manchester and Knutsford. 1822.

October 1822 Freeling wrote to the Postmasters General:-

"I enclose a long and complicated Report from Mr. Karstadt (presumably

Gratian Hart's successor) on the arrangements necessary to be effected to secure a complete Communication between the important towns of Manchester and Liverpool, in consequence of recent changes in the despatch of mails affecting those towns, and stating it will be necessary to remodel the Ride between Manchester and Knutsford to carry such regulations into effect.

. . . for the accommodation of Liverpool and Manchester, the Conveyances between those towns will be 3 times a day, and the additional expense will be £31 per annum only; the expense of the daily rides between Manchester and Knutsford 18 miles, at £8 8. per mile or £134 8. 0. per annum, and for an armed drivers wages, as at

present 17/6 per week, or £45 10. 0 being a total of £179 18. 0. but from which is to be deducted the present expense of a messenger from Manchester to Altrincham £41. 12. 0. and from Knutsford to Altrincham £27.-6. 0. . . . so that the important objects for which the Ride from Manchester to Knutsford was established, will be attained at an expense of £31 per annum I found it my duty to object to an armed Guard's accompanying the driver of the mail, between Manchester and Knutsford as was suggested by the Surveyor, it would establish a precedent leading to an expense we can with difficulty bear at present"

(Approved. P.M.G.'s Report No. 396 of 1822).

## APPENDIX 12A

At the Lent Assizes in Lancaster in 1811, George Moore was accused as having "at Manchester . . . did feloniously rob a certain Mail in which letters were then and there sent and Conveyed by the post to wit by the post from Altrincham in the County Palatine of Chester for and towards Manchester in the County Palatine of Lancaster of one bag of Letters against the form of the Statute in such case made and provided and agst the peace of our said Lord the King . . ."

"He Sealed the letter and the same day delivered it at the Post Office at Altrincham. The Letter was duly forwarded in the Altrincham Bag for Manchester by the Packet Boat belonging to the Trustees of the late Duke of Bridgewater (being the usual Conveyance)

The Bag was safe hung up near the Cabin within the County of Lancaster, a small distance from Manchester. On the Boats arrival at Manchester it was not to be found - and never reached the Post Office at Manchester."

Ann Burgess assistant at the Post Office Altrincham, testified to the receipt of the letter at that office.

Saml. Buckley testified to carrying the said Bag from the Post Office at Altrincham to the Packet Boat and safely delivering it on Board to F. Roylance, Assistant to Rd. Hampson, the Master of the boat.

Frances Roylance said that she received the bag on board from Buckley, and that she hung it up in the cabin end of the boat where it usually hung up. Said she observed the Bag safe at a place called Hulme Bridge when she gave the Worsley Bag to the Worsley boatman. She identified the prisoner as a passenger on board the packet from Altrincham to Manchester both before and after she delivered the Worsley Bag. The Master of the Packet Boat, Richard Hampson testified that the bag was safe at Hulme Bridge and that the prisoner was on board as a passenger.

From the Manchester Mercury and Harrops General Advertiser.  
Lancaster Assizes 2. 4. 1811.  
George Moore - charged with having Stolen the bag of letters sent from the Postmaster Altrincham to the Postmaster Manchester, and with having robbed the mail bag of a certain letter containing two bills of exchange for £100 each. GUILTY.

4. 4. 1811. Thursday.  
Lancaster Assizes.

Report that George Moore was included in a list of twelve persons sentenced to death.

(a later report states that some death sentences were changed to imprisonment, but does not give names.)

## APPENDIX 13

### GAS LIGHTING.

- 1792 Coal gas for illumination tried by Mr. Murdock in Cornwall.
- 1798 Introduced at Boulton & Watts Foundry, Birmingham.
- 1803 Lyceum Theatre lit as an experiment.
- 1805 Permanently used at the cotton mill of Philips & Lee Manchester. (1000 burners.)

A letter from E. C. Worsley to of Platt, Manchester to a Miss Gifford of Driffield Bank, near Derby, reads:-  
"We went the other evening to see the house of a Mr. Lee in Manchester which is lighted by the air from coals: it is conveyed into every apartment and passage by metal pipes and in the Library is fixed in the centre like a lustre, with 4 or 6 branches and from every branch a clear, beautiful and rather blueish light issued in the form of the Princes Feather, some more like a flower with four sprays, every light can be put out separately by turning a little screw, and the whole

by a small cock. A kind of smoke that issues is lighted, and it is done instantaneously, and also put out so, there is not the least smell from it, and the light is equal in every part of the room.

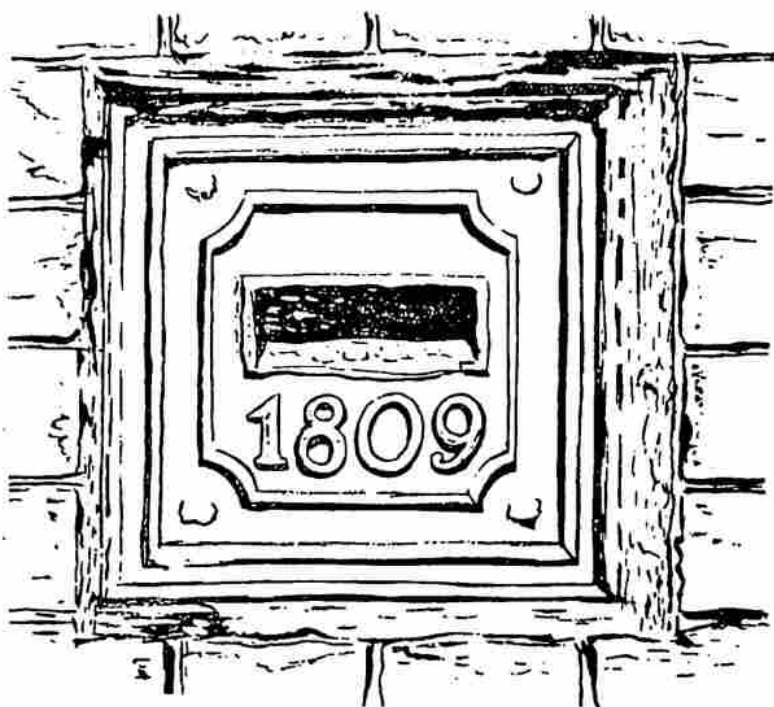
In passing through the house, I fancied myself in the regions of enchantment, and that you may not think I deal in fiction, I add a scientific description of it.

The gas burned in the lamps is obtained by burning pit coal in a close vessel, by a fire applied on the outside of the vessel, or more properly by a distillation of the most volatile part of the coal, as the close vessel is used as a retort. The gas is called carbonated hydrogen gas or in the language of the old school, inflammable air mixed with a portion of fixed air.

The gas is first passed through a vessel of water to separate the tar from it, and then conveyed by pipes to the several lamps."

## APPENDIX 14

The Posting Box shown in the sketch was on the outside wall of an office in Wood St. Wakefield. The building was the Post Office of Wakefield from 1809 to 1813 when the Postmaster was Dr. James Richardson. It was still in position in 1964. The design is probably similar to those erected at the sub-offices in Manchester.



## APPENDIX 15

Extracts from the Manchester & Salford Directory for 1828.

Post Office, Exchange, Market Place.  
R. H. Whitelock Post Master.  
Thomas Knowles, Assistant.

First Clerk. Henry Andrews, agent for the newspapers etc, and to the Clerk of the Roads for the Chester district.  
Clerks. Charles Jones, Samuel Brown, Wm. Hayes, E. Wilson, C. Reynolds, and J. Eldershaw.

Inspector of Letter Carriers - Thomas Sumner, deliverer in the Market St. district - 13 Bloom St.

Letter Carriers.

District:-

Cannon St. Jas. Ellison, 21 Poland St.  
King St. Ed. Lowe, Atkinsons Buildings, Pendleton.

Salford Thos. Watts 1 Gorton St.  
Greengate.

Mosley St. Wm. Hatterley, 1 Stockton St. Chorlton Row.

Millgate Jas. Heywood, 13 Long Millgate.

St. Johns Matthew Sumner, 17 Sackville St.

Windsor Wm. Owens, 3 Entwistle St. (nr. St. Stephens)

Knot Mill Samuel Davis, 27 Lloyd St. Hulme.

Ardwick Jonh. Barnes, 28 Burton St. Chorlton Row.

Ancoats Geo. Barnes, 32 Burton St. Chorlton Row.

St. Georges John Buxton, 31 Gun St.

Receiving Houses for letters:-

S. Huddlestone, Saddler, 42 Downing St. Ardwick

R. Wood, Druggist, 2 Gr. Ancoats St. New Cross.

P. Sherran, Windsor Bridge. (New Windsor)

Wm. Johnson, Grocer, 137 Deans - gate. (Knott Mill).

This office opens every morning at eight, for general Delivery; and at ten at night closes for the Receipt of letters.

The letters brought by the Carlisle mail, Knutsford ride, from Liverpool etc. and others not circulated the previous night, are delivered till half-past nine at which time the office closes till ten, for the purpose of sorting the letters brought by the Chester mail,

and for the despatch of the York and Sheffield mails. The office then reopens till four in the evening, when it closes till five for the delivery of the London, Birmingham, Liverpool and York letters. The office afterwards continues open for the receipt of letters until ten o'clock at night . . .

Rates of Postage of Single Letters in Great Britain.

From any Post Office in England or Wales to any place not exceeding 15 miles from such office			0s 4d.
For any distance above 15 and not exceeding			
	20 miles		0s 5d.
20	30		0s 7d.
30	50		0s 7d.
50	80		0s 8d.
80	120		0s 9d.
120	170		0s 10d.
170	230		0s 11d.
230	300		1s 0d.

And so on in proportion. All letters to and from Scotland are charged an additional half-penny.

Patterns, if sent open at the side, and under one ounce, with no writing except the name of the person, place of abode, and price of the articles, will be charged only a single letter, but otherwise double. If above one ounce, the full rate of postage, as for other letters.

During the building of the Bridge over Conway Ferry, an additional Rate of 1d. is made on all single letters to and from this Town in communication with North Wales.

Letters are despatched by:-  
 Country Messengers attached to the Twopenny Post Office.  
 To Pendleton, Eccles, Barton, Flixton and Davyhulme. Departs at 9 morning Samuel Murphy, Messenger, 15 Chapel St. Bank Top.  
 To Cheetham Hill, Prestwich and Radcliffe Bridge. Departs at 9 morning; returns at 5 evening. James Lowe, messenger, 1 Cheetham Recess.  
 To Stretford, Cross St, Ashton-upon-Mersey, on Monday, Wednesday, and Friday.

To Gorton, Longsight and Levens - hulme, Tuesday, Thursday, and Saturday. Departs 9 morning; returns 5 evening. William Eccles, messenger to the above places, 55 Thomson St., St. George's Road.

The postage of a letter or package from India to Manchester is 1/3d. the rate outwards being 2d and the rate inwards 4d in addition to the inland postage.

Rates of Postage from this Office to Countries beyond the Seas.

By way of and from London to:-

France	1/11d
Netherlands	2/ 1d
Italy	2/ 8d
Ionian Isles	2/ 8d
Turkey	2/ 8d
Spain via France	2/11d
Germany	2/ 5d
Russia	2/ 5d
Prussia	2/ 5d
Denmark	2/ 5d
Sweedeen	2/ 5d
Norway	2/ 5d

By way of and from Falmouth to:-

Portugal	2/ 7d
Madeira	2/ 8d
Azores	2/ 8d
Canaries & Cape de Verd.	2/ 8d
Brazils	3/ 7d
Buenos Ayres	3/ 7d
Chili and Peru	3/ 7d
Rio Janeiro	3/ 7d
Monte Video	3/ 7d
Bahia	3/ 7d
Pernambuco	3/ 7d
Maranham	3/ 7d
Gibraltar	2/10d
Gib. by Spain	2/ 1d
Malta, Corfu and Mediterranean	3/ 1d
West Indies	2/ 3d
America	2/ 3d
Carthagen, Vera Cruz, La Guayra, Mexico and Colombia	3/ 1d

1832

The Letter Carriers.

Inspector of Letter Carriers. Matthew Sumner 38 Edward St, Ardwick.

DISTRICTS.

Market St.	Jas. Howarth 15 York St. Hulme.
Cannon St.	Wm. Heeley, 28 China Lane, Piccadilly.
King St.	Geo. Barnes, 101 Chancery Lane, Ardwick.
St. Mary's	Thomas Watts, 2 Millars Lane. Salford.
Mosley St.	Wm Hetterley, 36 Stockton St. C. on M
Millgate	Wm. Grills, 13 back Fawcett St. Gt. Ancoats St
Oldham St.	Jas. Rogers, 77 Hayrod St. Fairfield St.
London Rd.	John Barnes, 24 Royle St Rusholme.
St. John's	John Perram, 6 Ford St. Salford.
St. Peter's	Samuel Clough, 31 Verdon St, Red Bank.
Oxford rd	James Lowe, Ellior St. Penleton.
Salford	Thomas Butcher, 2 Mount Place, Rosamond St., Salford.
St. Stephens	Henry Horrocks, 31 Queen St. Hulme.
Oldfield Rd.	Wm. Atkinson, Regent St., Salford.
Pendleton	Charles Underhill, near the Hare & Hounds, Pendleton.
Hulme	Ed. Eldershaw, 24 Owen St. Hulme.
Greenheys.	Joseph Prestwich, 3 Bell St. York St. C. on M
Ardwick	Wm. Hurlbut, 21 Ann St., C. on M
Anc ats	Henry Knight, 12 Bedale St. Hulme.
St Jude's	Jas. Prestwich, 3 Bell St. York St. C. on M
St. George's	Thos. Vaughan, 11 Junction St. Oldham Rd.

Blakeley.	Wm Howarth 15 York St., Hulme.
Broughton	Jas. Lowe 15 Chæetham Place, Red Bank.
Radcliffe.	Robert Taylor, 6 Hatters Lane, Deansgate.

The letter carriers are in attendance at the office from seven to half past eight and from a quarter before eleven until twelve morning, and from four to five in the afternoon.

Orders for all the London, Foreign, and Provincial Newspapers, Shipping, and Army and Navy lists, are received at the post office and duly attended to by Messrs. Andrews and Co.

DESPATCH OF THE MAILS

For London, the box closes for the first mail at a quarter before three afternoon, and the mail is despatched at a quarter past three.

For London, the box closes for the second mail at a quarter before six in the evening, and the mail is despatched at a quarter past six.

For Altrincham. (ride) the box closes at half past eleven forenoon and the mail is despatched at twelve.

For Birmingham, the box closes for the first mail at six in the morning, and the mail is despatched at a quarter past six. For Birmingham, the box closes for the second mail forenoon at eleven, and the mail is despatched at a quarter past.

For Birmingham, the box closes for the third mail at a quarter before three afternoon, and the mail is despatched at a quarter past.

For Birmingham, the box closes for the fourth mail at a quarter before six afternoon, and the mail is despatched at a quarter past six.

For Blackburn, the box closes at half past four afternoon, and the mail is despatched at five.

For Bolton, (ride) the box closes for the first mail at a quarter past eight morning, and the mail is despatched at nine.

For Bolton, the second mail is despatched at twelve noon.

For Bristol, by Birmingham third mail

For Burnley, Bury, and Colne the box closes at a quarter before four, and the mail is despatched at a quarter past.

For Buxton, by the Leicester mail.

For Carlisle, by the Edinburgh and Glasgow first and second mails.

For Chester, by the Liverpool fourth mail.

For Dublin, by the Liverpool first and third mails.

For Edinburgh and Glasgow (by Newton) the box closes for the first mail at a quarter past eight morning, and the mail is despatched at a quarter before four.

For Edinburgh and Glasgow (by Preston) the box closes for the second mail at a quarter before four afternoon, and the mail is despatched at a quarter past four.

For Leicester (by Buxton) the box closes at a quarter past eight in the morning and the mail is despatched at nine.

For Liverpool, ( with Dublin Bag on Sundays) the box closes for the first mail at half past six morning, and the mail is despatched at ten minutes before seven.

For Liverpool, the box closes for the second mail at a quarter past eight morning, and the mail is despatched at a quarter before nine.

For Liverpool (with Dublin Bag) the box closes for the third mail at half past one afternoon, and the mail is despatched at ten minutes before two.

For Liverpool, (with Chester Bag) the box closes for the fourth mail afternoon at half past four, and the mail is despatched at ten minutes before five.

For Oldham, (ride) the box closes

for the first mail at half past six morning and the mail is despatched at seven.

For Oldham, (ride) the box closes for the second mail at half past eleven forenoon, and the mail is despatched at twelve.

For Rochdale, (ride) the box closes at half past eleven forenoon and the mail is despatched at twelve.

For Stockport, (ride) the box closes for the first mail at eleven and the mail is despatched at half past eleven.

For Stockport, (ride) the box closes for the second mail at a quarter before five afternoon and the mail is despatched at five.

For Wilmslow, (ride) the box closes at half past eleven forenoon and the mail is despatched at twelve.

For York, the box closes at a quarter past eight and the mail is despatched at nine.

For York, the Box closes for the second mail at half past seven evening, and the mail is despatched at eight.

Letters can be forwarded until five minutes before the time of departure upon payment of the usual fee.

#### ARRIVAL OF THE MAILS.

From London, a quarter before eleven forenoon, (but no letters arrive from thence on Mondays)

From Altrincham, (ride) forenoon at a quarter past eleven.

From Ashton, first mail morning at eight, second mail half past four afternoon.

From Birmingham, a quarter before eleven forenoon, quarter past four afternoon, quarter past seven evening, and a quarter before twelve night (the last with the Foreign London bag).

From Blackburn, every morning at nine.

From Bolton, first mail half past six morning, second mail twenty minutes before six evening.

## MANCHESTER 1838

From Bristol, quarter before eleven forenoon.

From Burnley, Bury, and Colne, every morning at eight.

From Buxton (by Leicester mail) a quarter before four.

From Chester and Dublin, (by Holyhead) by first Liverpool mail, morning at twentyfive before nine.

From Derby, (by first mail from Liverpool) twenty five minutes before nine morning.

From Edinburgh and Glasgow, (by Preston) first mail at twentyfive minutes after five, second mail (by Newton) afternoon at quarter past four.

From Glossop and Ashton, morning at eight.

From Leicester, (by Buxton) quarter past four afternoon.

From Liverpool, first mail (with Dublin and Chester bag), morning at 25 minutes before nine, second mail forenoon 25 minutes before eleven, third mail afternoon at ten minutes past two, fourth mail at 25 minutes before four, fifth mail evening at 25 minutes before seven.

From Oldham (ride) first mail quarter before eight morning, second mail half past four afternoon.

From Rochdale (ride) evening 20 minutes before six.

From Stockport (ride) first mail evening half past five, second mail at ten.

From Wilmslow (ride) forenoon quarter past eleven.

From York, first mail morning quarter before six, second mail afternoon ten minutes after three.

Time of despatch of letters from the PENNY POST Offices:-

Ashton & Stalybridge. Morning at seven and noon at twelve.

Austerlands, morning at seven and noon at twelve.

Cheadle and Didsbury, daily half past twelve.

Cheetham Hill, at twelve noon.

Colne, afternoon at four.

Darwen, afternoon at five.

Denton, morning at seven and afternoon at twelve.

Disley, at nine in the morning.

Dobcross and Delph, morning at seven and twelve at noon.

Eccles, ten minutes before two afternoon.

Fairfield, morning seven and twelve at noon.

Gorton, Glossop, Mottram Hyde and Gee-Cross, twelve at noon.

Greenacres Moor, Hollinwood, and Lees morning at seven, and noon.

Haslingden, afternoon at four.

Hazel Grove, morning at nine.

Kenyon, morning quarter before nine.

Leigh, at ten minutes before two in the afternoon.

Middleton, morning at nine, and twelve at noon.

Newton in the Willows, night at a quarter before nine.

Oldham, Newton Heath, and Upper-mill, morning at seven and noon at twelve.

Radcliffe, Prestwich, Stand and Whitefield (by messenger) daily (Sundays excepted) at half past twelve.

Rawtenstall, afternoon quarter past four.

Stretford, noon at twelve.

Swinton, afternoon at quarter past four.

Wilmslow, noon at twelve.

Letters from the above places are also brought to Manchester for despatch to all parts, but an extra penny is charged thereon.



APPENDIX 17  
MAIL TIMES At the MANCHESTER POST OFFICE 1839.

	Arrival	Departure	Box Closes
LONDON ... ..	6.45am. 7.15pm.	6.45pm. 3.15am.	
BRISTOL & West of England ...	6.45am.	6.15pm.	
BIRMINGHAM ... ..	6.45am. 4.15pm. 7.15pm.	3.15am. 10.15am. 6.45pm.	
PRESTON, CARLISLE, EDINBURGH & GLASGOW.	6.15am. 8.45pm.	3.15am. 4.00pm.	
LIVERPOOL ... ..	6.45am. 8.35am. 12.35pm. 3.35pm. 6.20pm. 8.45pm.	3.15am. 8.45am. 11.00pm. 1.45pm. 4.45pm.	
IRELAND ... ..	6.45am. 8.35am. 3.35pm.	3.15am. 4.45pm.	
LEEDS, YORK, HULL ... ..	2.30am. 3.15pm.	7.45am. 9.00pm.	
DERBY, NOTTINGHAM, LEICESTER	3.45am. 3.45pm.	6.45pm. 9.00am.	
ALTRINCHAM ... ..	4.15pm.	9.00am.	8.30am.
ASHTON & GLOSSOP ... ..	4.30pm. 10.00pm.	7.00am. 9.00am.	6.30am. 8.30am.
BLACKBURN ... ..	8.00am.	5.00am.	4.30pm.
BOLTON ... ..	8.45am. 4.45pm. 6.45pm.	6.45am. 8.45am. 4.45pm.	6.30am. 8.30am. 4.30pm.
BURNLEY, BURY, COLNE ... ..	4.45pm.	9.00am.	8.30am.
BURY ... ..	10.15pm.	5.15pm.	4.30pm.
OLDHAM ... ..	4.20pm. 10.00pm.	9.00am. 5.00pm.	8.30am. 4.30pm.
STOCKPORT ... ..	5.00pm.	6.30am.	6.15am.
WILMSLOW ... ..	10.00pm. 4.15pm.	5.15pm. 9.00pm.	4.30pm. 8.30am.

The letter box closes for the principal London, Birmingham, and Western Mail at 6.0 in the evening.

For the second London and foreign bags, and all mail departing at 3.15am the box closes at 12 midnight.

Letters can be forwarded if received five minutes before time of departure on the payment of the usual fee.

The first and principal delivery of the London Birmingham, Western, Irish & Scotch letters, and those from Preston Leeds, York, etc. commences at 8.0am. The carriers deliver letters three times a day in the town, and are also despatched to Radcliffe, Prestwich, Stand, & Whitefield every morning at nine am (except Sundays)

## APPENDIX 18

Manchester Receiving Houses. 1841.  
Robt. Peal Willock Postmaster.  
Brown st.

Exchange  
24 Downing St. C. on M  
Corner Rusholme Rd & Oxford St.  
317 Deansgate Knott Mill.  
5 Gt. Ancoats St.  
245 Gt. Ancoats St.  
117 Chapel St. Salford.  
7 New Windsor Salford.  
50 Broughton Rd.  
Higher Broughton.  
Harpurhey Pleasant St.

Manchester Receiving Houses 1843.

Exchange.  
26 Downing St.  
Corner Rusholme Rd and Oxford St.  
315 Deansgate, near Knott Mill.  
5 Gt. Ancoats St.

247 Gt. Ancoats St. near Every St.  
117 Chapel St. Salford.  
33 Oldfield Rd.  
50 Broughton Rd. Salford.  
46 Broad St. Pendleton.  
Higher Broughton.  
Harpurhey Pleasant St.

Bags brought from the above at 6 am.  
and 3 pm. (Sundays 7am. only)

1843 Letter carriers districts.

Market St., Cannon St, King St, St.  
Mary's, Mosley St, Millgate, Oldham  
Rd, St. John's, St. Peters, Oxford Rd,  
London Rd, Salford, St. Stephens, Old-  
field Rd., Pendleton, Hulme, Rusholme,  
Ardwick, Ancoats, St. Judes, St.  
Georges, Blackley, Broughton, Strange-  
ways, Piccadilly, Greenheys, Radcliffe.

## APPENDIX 19

### The Manchester & Birmingham Railway Company.

Correspondence with Col. Maberly of  
the Post Office opened on the 12th.  
July 1842. The M & B Ry. notified  
him that they expected to commence  
trains between Manchester and Crewe  
on the 10th August, and desired to  
carry mails between those two towns  
by arrangement with the Grand Trunk  
Railway, the latter to reimburse them  
from their payment for the transport  
of mails. The railway was opened on  
the 10th.

On the 30th. August the Post Office  
wrote that the company must be pre-  
pared to carry the Stockport Bag as  
well as the Manchester bags "without  
any charge whatever to this department  
and to continue this service for a period  
of three years that in the event of their  
train from Manchester not reaching  
Crewe in time to effect a junction with  
the main line railway, the mail bags

shall be forwarded on to London by  
a special engine without any charge to  
the Post Office for this service, and  
further it is to be understood that this  
arrangement is not to interfere in any  
manner with the present agreement  
between the Post Office and the Grand  
Junction Railway Company, and that  
the bye bags for Manchester as well  
as the cross road correspondence must  
be forwarded as at present via Warring-  
ton."

Correspondence went on between the  
M & B Ry. Co. and the Post Office until  
28.11.42 when it ceased until 9.1.43  
when the railway approached the P.O.  
with an altered timetable to co-operate  
with the Grand Junction Railway and  
the Liverpool & Manchester Ry.

By September 1843 the stage had been  
reached where the Post Office had sent  
the papers to the Treasury for legal  
approval.

APPENDIX 20  
POST OFFICE NOTICE. MANCHESTER 1852.

“Receiving Houses which are for the receipt of letters stamped and unpaid, also a Statement of the times of closing the boxes and forwarding the bags to the General Office.”

	am	am	pm	pm	pm
ANCOATS, Gr. Ancoats St.	5.0	11.20	2.0	4.50	7.0
ARDWICK, Downing St.	"	"			6.0
BRADFORD Rd. No.2	"	"			6.30
BROUGHTON HIGHER 1 Lime Place	"	"			"
BROUGHTON Rd. No.96	"	"			6.20
BURLINGTON St. No.20	"	"			6.30
CHESTER Rd. No.253	"	"			6.45
EXCHANGE			1.0	5.0	
			6.30	9.0	
KNOTT MILL	"	11.20	2.0	4.50	6.45
ALBERT BRIDGE	"		2.0	4.50	9.50
NEW CROSS, 9 Gt. Ancoats St	"	11.20	"	4.50	9.30
OLDFIELD Rd. No.67	"	"	"	"	6.20
OLDHAM Rd. No.450	"	"	"	"	6.30
OXFORD St. No.169	"	"	"	"	6.15
PENDLETON Broad St.	"	"	"	"	6.20
PICCADILLY No.115	"	11.20	2.0	"	"
RED BANK No.72	"	"	"	"	6.30
REGENT Rd. 4 Dawson St	"	"	"	"	"
SALFORD Chapel St.	"	"	"	"	6.15
St. PETERS 1 Oxford Rd.	"	"	"	"	"
STRANGWAYS 452 Gt. Ducie St	"	"	"	"	6.30
STRETFORD Rd. No.148	"	"	"	"	6.20
STOCKPORT Rd. 2 Ardwick Place	"	"	"	"	"
WINDSOR Bridge No.7	"	"	"	"	6.15

On Sunday the Exchange bag is despatched to the the General Office at 6.30pm only, the remaining Receiving Houses despatch bags at 5am and 6.50 pm.

APPENDIX 21

Report upon the Post Office at  
Manchester. 1855.

To the Postmaster General.  
My Lord,

In considering the new establishment for the Post Office at Manchester, it is necessary to deal with the income of the Postmaster, as it is now almost entirely derived from fees, the whole of which, amounting to £1.267 12s., I propose to carry to the account of the revenue.

The following is a statement of the Postmaster's receipts and disbursements for the year 1853:-

Receipts.		
Salary	360.	0. 0
Compensations	360.	0. 0
Profits on Sale of Stamps	284.	3. 10
Private Boxes	1234.	0. 0
Private Bags	33.	12. 0
Gross Income	£2,271.	15. 10

Disbursements.		
Rent and Taxes of Office	132.	0. 0
Wax and String	114.	19. 0
Coals and Candles	18.	11. 5
Contribution to Salaries of four Clerks.	220.	0. 0
Compensation to four senior Clerks.	168.	15. 0
Incidental Expenses.	104.	9. 2
	<u>758.</u>	<u>14. 7</u>
Net Income	£1513.	1. 3.

I assume that after service of twenty-eight years he should not be placed in a worse position than that in which he now stands, and I would therefore suggest that he be paid a salary of £1,300 a year during his tenure of office, to include the cost of stationery, coals, candles, etc. which, with the poundage on the sale of stamps, will give him a net income of £1,467 a year, or about £46 less than he hitherto received.

Upon the new appointment I would recommend that the salary of the new Postmaster be fixed at £1,000 a year, to cover every incidental expense, except, account books, rent and taxes, building repairs and fittings and gas.

For the immediate establishment of the Manchester Office, exclusive of the Postmaster, I propose the following arrangements:-

In arranging the salaries of the clerks and other officers, I have followed the plan which I have proposed to adopt for the office at Liverpool; the difference between the two offices consisting principally in the absence of a Packet Office at Manchester.

In the new scheme I have provided for 19 additional persons, who are, I am satisfied, absolutely necessary for the proper discharge of the duties; but of these I propose that 10 shall be auxiliary sorters at wages of 10s 6d. a week, who shall attend between half past 6 and 10 at night.

A small number of clerks derive an income of £336 partly from Christmas Boxes, and partly from the sale of a list of postal arrangements. All fees are objectionable, and these are particularly so, as they act as an inducement to make a more prompt delivery of letters to those box-holders who are the most liberal, to the injury of others. They cannot altogether be stopped, but I think they should be divided equally amongst the whole body of clerks and sorters, and that the price of the list should be reduced from 5s to 2s 6d. The amount that each person will then receive will be so trifling that it will be little regarded, and the fees, being no longer cultivated, will fall into disuse.

I was anxious to fix the charge for a private box at Manchester at £3,

Chief Clerk	£300 rising by £15 a year to £400
Controller of Sorting Office	£250 rising by £10 a year to £350
Clerks.	
5 First Class	£150 rising by £5 a year to £200
10 Second Class	£100 " " £4 " " " £140
9 Supplementary	£ 60 " " £3 " " " £100
Inspector of Letter Carriers	£125 rising by £7. 10s. a year to £200
Assistant " "	£ 80 " £5 " " £120
Sorters, Letter Carriers etc.	
10 First Class	31s a week rising by 1s a week to 35s
x 15 Second "	26s " " 1s " 30s
40 Third "	22s " " 6d " 25s
61 Fourth "	18s " " 6d " 21s
x 10 Auxiliary Sorters at 10s 6d a week.	

the new rate proposed for Liverpool. But from the inquiry I have made there seems reason to believe that such a charge would cause dissatisfaction, and so tend largely to diminish the number of boxes; I think, therefore, it would not be safe to disturb the practice of demanding £1. 1s. a year for a box without credit for postage, and £2. 2s. when credit is given. The credit must be limited to twentyfour hours, as at Liverpool, and an allowance of £5 should be made to each of the two senior delivery clerks, who will be responsible for the postage.

The system of promotion, recasting of salaries &c., which I have recommended at Liverpool and other towns, in accordance with the principles laid down in the report of the Treasury Committee, must, I submit, be strictly enforced at Manchester.

I strongly recommend that the letter carriers be supplied with uniform clothing, and also that they be provided with bags or pouches for the protection of their letters.

I have etc.

J. Tilley

General Post Office.  
January 26 1855.

(x A side note reads "15 Second class increased to 21" and the 10 Auxiliaries are discontinued.)

Treasury Chambers  
February 10 1855.

My Lord,

I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint your Lordship that in compliance with the recommendation contained in your report of the 29th. ultimo, my Lords are pleased to sanction the revised establishment and additional salaries proposed for the Manchester Post Office, in the statement of Mr. Tilley enclosed therein, at an increase charge of three thousand six hundred and eight pounds.

I have etc.

James Wilson.

The Postmaster General

## APPENDIX 22

Proposal for building a new Post Office.

To W. J. Godby Esq.

February 21st 1856

Sir,

In forwarding the enclosed Bill from Messrs Haley & Co. Architects of this city, who were consulted as to the practicability of annexing the cellars under the present Post Office, building in such a manner as to afford greater accommodation for the Letter Carriers:- I avail myself of the opportunity of suggesting that an occasion now presents itself for the purchase of an eligible site of ground, upon which a new post office might with great advantage, be erected, provided the authorities would sanction the undertaking.

The present building is, as you know, much too small, it is ill-constructed and in every respect most inadequate to the increasing requirements of the office. The great expenses which have been incurred from time to time . . .

By the annexation of the cellars to the premises rented by the Post Office, a great additional expense would be incurred without any satisfactory return in obtaining additional room for the Letter Carriers, who to the number of 90 . . . .

There is a piece of ground to be sold, the site of the old Theatre . . . in the centre of the most busy part of the city. The lowest price is 10/6 a yard at twenty years purchase . . . The rental

of the building now used by the department is - for the Head Office £460 per annum, and for the Money Order Room detached £220 per annum.

R.P. Willock.

The Secy. To Mr. Grey May 7 1857

The P.M.G. having had before him Mr. Godby's report relative to the proposal for providing a new P. O. at Manchester on the site of the old Theatre Royal, I have to inform you that His Grace has decided that as a portion of this site has been disposed of, leaving only a piece insufficient for the P.O., the entire question must be considered at rest for the present.

J. Tilley.

Mr. Willock's reply. I have noted this communication. I am not aware of any suitable site just now.

R.P. Willock. May 9 1857.

Manchester Post Office Site.

1858 August. Alternative sites proposed

- 1) Plot bounded by Fountain St., York St., Spring Gardens and Marble St. - known as the Queens Theatre site.
- 2) John Dalton St. site.

Discussion still proceeding in the Press in Feb. 1859.

## MANCHESTER POST OFFICE SITE

Minute. Nov. 1st. 1859. Manchester and Liverpool Post Offices.

In Manchester the present Post Office is insufficient for the purposes of the service. A new site has been acquired at a cost of £19,000 and is considered by the Dept. to be adequate to those purposes. But the inhabitants have proposed that Her Majesty's Government should abandon, that is to say, resell the site they have acquired and purchase another site in more immediate proximity to the centre of business. The price per yard of the site in John Dalton Street which they possess was about £8. 7. 0. - that of the one proposed would be according to different valuations from £19. 3. 0. to £15. 5. 0. per square yard.

In the month of March 1859 the late Board of Treasury was willing as it appears from the records to meet the views of the community of Manchester upon conditions that the city should itself undertake a portion of the operation which would leave Her Majesty's Government first the responsibility of parting with the site recently acquired and secondly, an outlay at the lowest estimate of £55,000, £15,000 of which might be recovered by the application of a portion of the ground to remunerative purposes. This was an offer to purchase a site at a maximum cost of £65,000 computed to be reducible to £55,000 on certain conditions to be performed by the city, and further to a nett sum of £40,000 in case estimates were realised of the return to be obtained by building on a portion of the ground.

This offer was made on the 6th. April 1859. The conditions on which it was made have not been complied with, but on October 1st a letter was addressed by Mr. Ogden, Secretary to the Post Office Site Committee to the Chancellor of the Exchequer tendering a new proposal for the approval of My Lords viz. that a guarantee should be given for the repurchase of 762 yards of the land included in the total purchase by the Government required for improving the approaches at the price of £10,000. My Lords have been most unwilling to disappoint any expectations which might have been legitimately entertained in Manchester in consequence of the letter of the 6th. April 1859 written by order of the Lords Commissioners of the Treasury- But while that offer has not been accepted the whole subject of the demands on the Postal Revenue which have and which are likely, and indeed certain to arise in other quarters, has assumed such an aspect as to require the attention of Her Majesty's Advisers who have determined that it is necessary without further delay to decide upon a general rule which shall govern the amount of outlay in the acquisition of sites and the erection of buildings for provincial Post Offices.

They have decided that this outlay must be limited to the wants of the Department itself, and that such site shall be acquired and such buildings raised as in the opinion of the Dept. approved by My Lords shall be sufficient for the effective execution of the service, always with a due regard to the Prospective growth of the postal system, especially at particular places. But where it shall be desired by the inhabitants of any place to go beyond this, and to obtain at a greatly increased cost either an absolute maximum of local convenience, for the erection of a structure more costly than the end in view may require, or cooperation in some extended plan of local improvement - in these cases, the proposal cannot be entertained except upon the condition of a corresponding amount of local contribution.

Her Majesty's Advisers believe that the adoption of this rule is both just and reasonable in itself and is requisite in order to stay the growth of demands all of which might be founded upon the claim for equality of treatment but which in their joint result might be found to leave the inland postal revenue of the country in a course of absolute diminution. It is therefore their opinion that the proposed plan of guarantee in the case of Manchester cannot be accepted and the acquisition of another site can be further entertained only upon conditions conformable to the rule which has been laid down. Should the city of Manchester be willing to assume the main burden of the proposed change from the site in John Dalton St. to that of the Queens Theatre, the correspondence may proceed, but it cannot be prolonged on any other footing for the expenditure in the case of Manchester of a sum similar to that which has been authorised in

Edinburgh would establish a case precedent which would come to be applied through all the large towns at an enormous cost to the country and without any justifying principle.

When the case of Liverpool is fully ripe for decision, the same basis will be applied to the circumstances of that case.

Manchester Post Office.

A

## BILL

To enable Her Majesty's Postmaster General to acquire a site for the extension of the Manchester Post Office. (Prepared and brought in by Mr. William Henry Smith and Lord John Manners.)

(Bill 72)

A. D. 1876.

Whereas the General Post Office in Manchester affords inadequate accommodation for the purposes of the public service, and it is expedient that additional buildings be erected for such purposes on land situated in Manchester, to be acquired appropriated and dealt with by Her Majesty's Postmaster General (in this Act called the Postmaster General) in manner in this Act mentioned; but the objects aforesaid cannot be attained without the authority of Parliament.

And whereas maps or plans showing the lands to be acquired by the Postmaster General under the authority of this Act, with a book of reference containing the names of the owners or reputed owners lessees or reputed lessees and occupiers of the lands which may be taken compulsorily under this Act, and describing those lands, have been deposited with the clerk of the peace for the county palatine of Lancaster . . . etc. etc. etc.

## APPENDIX 23

**Exhibition of United Kingdom Art Treasures. 1857.**

Held at Old Trafford in buildings covering 18,000 square yards, at a cost of £37,933. There were 16,000 art exhibits, and the exhibition was opened by Prince Albert on May 5th., and in the following month he came back with Queen Victoria and members of the family for a further visit.

During the 142 days it was open, 1,336,715 people attended, the receipts were £110,588, which made a profit of £304.

**National Exhibition of Arts, Science and Industry. 1887.**

Held to commemorate the Queens Jubilee, on a 45 acre site near the Altrincham railway, extending from Warwick Road station to Old Trafford station and across to Chester Road. Talbot Road was bridged in two places, and the Botanical Gardens, later to become The White City, were included. The Prince and Princess of Wales opened the exhibition, and the attendance was 4,765,137 and the profit of £43,239 passed to the Manchester Whitworth Institute.

## APPENDIX 24 MANCHESTER

Account of the number of letters posted at the General Post Office - Penny Post Offices and Receiving Houses, in one week. For the Town Delivery July 1847.

1847	Posted at the General Post Office		Posted at the Penny Post Offices		Posted at the Receiving Houses	
	Delivered by Letter Carriers	Delivered by Boxes	Delivered by Letter Carriers	Delivered by Boxes	Delivered by Letter Carriers	Delivered by Boxes
1	1180	525	300	109	483	111
2	1012	311	526	139	248	89
3	962	308	198	84	214	84
4	342	100	108	23	94	23
5	1114	419	215	64	241	67
6	1064	184	170	59	600	97
7	1315	425	317	107	212	59
<b>Total</b>	<b>6989</b>	<b>2272</b>	<b>1834</b>	<b>585</b>	<b>2092</b>	<b>530</b>

Total by Boxes      3387  
 Total by Letter Carriers 10915  
14,302



## APPENDIX 24 A

### Manchester Postal Business 1848 and 1858

	1848	1858
Post Office Officials	24	61
Receiving Houses or Branch Offices in the City	27	57
County Post Offices Subordinate to Manchester and Branch Offices	54	92
Number of letters per week or delivered per annum	130,216 6,771,232	315,226 16,391,752
Letter Bags. Receipts and deliveries per day	—	304

### Postage stamps Sold 1858

Manchester	£89,756
Birmingham	42,107
Edinburgh	59,177
Dublin	60,391

## APPENDIX 24B

### Manchester Post Office Return.

#### Gross and Net Revenue

Year	Gross Revenue		Net Revenue		
	Annual Receipts	Increase	Annual Receipts	Increase	Decrease
1850	£2,165,349	£ 21,670	£ 840,787	£100,358	£
1851	2,264,684	99,335	803,898		36,889
1852	2,442,168	157,484	1,118,004	314,106	
1853	2,434,326	12,158	1,090,419		27,585
1854	2,574,407	140,081	1,173,727	83,308	
1855	2,701,862	127,455	1,195,306	21,579	
1856	2,716,420	14,558	1,065,056		130,250
1857	2,867,954	151,534	1,207,725	142,669	
1858	3,035,713	167,759	1,314,898	107,173	
1859	3,067,535	51,822	1,161,427		153,471

## APPENDIX 24C

Number of letters taken out for delivery by Letter Carriers  
Noon Delivery 22. Nov. 1865.

NAME OF WALK	Novr. 15th.	Novr. 16th.	Novr. 17th.	Novr. 18th.	Novr. 20th.	Novr. 21st.
MOSLEY ST.	49	71	58	63	40	40
ST. ANN'S	110	124	80	104	71	98
BROWN ST.	61	56	45	91	57	44
MARKET ST.	61	84	87	68	78	64
FOUNTAIN ST.	76	60	56	57	45	26
KING ST.	74	89	86	59	85	58
FAULKNER ST.	48	63	75	57	91	63
KENNEDY ST.	82	94	100	64	66	71
PICCADILLY	61	64	45	30	46	36
STEPHENSON SQ.	43	46	39	39	31	36
SMITHFIELD	66	56	39	38	39	50
SHUDE HILL	64	81	70	62	44	63
MARSDEN SQ.	110	93	57	96	46	52
CORPORATION ST.	83	95	102	77	93	74
TURNER ST.	86	103	99	91	48	62
OLDHAM ST.	78	100	98	97	47	74
BRAZENOSE ST.	50	41	58	56	44	40
KNOTT MILL	46	63	75	49	64	48
CASTLE FIELDS	29	39	23	28	23	20
ST. JOHN'S	28	37	39	33	30	32
ST. MARY'S	78	70	68	98	64	57
GARTSIDE ST.	58	61	43	47	34	38
NEW BAILEY ST.	38	38	36	36	34	41
ADELPHI	30	29	23	24	35	27
ST. STEPHENS	34	31	25	34	32	26
GREENGATE	44	48	24	34	27	40
BURY ST.	34	30	31	24	29	37
GRAVEL LANE	26	38	28	33	35	29
CRESCENT	31	53	24	32	27	24
ORDSAL LANE	37	42	29	29	26	34
BROAD ST.	41	53	41	40	43	43
FORD LANE	45	42	44	40	29	30
CROSS LANE	20	37	30	25	26	25
ECCLES ROAD	20	38	21	34	29	28
BOLTON ROAD	25	22	22	20	24	27
SEEDLEY	25	26	28	23	26	30
HAMPSON ST.	33	45	37	20	23	27
HIGHER BROUGHTON	34	48	28	33	37	39
RED BANK	50	63	77	43	31	30
BROUGHTON LANE	27	50	40	25	30	34
WOODLANDS	27	32	29	25	24	24
LOWER BROUGHTON	28	39	20	35	23	28
CHEETHAM	44	57	80	42	41	40
KERSALL	22	25	20	18	22	20
LONG MILLGATE	58	86	61	60	52	61
STRANGWAYS	54	55	52	46	35	46
CHEETWOOD	28	34	34	40	36	30

NAME OF WALK	Novr. 15th	Novr. 16th	Novr. 17th	Novr. 18th	Novr. 20th	Novr. 21st
HANOVER SQ.	22	28	26	28	24	21
HIGH TOWN	45	53	47	44	26	30
BURLINGTON ST	27	37	31	36	23	33
CECIL ST.	33	39	31	49	26	71
CHORLTON ROAD	40	50	40	50	34	36
DUNHAM ST.	51	64	53	49	36	51
GLOUCESTER ST.	35	61	40	35	33	44
GREENHEYS LANE	29	58	35	45	40	44
RADNOR ST.	54	60	66	62	47	42
WELBECK ST.	46	66	59	49	38	57
WHALLEY RANGE	30	29	26	32	27	29
WHALLEY RANGE Asst.	33	35	33	35	20	29
VINE ST.	32	45	34	48	32	43
QUEEN'S SQ.	30	33	38	21	28	25
STANLEY GROVE	34	29	32	36	26	33
OLD GARRATT	65	81	60	75	36	73
ZARL ST.	34	48	48	50	26	26
GRANBY ROW	63	67	83	79	45	52
PLYMOUTH GROVE	51	55	59	57	52	49
RUSHOLME ROAD	54	61	45	54	40	41
RUMFORD ST.	85	73	65	54	47	88
RUSHOLME	23	28	30	23	22	20
RUSHOLME ASSt.	23	34	32	20	24	20
BARRACK ST.	28	38	22	21	24	33
CHESTER ROAD	74	73	63	60	28	46
GT. JACKSON ST.	36	68	48	45	59	54
NEWCASTLE ST.	33	63	32	36	42	35
RUTLAND ST.	40	59	30	47	32	42
OLD TRAFFORD RD.	31	38	23	22	23	26
OLD TRAFFORD ASSt.	30	25	27	35	25	22
BRADFORD ROAD	27	41	39	34	31	36
EVERY ST.	42	41	43	40	32	26
NEW ISLINGTON	41	50	38	28	40	42
ST. ANDREWS	32	43	39	38	33	36
PIN MILL	23	23	27	29	25	27
MASON ST.	29	46	35	30	35	35
JERSEY ST.	31	44	40	43	30	38
APOLLO ST.	22	46	22	44	26	28
LUDGATE HILL	36	43	38	32	38	29
COLLYHURST	41	42	35	33	30	26
PRUSSIA ST.	38	42	42	46	39	48
HIGHER ARDWICK	36	43	35	36	37	58
HYDE ROAD	61	61	49	53	39	61
VICTORIA PARK	22	24	28	25	24	21
EVERTON ROAD	21	40	31	35	27	34
STOCKPORT ROAD	53	48	31	37	49	36
TIPPING ST.	47	64	36	46	49	53
DARK LANE	43	42	30	35	35	40
LONGSIGHT	40	43	30	26	40	27
LONGSIGHT ASSt.	20	34	29	28	20	25

APPENDIX 24D

MANCHESTER

Statement showing the number of Letters etc. delivered in Manchester and its Sub-offices in the years 1871, 1881 and 1896

Year	Letters Totals	Circulars & Books	News- papers	Post Cards	Samples	Totals
1871	30,109,319	2,623,724	2,038,681	2,479,914	308,320	37,559,958
1881	43,535,322	9,361,520	3,151,618	5,098,215	—	61,146,675
1896	50,391,014	16,937,825	2,072,887	Private Cards 6,018,614 Official Cards 5,494,606	295,702	82,369,185

The figures for 1896 represent the number for delivery in the Town area only.

APPENDIX 24E

MANCHESTER

Christmas & New Year Cards.

Year	No. of Xmas Cards	No. of New Year Cards	Total	Cost
1870	45,000	36,000	81,000	3 11 4
1871	35,000			14 6 2
1872	50,000	45,000	95,000	15 5 10
1873	100,000	80,000	180,000	23 16 3
1874	119,000	90,000	209,000	39 4
1875	156,000	70,000	226,000	40 3 1
1876	162,000	76,000	238,000	58 11 10½
1877	175,000	95,000	270,000	57 19 8
1878	225,000	200,000	425,000	157 7 3
1879	260,000	200,000	460,000	165 15 3
1880	416,000	300,000	716,000	204 10
1881	769,455	310,191	1,079,646	337 16 9½
1882	935,082	281,762	1,216,844	446 10 8
1883	1,212,883	452,683	1,665,566	455 14 2
1884	1,331,211	459,441	1,790,352	502 18 5
1885	1,492,260	392,290	1,884,550	665 9 9
1886	1,584,997	452,765	2,037,762	732 19 0
1887	1,563,014	448,572	2,011,586	759 10 9½
1888	1,612,290	625,764	2,238,054	O. Time 723 10 0 Mails 29 9 9
1889	2,038,960	806,860	2,845,820	O. Time 862 7 8 Mails 40 2 6
1890	2,847,356	657,756	3,305,112	

Christmas Parcels

Year	Xmas week	Total
1883	59,367	
1884	72,765	
1885	83,810	
1886	115,203	
1887	135,477	

APPENDIX 24F

MANCHESTER

Posted in Town for delivery in Town

Week ended 23 Nov. 1895  
363,040.

Week ended 7 Nov. 1896  
422,486

MANCHESTER

Letters and Parcels for Town Delivery

1895			1896		
Date of Count	Letters	Parcels	Date of Count	Letters	Parcels
12 Jan.	1,389,179	19,481	11th Jan	1,529,634	20,091
27 Apl.	1,367,701	21,897	25 Apl.	1,532,951	23,924
* 7 Spt.	1,365,906	18,342	* 12 Sept.	1,513,979	20,816
16 Nov.	1,522,607	23,124	14 Nov.	1,633,629	23,554
	5,655,393	82,844		6,210,193	88,385
Average	1,413,848	20,711		1,552,548	22,096

\* The September figures do not give a fair average for the whole year as so many people are away on holiday in August and September.

APPENDIX 24G

MANCHESTER

Valentines Posted in Manchester

Year	No.	Cost of over time and Mail Services		
1870	127,000	53	8	4
1871	190,000	60	17	8½
1872	251,000	66	5	2¾
1873	284,000	99	8	4
1874	190,000	100	12	5
1875	200,000	109	9	0
1876	220,000	129	2	6
1877	260,000	109	15	5
1878	300,000	121	17	0
1879	280,000	129	6	6½
1880	260,000	118	9	6½
1881	302,200	168	6	1
1882	260,000	172	4	1½
1883	304,800	144	15	1
1884	262,516	133	14	4
1885	257,669	132	10	8
1886	216,740	160	1	3
1887	117,587	110	1	9½
1888	105,199	54	12	5
1889	107,676	-	-	-
1890	35,000	10	8	8
1891	27,737	11	0	10

APPENDIX 25

1890

The Manchester-Liverpool Mail Coach

THIS INDENTURE. made the twelfth day of April, one thousand eight hundred and ninety between Samuel Wood and James Wood both of 30 Dutton Street in the City of Manchester, Coach Proprietors and co-partners of the first part and William Parkinson of Bolton Street, South Shore, Blackpool in the County of Lancaster, Fishmonger, and James Middleton of Hawthorn Terrace, Heaton Chapel, Stockport, in the County of Lancaster Coach Proprietor of the second part

and The Right Honourable Henry Cecil Raikes M.P. Her Majesty's Postmaster General (hereinafter called the Postmaster General in which expression the said Henry Cecil Raikes and his successors in office Her Majesty's Postmaster General for the time being are respectively intended to be included) on behalf of Her Majesty of the third part WITNESS that in consideration of the covenants and agreements hereinafter contained on the part of the Postmaster General. The Contractors do hereby for themselves and their heirs executors and administrators as

to the matters and things hereinafter contained on their part covenant and agree with the Postmaster General and his successors and the Postmaster General for himself and his successors as to the matters and things hereinafter contained on his and their part Doth hereby covenant with the Contractors in the manner following that is to say,

1. The contractors shall on and from the fourteenth day of April one thousand eight hundred and ninety and thenceforth until this Contract shall be determined in manner hereinafter mentioned (subject nevertheless to such power of alteration and variation on the part of the Postmaster General as is hereinafter contained) convey or cause to be conveyed Her Majesty's Mails (which term "Mails" shall for the purpose of this contract be construed to mean and include all letters, newspapers and parcels and other postal packets and all bags baskets and other receptacles containing the same) together with all officers of the post office or other persons in charge of or travelling with the mails by order of the Postmaster General or any of his authorised officers from to and between the several places on such respective days and at and within such respective hours or times as are mentioned or specified in the first schedule hereunder written or at and within such other hours or times as the Postmaster General or any of his authorised officers may from time to time substitute for those specified on the said schedule and will if required deliver and take up Mails at any intermediate Post Office or place on the route other than those specified in the said schedule.

The indenture goes on at considerable length to detail all points that could arise.

The following is a condensed version:-  
Contract made between S & J Wood and the Postmaster General 12 April 1890.

Clause one. 1. Date of commencement- 14 April 1890 Conveyance of authorised officers. Taking up and delivery

of Mails at places not specified on Schedule (see also Clause 10).

Clause two. 2. Services to be performed by Coaches or Omnibuses each drawn by 3 horses. Horses to be changed at least twice on the journey. A fourth horse to be used during the winter if necessary.

Contractors to supply waterproof coverings for vehicles also aprons and straps for guards and drivers. Supply of vehicles as specified. Vehicles to be supplied with suitable lamps inside and out. Vehicles to be used for the service of the Department only.

Clause 3 Vehicles harness and fittings to be kept in good condition. When out of repair, vehicles and harness of a like description to be provided and approved.

Clause 4. Good horses to be used. Limit of age of Drivers - not less than 18 or above 60 years.

Clause 5. Driver to make Post Office Declaration. Supply of uniforms by P. M. G. vizt.

Coat and waistcoat yearly

Hat twice a year

Great coat } Every alternate  
Waterproof cape and } year.

hat cover

Uniform to be worn and kept in good order.

Clause 6. Contractors responsible for uniform supplied to drivers.

Clause 7. Spare vehicles, drivers and horses to be in readiness as may be necessary.

Clause 8. Exemption from Tolls, Contractors liable for accidents, tax duties and assessments.

Clause 9. Anything objected to by the P. M. G. to be removed.

Clause 10. 10 days allowed for fulfilment of a request for repairs alterations etc. P.M.G. has power to make repairs etc. and deduct payment from Contractors if the latter do not attend to them.

Clause 11. Times of attendance of Coach. Drivers to be under the control

of P.M.G. in all things relating to this contract. Places to be called at may be changed.

Clause 12. Vehicles to convey nothing but postal mails. Driver not to stop at any house unless authorised. No one but a guard to ride with the driver. Drivers not to embezzle or conceal Mails. Responsibility for the safety of Mails.

Clause 13. P.M.G. to pay yearly sum of £1350 by monthly payments and in proportion for a less period. When snow or severe frost prevents the journeys being made 1/3rd. of the proper amount to be deducted.

Clause 14. Contract to be terminable at 6 calendar months notice in writing terminable on any day of the year.

Clause 15. If the Contractors refuse to satisfy P.M.G. or liquidate the P.M.G. can at once cancel the Contract.

Clause 16 Communications to Contractors. Delivery of notices etc.

Clause 17 Contract not to be sub-let.

Clause 18 No M.P. to be a party to the Contract.

Clause 19 Penalty for non fulfilment of Contract.

The First Schedule above referred to.

Table showing the days and hours of the running of Parcel Coaches between:  
LIVERPOOL and MANCHESTER.

Liverpool to Manchester

Name of Office	Fixed time
	pm.
Liverpool Post Office	dept. 10.0
Prescot	arr. 11.18
	dept. 11.20
Warrington	arr. am.
	12.35
	dept. 12.40
Manchester Parcel P.O.	arr. 3. 15

Name of Office	Fixed time
	pm.
Manchester Parcel P.O.	dept. 10.00
Warrington	arr. 12.35 am
	dept. 12.40
Prescot	arr. 1.58
	dept. 2.00
Liverpool Post Office	arr. 3.15

A coach to leave Liverpool for Manchester at 10pm. on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday and a coach to leave Manchester for Liverpool at 10 pm. the same days.

The indenture is signed by Samuel Wood, James Wood, Charles Bruce Ward, James Middleton, and Henry Cecil Raikes.

The Second Schedule above referred to. Specification of coach or Omnibus for Provincial Parcel Offices.

To be used for combined Parcel and Letter Mails when required.

	Ft.	in.
1. Width of body inside,	5.	0
2. Length of body inside	8.	0
The well in body to extend	4	0
3. Height of body inside-		
Forepart	4.	6
" Backpart	6.	0
" from ground		
at back.	2.	0
" hind wheels	4.	4
" fore wheels	3.	0

4. Openings. Two doors behind hinged on corner pillars the whole depth of body and well affording a clear space as large as the body will permit.

5. Roof. To be sloped ridged and waterproof and of sufficient strength to carry mails which must be guarded by iron rails round sides and back with a board in front. Rails and board to be 18" high and rails at back to fold down.

6. Tarpaulin. A tarpaulin of special make with flaps to cover outside mails.

7. Front and sides to be as per sketch.



8. Weight not to exceed 16 cwts. Tare to be marked on vehicle.
9. Capacity. To carry 14 cwts. To afford inside space of 210 cubic feet
10. Distinctive Mark. Enamelled number plate at back or near side end number or letter painted on near side in gilt.
11. Painting outside.  
5 coats of paint } Paint to be approved and two of var- } by Department and to nish, 3 coats of } be renewed when reqd. paint.
12. Colour Vermilion and Chocolate or Lake.
13. Device. V. R. and Crown on upper panels of sides and ROYAL Parcel Mail in shaded gilt on lower panel, at back of vehicle Liverpool and Manchester and the initial V. R.
14. Fastenings. The door on near side at the back to have two bolts to fasten at top and bottom. Off side door to have spring lock of superior quality to open inside with a knob and outside by a key to be provided by the Contractors and approved by the Department.

15. Interior. To be fitted with strong hooks on the inside of the vehicle as required to suspend bags for sorting purposes moveable shelf 6 inches wide to be fitted to fore end of coach.

16 Drivers seat. To be whole width of body.

17. Brake. To be of sufficient power to control vehicle.

18. Nose Bags etc. Place to be provided under drivers seat, not to be carried inside vehicle.

19. Steps. Front for mounting Box Seat. Back for mounting roof. The lower step to fold up.

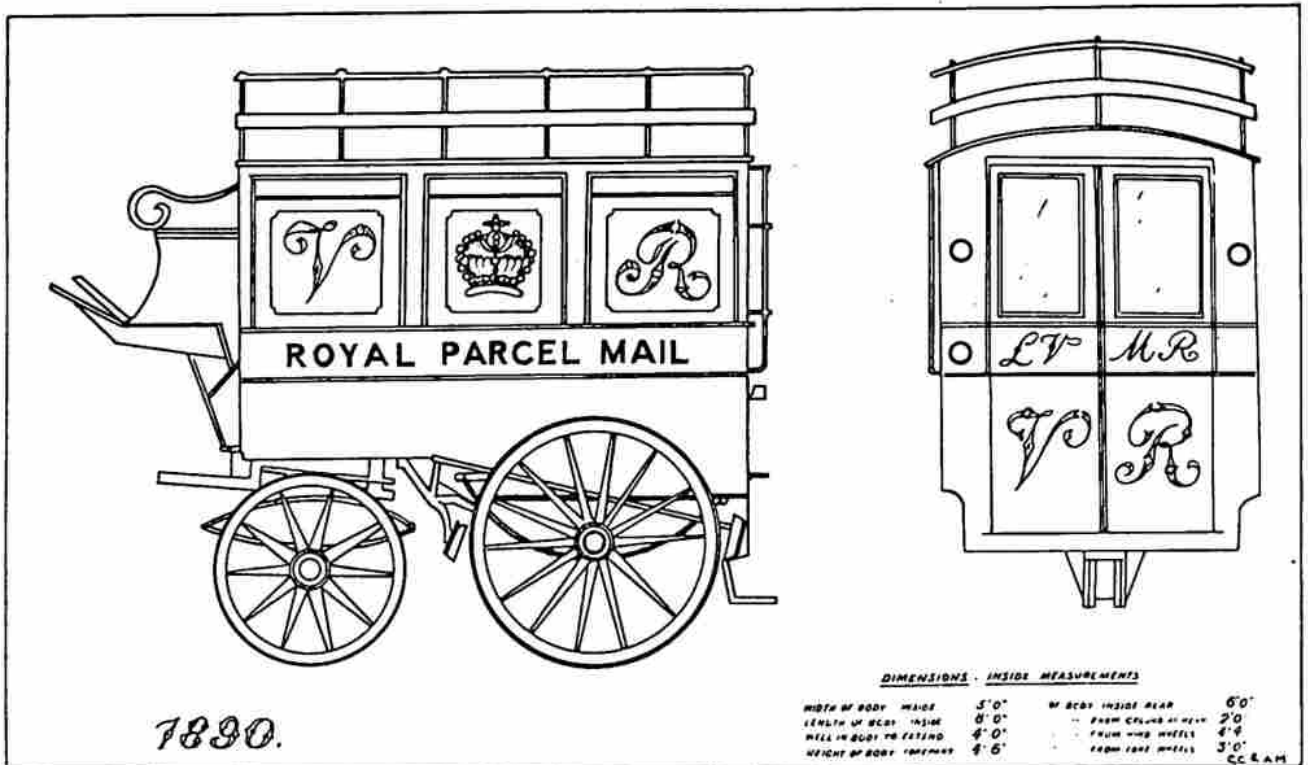
20. Windows. Front and back thick glass or ordinary glass and wire protector.

21. Ventilation As in Omnibuses.

22. Lamps. Two at end of van inside with reflectors to show outside like the Tram Car Lights.

Three large lamps outside in front to be approved by the Department.

23. Speaking tube. To be provided for communication between driver and guard.





**THE HISTORY OF  
THE MANCHESTER POST OFFICE**

**Volume 1**

**Part 2**

**THE MANCHESTER PENNY POSTS  
1793 - 1840**

**CHARLES CALVERT**

**The Banda,**

**Puncknowle, Dorset.**

**1969**

The Manchester Penny Posts were mentioned in my "HISTORY OF THE MANCHESTER POST OFFICE" published in 1967, on page 38, but the full correspondence about the establishment of the various receiving houses was not completely available until after that book had gone to press.

Much of the information given in this section was supplied by the Record Office of the G.P.O. Head Quarters, and I am indebted to Mrs. Jean Farrugia for most of the extracts. In the introduction to the

earlier volume I gave credit for its production to two philatelic friends, but the responsibility for this attempt at the Penny Post story must lie fairly on the gentleman who, many years ago, exhibited his copy of the poster advertising the opening of the Manchester Penny Posts, Mr. E. C. Baker, M.B.E., then Archivist of the Post Office Records.

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Again, Barbara Sellers has done the typing, so really very little of this chapter is mine.

THE COUNTRY OFFICES  
OF  
THE MANCHESTER PENNY POST  
1793 - 1840

THE COUNTY OF LANCERS

OF

THE MANCHESTER PLINY POST

1883-1889

# Manchester Penny Post

Altrincham	Kenyon
Ashton-under-Lyne	Lees
Audenshaw	Leigh
Cheadle	Marsden
Cheetham	Middleton
Chowbent	Mottram
Clifton	Newtonheath
Denton	Newton le Willows
Didsbury	Oldham
Droylsden	Prestwich
Dukenfield	Ratcliffe
Eccles	Saddleworth
Failsworth	Austerlands
Fairfield	Delph
Flixton	Dobcross
Gee Cross	Uppermill
Gorton	Staleybridge
Greenacres Moor	Slaithwaite
Glossop	Stretford
Hollinwood	Swinton
Hooley Hill	Wilmslow
Hyde	Worsley

Many of the sketches included in the letters from the Surveyors gave a misleading effect and these have been redrawn to scale.

The Surveyors:—

George Western.	1793-1807
Anthony Scott	1809
Gratian Hart.	1811-1820
G. F. Karstadt.	1822-1835

## Manchester Penny Posts

The prolonged hiatus of nearly forty years between the passing of the 1754 Act and the establishment of the first provincial penny post in Manchester in 1793 has often been the cause of comment. It would seem that during the apparent inertia, the Postmasters General did have the matter 'under consideration' from time to time, but no favourable opinions were offered.

One such enquiry from their Lordships brought forth this reply from the Secretary, Francis Freeling:—

No. 112

General Post Office,  
14 Sept. 1782

My Lords.

As I have strong doubts about the practicability of establishing Penny Posts in the great Towns of England, from a belief that the produce of the postage would not be equal to the expense this Revenue would, in such a case be put to, I think it necessary to obtain the opinion of the Surveyors. I shall write to them for that purpose. Should it be an advisable measure I presume that Manchester, Birmingham, Bristol, Bath, Liverpool and Norwich will be the greater part, if not all the places where it would be necessary.

All which is humbly submitted  
by  
F. Freeling.

We are left with the inference that none of the Surveyors could recommend Penny Posts in their districts at that time.

## The Country offices of the Manchester Penny Posts

In 1793 it was decided to try Penny Posts in the Manchester district, to begin at the same time as the new Deputy Postmaster, Mr. J. Harrop took up his appointment. On the 8th March, Geo. Western—the Surveyor—wrote his letter No. 29 to the Secretary.

“... the establishment of the Penny Post will occasion little trouble to the new deputy . . . I am clearly of the opinion that to Middleton, Oldham and Ashton under Line and perhaps Altrincham messengers may be established to advantage”.

(P.M.G's Report 162a of 1793)

The public notice of the Manchester Penny Post of 8th April, 1793, states that “Letter carriers will be despatched regularly every day (Sundays excepted) with the letters to and from Middleton,

Ashton-under-Line, Staleybridge, Oldham, Saddleworth and other places of which due notice will be given”.

Letter No. 30 from both G. Western and Edward Johnson:—

“we have directed four receiving houses in the town of Manchester and at present three only in the country—at Ashton under Line, Oldham, and Middleton—the first of which includes Staleybridge, the second includes Saddleworth and the last is little more than its own town . . .”

(P.M.G’s Report No. 46b of 1793)

(The Town Receiving Houses were at Ardwick, Ancoats, Knott Mill and Salford).

On the 21st May the surveyor wrote

“I have not yet employed any more messengers than the three at first employed to Oldham, Ashton and Saddleworth. Several more I submit . . . will be necessary, and I have received notice that the Ashton carrier has so much business that he cannot get back before midnight. I have spared no pains to make the establishment as productive as possible . . . and I have little doubt but that by particularly attending to this conveyance being regular and safe I shall obtain that degree of confidence for it, that the publick may in time prefer sending letters by it to any other conveyance—which at present is not the case—many people still retaining old habits of sending their letters by their servants and others in the town, or if in the villages by market people etc., to be put into the Post office”.

(P.M.G’s Report No. 112b of 1793)

Freeling wrote to the P.M.G’s.

“Your Lordships will see that the Penny Post at Manchester has produced £119 4s. 11d. the first quarter after paying the Country Letter Carriers and the Receivers at Manchester and the villages . . .”

(P.M.G’s Report 172c Vol. 4)

Acting Postmasters were already operating at Ashton under Lyne and Middleton, the latter using a curved handstamp with the town name.

The Ashton office has been the subject of an article in the S.P.H. magazine “POSTSCRIPT” 1966.

At Oldham the receiver was an Inn Keeper—who had acted as an unofficial post office for some time prior to the establishment of the Penny Post, and from the reference to the district of “Saddleworth” in the following letter No. 36, there must have been some place where the messenger waited at the end of his journey to give “full time to answer in return”.

No. 36 Whitehaven, 23rd August, 1793  
My Lords,

I have received the copy of the letter from Mr. Wilberforce to your Lordships requesting to have a daily post from the town of Manchester to Huthersfield with a General Post Office fixed at Oldham with responsible delivering and receiving houses at Saddleworth and Marsden.

I have the honor to state to your Lordships that the post already between Manchester and Huthersfield through Halifax is so expeditious that I do not conceive that any additional advantage in despatch would be enjoyed by those towns by opening another communication through Marsden and Saddleworth at the expence of 28 miles of riding work part of which to be complete must be a double ride, a letter at present leaving the town of Manchester at eight in the morning is at Huthersfield at five in the evening, every day in the week. With respect to the application for a General Post Office at Oldham and responsible receiving houses at Saddleworth and Marsden I have the honor to state that by the late establishment of the penny post a responsible receiving house is settled expressly for the accommodation of Oldham with a post six times a week and full time to answer in return, also four times a week to Saddleworth with the same advantage, so that the village of Marsden is the only place now unaccommodated with lying between Huddersfield and Saddleworth has its letters from the former, the Gentlemen of that part sending regularly to the office for them.



Having made the above statement of facts Your Lordships will permit me to add that I cannot report in favour of the application.

I have the honour to be  
With the greatest respect  
Your Lordships dutiful  
and obedient Servant  
Geo. Western

Surveyor To

The Right Honorable  
His Magesties  
Postmaster General

Mr. Freeling wrote to Mr. Wilberforce in September and his letter produced a memorial from the business people of the district:—

MEMORIAL  
of  
A COMMITTEE  
of  
The MERCHANTS MANUFACTURERS and the PRINCIPAL INHABITANTS  
OLDHAM in the County Palatine of LANCASTER  
SADDLEWORTH and MARSDEN in the County of YORK  
to  
The Right Honourable the Earl of CHESTERFIELD  
and  
The Right Honourable Lord WALSINGHAM  
His Majesty's Post Masters General

My Lords,

WITH that defference and respect due to the honourable situation of your Lordships; we the under signed Memorialists sustaining the greatest Inconveniences for the want of a Daily responsible Post to and from Manchester to Huddersfield, through Oldham, Saddleworth and Marsden . . . having in an application to your Lordships for the above hitherto ineffectual from the report of the proper Officer for the district as mentioned in an answer given in a Letter to Mr. Wilberforce of which the following is a Copy signed F. Freeling—Principal and resident Surveyor.

“General Post Office”

5 Sept. 1793

“Sir, I am commanded by my Lords the Postmasters General to acquaint you that your letter expressing a wish

that a Daily post might be established between Manchester and Huddersfield with responsible receiving Houses at Saddleworth and Marsden has been referred to the proper Officer for his report. I have the honor to inform you he is of opinion that a Daily post through Oldham and Saddleworth is unnecessary and would be extremely expensive; there is already a regular and responsible post between Manchester and Huddersfield through Halifax; and by the late establishment of a Penny Post in the vicinity of Manchester, a receiving House is established at Oldham, with a Post four times a week to Saddleworth, the village of Marsden therefore is the only place left out of this Arrangement, and the Gentlemen in that neighbourhood send regularly to Saddleworth for their letters. For those reasons my Lords Direct me to say they cannot consent to the Prayer of your Application”.

IN answer to the above Letter—Your Memorialists beg leave to observe . . .

THAT the Districts through which the Post is requested to pass contains upwards of Seventy thousand Inhabitants, independent of the towns of Manchester and Huddersfield.

THAT Oldham is a considerable Town where the first Hatting Manufactory's in the Kingdom are carried on; and there are also species of Cotton Manufactory wrought from Manchester to Oldham and from thence to Saddleworth.

THAT Saddleworth contains nearly twelve thousand Inhabitants mostly employed in the Woolen Cloth Manufactory.

THAT Marsden is equally populous and generally employed in the same Manufactory, as well as the Inhabitants from thence to Huddersfield.

THAT expedition is the known spirit of commerce and that although there be "A regular expeditious Post between Manchester and Huddersfield through Halifax" there is no such communication from Oldham, Saddleworth or Marsden to Huddersfield.

THAT Huddersfield is the Market of the Woolen Cloth Manufactory about which place and Leeds, reside the merchants of that Manufactory.

THAT the circuitous mode of Communication by Post, Letters to and from the Merchants and Manufacturers through Halifax is a loss of Four Days time which gives the greatest advantages over the Manufacturers of Saddleworth and Marsden to those situated in other districts, such as Rochdale and Halifax which have an expeditious Post, and are more speedily able to execute their orders.

THAT if Saddleworth and Marsden will not only Defray the Expences of a Daily regular Post, but leave a considerable surplus to Government, of which there can be no Doubt, your Memorialists humbly conceive that

they are entitled to the same Accommodation as Rochdale and Halifax; and therefore the Penny Post Establishment to Oldham is a service of oppression.

THAT "the receiving Penny Post House at Oldham" is a common pot house, where the Merchants and Manufacturers are to wait the coming in, and the going out of the Letter carriers from Saddleworth and Manchester or submit their letters with their often valuable contents as well as the nature of their business and correspondencies to the prying curiosity of the frequenters of a Tap Toom.

THAT for these reasons more letters are sent to the Manchester General Post Office by private messengers, than by the Letter Carriers, especially those which require expedition, secrecy or safety.

THAT through Oldham, Saddleworth and Marsden is the nearest road from Manchester to Huddersfield by twelve miles.

THAT the Letter Carriers seldom arrive at Oldham before one o'clock p.m. nor at the extremity of Saddleworth before six or seven at night. Whereas with a through Daily Post the Letters might reach Saddleworth by nine in the morning and be answered by return of Post the same day.

THAT there is no communication whatever by Letters, except by common uncertain carriers, between Saddleworth and Marsden, nor such place . . . in Saddleworth to which the Gentlemen of Marsden send for their letters nor can it be supposed that they can know when Letters are sent by Saddleworth to Marsden as on the other hand all Letters by the way of Huddersfield directed to Saddleworth or Marsden are detained there till the Market Day after their arrival and thence conveyed from the Post Office by Private Hands.

THAT labouring under these Inconveniences Your Memorialists continue to supplicate your Lordships for the establishment of a Post Office at

Oldham with Receiving Houses in Saddleworth and Marsden and a regular Daily expeditious Post through those districts from Manchester to Hudders-

field and for which as in Duty bound.  
Your Memorialists  
will for ever Pray  
Your Lordships,

MARSDEN

Lancelot Bellas  
T. S. Davenport  
John Haigh  
Saml Whitehead  
Henry Dyson  
Thos. Haigh

SADDLEWORTH

Thos. Seddon  
James Buckley  
John Winterbottom  
John Busby  
Jno. Radcliffe

OLDHAM

Thomas Renshaw Chairman  
John Lees  
Joseph Pickford  
Wm. Clegg

(Through fold, certain lines of the document are unreadable.)

Manchester April 2, 1794

My Lords,

In pursuance of your Lordships orders, I have attended to the application presented by Mr. Wilberforce for a direct communication and regular post from Manchester to the town of Hutherfield for the accommodation of Marsden, Oldham and Saddleworth.

Accounts have been kept of the amount of letters and I have been over the country in order to be able to report to your Lordships on the subject.

This application is precisely the same as that presented in August last when your Lordships decided that the request ought not to be compiled with—I do not find any reason to alter the report I had then the honor to make for the following reasons.

Marsden is a small town, the district round it is pretty extensive, but the whole amount of letters (taking the average of the last month) averages only £14 4s. 11d. per annum. It is served from Huthersfield as also is the eastern extremity of Saddleworth for which the letters for the same period average £17 14s. 3d. per annum, so that the amount of letters for those places unserved by a regular post average only £31 19s. 2d. per annum.

Oldham is a considerable place, it is served six times a week from Manchester. The amount of its letters is about £320 per annum.

Saddleworth, (that part served from the Manchester Office) produces near £150 per year. There is however no place

(unless a few houses near the principal Church) that can properly be called Saddleworth, which is the name of a district of country extending several miles and containing several Chapels, Hamlets, Mills and Manufacturies with district names such as Austerlands, Dobcross, Delph etc., which are served four times a week by the Manchester Penny Post.

In order to comply with the request of the memorial an expence of near £170 will be incurred per annum, besides sacrificing about £70 a year of the Manchester Penny Post in order to accomodate Marsden and the remote part of Saddleworth, places I may say of no great consequence as the whole of the postage is only £31 19s. 2d. per year. As to Oldham, it being already served six times a week from Manchester, could receive very little benefit from the extension, and the Saddleworth district would actually be worse served than at present—for the hamlets, villages etc. not lying on the main road but being scattered up and down the country, if an office were fixed anywhere in consequence of a post being established, the inhabitants must have many miles to send for their letters probably at a greater expence to themselves than they now pay to the Penny Post revenue for having them delivered each to his own door. And this matter is so well understood by the Manufacturers themselves that they have refused to sign the memorial, there being only sixteen names from Oldham, Marsden and Saddle-

worth, a district of 20 miles and stated to contain 70,000 people.

I must observe that the receiving house at Oldham is at a publick house or as the memorial states it, a common pot house. On the establishment of the Penny Post I would willingly have fixed it elsewhere, but finding that he had previously been employed in the care of letters, I could not well remove the man as no objection was made either to him or his situation.

I am however of opinion that it ought to be changed, and last year when the post was fixed 4 times a week to Saddleworth I assured the Gentlemen of Austerlands, Delph, and Dobcross that should it answer on trial I would recommend to your Lordships to make it six times a week, which I now recommend to be done and that in these two respects the memorial should be compiled with.

I have the honor to be  
with the greatest respect  
your Lordships obedient  
and dutiful servant

Geo. Western Survr. G.P.O.  
(P.M.G's Report 214a 1794)

#### Saddleworth—Marsden

1794 April 5th. A minute in Freeling's minutes reads:—

"Mr. Wilberforce's Memorial about the Marsden and Saddleworth Correspondence, is there any objection to sending copy of the substance of Mr. Western's Report to Mr. Wilberforce and giving him the reasons why it cannot be complied with?"

(Oldham)

The receiving House must be removed from the Alehouse, and there may be six deliveries there by the Manchester Penny Post at Saddleworth as Mr. Freeling recommends".

(P.M.G's Report No. 214a Vol. 14)

April 9 1794.

"Mr. Wilberforce to have copy of Mr. Western's Report on the Marsden and Saddleworth survey."

(P.M.G's Report No. 6b Vol. 15)

So the matter rested for a month, but meanwhile the accounts for the first year's working of the Manchester Penny Post was compiled and the Surveyor wrote:—

Retford May 8th 1794.

My Lords,

The Manchester Penny Post having been now established a complete year, I beg leave to lay before your Lordships the exact state of that part of the revenue, which has produced each month as under:—

1793 6th to 30th. April	£29	4.	0.
May	£57	5.	1.
June	£72	14.	1.
6th. to 31st. July	£49	15.	10.
August	£56	1.	4.
Sept. to 10th. Oct.	£75	4.	5.
11th. to 31st. Oct.	£41	10.	3.
November	£59	17.	10.
1794 Dec. to 5th Jan.	£70	1.	8.
6th. to 31st. Jan.	£48	9.	0.
February	£59	17.	10.
March to 5th April	£75	6.	1.
	£695	7.	5.

But taking the average for the last Quarter, the present amount is £734 11. 8. per annum and as the receipt has been regularly increasing, the average of the last Quarter is the true mode of getting at the present actual amount.

The expenditure for this establishment has hitherto been as follows—For the letter carriers £128 10. 0. and for the keepers of the receiving houses £48 has been proposed.

I beg to submit that the receiving houses in the town of Manchester should be laid down, there are four of them and the number of letters put in at them all, do not average two a day for the town, and scarcely one a day to be forwarded by the General Post. The abolishing them will make a saving of £24 a year in the Salaries and £31 4s. 0d. for a messenger in all £55 4s. 0d. and I do not apprehend there will be the least diminution of postage or loss to the revenue in consequence.

The amount of the pence do not defray the wages of the messenger to Ratcliffe three times a week, by about £4 a year. I would however recommend its being continued because the letters for that district were formerly seldom delivered at all but became dead and returned letters. They are now regularly distributed and I am persuaded the revenue gains considerably tho' the penny post may lose, it seems clear that both the General and Bye letter offices must receive benefit from the accelerated and convenient manner in which the penny post enables deliveries to be effected, so that the amount of the pence is not the only profit to the revenue.

Your Lordships have already seen the daily slips, the Monthly returns or checks, and the quarterly accounts. With respect to the dead and refused letters I adopted the mode of the Dead Letter Office in London, opening them and destroying such as are of no consequence, and returning or writing to the Parties respecting such as are of consequence or contain value.

I have regular checks or vouchers sent me from the Six receiving houses in the country, with which I examine the returns from the office at Manchester, and when there is any variation of consequence I write for the Bill of the day to compare with the accounts, in the same manner as is done in the Bye Letter Office, from these I make out and attest the quarterly accounts.

I adopted the foregoing mode of accounts as being the best I could devise to secure with effect the revenue, and to prevent losses either by fraud or inattentive collection in Accounts unavoidably minute arising from pence to so large a sum as £734, and now in a state of increase, in establishing this I had no rule to go by, as it was admitted that the London penny post required itself too much improvement to be any precedent. I beg leave therefore to submit to your Lordships that this business has occasioned very considerable trouble, and that in future a constant attention will be required to superintend its management and to

watch with care that their revenue, now in its infancy, be brought to be as productive and convenient to the publick as it may be capable of. On this consideration I trust your Lordships will suffer me to lay before you my pretensions for this duty.

I have the honor to be  
with the greatest respect  
Your Lordships dutiful  
and obedient Servant

Geo. Western      Surv. G.P.O.

To the Right Honorable  
His Majestys  
Postmaster General.

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From this it will be seen that the Penny Post had extended out from Manchester in the direction of Ratcliffe, and that three further receiving houses had been opened. These were at Dobcross, Staleybridge and in Saddleworth, and the receivers were unpaid but had the right to a "service charge" on the letters they handled. The site of the "Saddleworth" receiver is uncertain. The messenger appears to have gone as far as Delph but there is a strong possibility that there was an office at Austerlands in 1794 or soon after. The three oval handstamps—PP4 (Dobcross) PP5 (Staleybridge) and PP6 (Saddleworth) came into use at this date.

---

London May 23rd. 1794.

Dear Sir,

As the Postmaster General have given their consent to the Messengers going 6 times a week to Saddleworth from Manchester I beg to state that the duty may be better done by consolidating the Oldham and Saddleworth messenger, according to an idea suggested to me when last in Saddleworth.

The expense of the two messengers is £63 a year for which sum either a man and horse might do the whole on horseback much more expeditiously or the Stage coach from Leeds to Manchester and Manchester to Leeds might leave the bags at Oldham and Delph, and take them back again to Manchester as the time of the arrival and departure of the coach will fit in with the posts at Manchester.

To the first of these proposals I have only to state one objection, that I am confident that the sum of £63 a Year will not be sufficient pay for the duty as there of course can be no perquisite from Road letters in a Penny Post delivery—to the second I do not see the same objection, as I presume that pay of a letter carrier to deliver the letters at Oldham and another at Delph to go over that part of Saddleworth now served by the Penny Post together with a recompence to the Coach proprietors for carrying the bag will not exceed £63 a year.

I have not however made any particular inquiries on the subject as I wished to consult you previously.

As the Coach from Huthersfield goes through Marsden, there can I presume be no objection to that place having its letters by it. The usual emolument of road letters will pay the expense.

If approved I will make the necessary inquiries as to expense etc. and report fully thereon.

I am dear Sir

Yours most Sincerely

Geo. Western      Surv. G.P.O.

Francis Freeling Esq.

Marginal note by Freeling:—

There is a little contradiction here to the preceeding paragraph.

No. 134/3 (or B)      General Post Office  
23 May 1794

My Lord,

I have the honor to enclose a Letter from Mr. Western stating how the Correspondence in the neighbourhood of Oldham and Saddleworth may be better served.

Mr. Western's idea is, that the Letters shall be left and taken up at Delph (nearly in the centre of that district of Country called Saddleworth) and Oldham by a stage coach which runs between Leeds and Manchester every day, the hours suiting completely with the arrival and departure of the posts at Manchester.

The present expense attending the delivery of the Letters at Oldham and

Saddleworth is £63 per year which Mr. Western is of opinion need not be exceeded.

It is therefore the principle of the thing He wishes to have Your Lordships approbation of, and he can then enquire into the particulars.

The coach in question is worked in part by Mr. Hinks of Leeds, one of Your Lordships Mail contractors and I conceive there can be no impropriety presented by Mr. Wilberforce, though hostile to the purpose of the Memorial, has been fully approved of at a meeting of the principal Inhabitants, that application having been made at the instance of an individual and the object of it being diametrically opposite to the real interests of the neighbourhood. As Mr. Wilberforce is somewhat interested in this matter I presume it may be necessary to communicate with him respecting it.

All which is humbly submitted  
by F. Freeling.

The Rt. Honorable  
The Postmasters General.

Although the Manchester Penny Post first extended in the East direction of Middleton, Oldham and Ashton-under-Lyne, by 1794 there was the Radcliffe messenger carrying Penny Post Letters to the North West, by 1795 Didsbury and Cheadle to the South were included in the scheme, and by 1796 Eccles to the West had a messenger, and the service was to spread further west to Leigh and Chowbent.

Leaving the South districts, and continuing with the development in the East and West, the following correspondence shows the financial aspect of the Post at this time.

Ref. 91L.      Manchester Sept. 19th. 1796.

Dear Sir,

My principal object while here has been (after attending to correct Missents, taxes etc.) to regulate the messenger to Ashton under Line. His walk was so long that he was unable to return to the office in time for the Knutsford Mail, so that all the West letters lost a day. I have however now so arranged him that he can and does get back every

evening by 6 or a little after, which is in good time for the Knutsford rider, who leaves Manchester at Seven. This is not attended with any additional expense. I beg to refer you to my letter of the 13th. July last on the subject of the Deputy at Ashton's complaint of the little allowance for a letter carrier, for which he is only allowed 1/6 a week, the amount of the postage is £313 19. 0. a year and the pence about £128 11. 0. on the average so that £442 10. 0. is the amount of the Ashton postage after deducting returns. The duty is therefore

	Postage	Pence	Total
Eccles	£57. 17. 0.	£25. 1. 8.	£82. 18. 8.
Radcliffe	£42. 5. 0.	£16. 5. 8.	£58. 10. 8.
	£100. 2. 0.	£41. 7. 4.	£141. 9. 4.

this is after deducting returns.

The expense of the messenger is 12/- a week or £31. 5. 0. a year, the amount of the pence is £41. 7. 4. so that at present it does not much more than pay the expences. I cannot therefore recommend the increasing the number of days for it is not likely to be productive—however I think it my duty to state circumstances—as the request is made by Mr. Bayley of Hope, a very active Majistrate, and several other Gentlemen. To comply with it will cost at least £31. 5. 0. per annum.

I am dear Sir,

Yours respectfully

Geo. Western Surveyor G.P.O.

Francis Freeling Esq.

No. 91L

General Post Office  
Sept. 21. 1796.

My Lords,

I have the honor to enclose a Letter from Mr. Western in which he states that the Deputy of Ashton conceives his allowance of 1/6 a week for a letter carrier inadequate. It appears that the Revenue including the pence derived from it being within the Manchester Penny Post delivery is £442. 10. 0. per annum and that Oldham, an office of rather

very much increased, and I beg to recommend it as necessary that he should be allowed 3/- a week (instead of 1/6) the same as Oldham is paid, I think in fact that Ashton has more trouble—this I would recommend to commence from 5th July last.

I have received several applications for the Letter Carrier to go every day to Eccles instead of three times a week. At present the same man goes three times to Eccles and three times to Radcliffe. The amount of postage is as under

less trouble, has an allowance of 3/- a week for a letter carrier. I conceive therefore your Lordships will think that nothing can be more reasonable than Mr. Western's proposition to allow 3/- a week to Ashton and to commence from 5 July last.

With respect to Eccles I presume your Lordships will entirely approve of Mr. Western's opinion that the establishment ought not to be increased as the amount of Revenue will not bear the additional expence. If however the Revenue should increase it may hereafter be advisable to give some further accommodation to Eccles even though not to the extent of a daily post and if your Lordships approve it I will write to Mr. Western to keep the matter in his mind.

All which is humbly submitted by  
F. Freeling.

The Postmasters General.

Memo.

Sept. 22

“Allow the Deputy of Ashton 3/- a week for Letter Carrier, and write to Mr. Western respecting the demand of Deputy of Eccles in the way Mr. Freeling proposes. CG”.

Regarding this mention of a "Deputy of Eccles", it may be an error, or an indication that there was an acting, unpaid receiver, as a salaried office was not established at this date.

To the Surveyor Post Office  
Manchester 25 Oct. 1796

Dear Sir,

It is with much concern that I have again to trouble you concerning the Ashton Walk, for as I surmised in my last letter, the person whom I engaged for that purpose refuses going a second time, declaring it impossible for one man to perform the Journey. Not being able to procure another, four having tried it and declined, I again sent the extra letter carrier, who I am sorry to say, has been confined to his bed, by the fatigue of going four journeys. Being thus deprived of him, I was under the necessity of causing one of the Town Letter Carriers to go to Ashton, and to distribute his Town walk amongst the others, whereby complaints were made of the irregular delivery in the Town, which it was not in my power to remedy.

You may probably recollect my having some conversation respecting the Mottram letters, which induced me to sound the man who calls for them, and endeavour to discover some mode of relieving the Ashton Walk, but here my hopes were frustrated, and I found it would be laying the office under a considerable additional expence without a chance of any thing material arising in return.

Unable to determine how to proceed, and being solicitous to engage, if possible the Mottram man, who was perfectly acquainted with the country, and who in going to Mottram thrice a week, travelled over the greater part of the ground, I asked him if he was willing to undertake the walk, but this he declined upon the present salary, intimating however that if there was an increase of 2/- a week, and he might be permitted to continue the Mottram letters he would make a trial. Situated as the office was, and considering that part of the ground must be either given up, or an Horse Ride adopted, which could not benefit the revenue in the least, but would be an expence of 1/- per journey, besides the loss of the pence

Genl. Post	Penny Post	Postage			OLDHAM	£ s. d.		
		£	s.	d.		£	s.	d.
99	24	2	4	10	*Ride to Dobcross at 4/- per Journey	1.	4.	0.
53	30	1	3	4	Salary at Oldham at £8 per annum. Per week	3.	0.	
70	28	1	14	1	Delivery of Letters at Oldham	"	"	3. 0.
63	58	1	12	11	Saddleworth Messenger	"	"	12. 0.
59	26	1	11	7	Salary at Dobcross at £6 per annum	"	"	2. 4.
52	26		18	11				
396	192	£9	5	8				2. 4. 4.
63	28	1	9	—	†Walk to Ashton, Stalybridge	16.	0.	
30	2		10	8	Salary at Ashton	3.	0.	
38	26		15	10	Delivering Letters at Ashton	3.	0.	
48	38	1	6	6				
40	20		17	11				1. 2. 0.
37	15		17	1				
256	129	£5	17	—				

\* The ride to Dobcross is 24 miles per day.

† The walk to Staley is 22 miles per day.



upon the Road Letters, I acceded to his proposal, and I have pleasure to say, that he has performed his last weeks journey, being the first, to my entire satisfaction. He is an honest, sober, and well disposed man, much approved by the Gentlemen for whom he has taken the letters to Mottram etc. for some years past, and I doubt not will be a valuable servant to the office.

My conduct upon this occasion, in making an increase of salary, before their Lordships the Postmaster General have approved thereof, will I trust stand excused from any charge of presumption, and when the whole business is duly considered, that I have rather merited their approbation.

I have taken the liberty of subjoining a comparative view for the past week of the Oldham and Ashton Roads, which I think will also be an extenuation of my conduct.

I am, Dear Sir,  
with much respect, your obedient  
and very humble servant,

James Harrop.

No. 31 M.

Derby 3 Nov. 1796.

Dear Sir,

Herewith I enclose a letter I have received from the postmaster of Manchester stating the difficulties he has met with in getting the Ashton walk properly done, and that not being able to procure its performance at the previous allowance he has been under the necessity of promising 2/- a week more until the Postmaster General's pleasure is known. On inquiring into the circumstances as stated in Mr. Harrop's letter I have every reason to believe them to be correct and I trust their Lordships will be of opinion that he has acted properly. I beg to submit that it appears advisable to allow the 2/- a week, I find that according to the statement in Mr. Harrop's letter the amount of the Ashton pence are £1. 12. 0. a week, and the postage £5. 17. 0. averaging on the whole little short of £400 a year.

I am dear Sir, yours respectfully  
Geo. Western.

F. Freeling Esq.

No. 31 M.

General Post Office.

4 Nov. 1796.

My Lords,

I am sorry to be under the necessity of enclosing your Lordships a letter from Mr. Western and one from the postmaster of Manchester by which it appears that the allowance of 3/- instead of 1/6 per week which your Lordships were pleased to authorise by minute on my No. 91 L for the messenger to Ashton, is not sufficient and that in order to get the duty performed and to prevent the business being thrown into confusion Mr. Harrop has been obliged to contract with a man for 2/- a week in addition to the present allowance. For the very strong reasons assigned by Mr. Western and Mr. Harrop I presume your Lordships may think it right to sanction this allowance more especially as it is not so very considerable compared to the amount of Revenue which averages near £400 a year.

All of which is humbly submitted by

F. Freeling.

The Postmasters General.

Memo. If the duty cannot be performed for less, we must make the allowance proposed. C.G. Nov. 6.

From the previous correspondence and the postmarks on surviving correspondence we know that the following Receiving Houses for the Penny Post had been established by 1796.

1. **Ashton-under-Lyne**, at the Post Office already existing under Mr. Tinker, the Postmaster. 1793.

2. **Oldham**, at an Inn in 1793 but later at a reputable Receiving House with a salary of £8 per annum for the Receiver.

3. **Middleton**, at a Post Office already existing. 1793.

4. **Dobcross**, at a Receiving House with a Receiver's salary of £6 per annum. 1794.

5. **Staleybridge**, at an unpaid Receiving House. 1794. This Receiver must have lapsed about 1802 which is the last date I have seen the oval P.P.5. Postmark.

6. **Saddleworth.** The site of this office is still debatable. The evidence seems to point to Austerlands as the site, because there was an unpaid receiver there at an early date and the oval P.P.6. postmark was in use in 1794. The alternative site would be at Delph, a village near the eastern border of the Saddleworth district, but

the messenger from Manchester only went as far as Dobcross.

Both Dobcross and Delph are in the West Riding of Yorkshire, and at the time of the establishment of the Penny Post, Dobcross was the most important place in Saddleworth.



Fig. P.P. 1.  
Dobcross



Fig. P.P. 2.  
Staleybridge



Fig. P.P. 3.  
Saddleworth

Used from 1794 to 1802/3

In 1795 it was decided to extend the Penny Post from Manchester to the south, and in April, reporting Letters from Ireland, Liverpool and the west of England to Stockport being delayed at Manchester, the Surveyor recommended a "daily ride from Manchester to Stockport (8 miles) after the arrival of the mail coach from Liverpool to Manchester (about 9 a.m.) and to return before the departure from Manchester to Knutsford (about 6 p.m.) which ride after delivering the Stockport Bag might go into that part of the Manchester delivery which is in the neighbourhood of Stockport—viz. Didsbury, Cheadle and Wilmslow to deliver letters there on the account of the Penny Post, the expense of thus extending the Penny Post to a further part of the Manchester delivery will be very small, it will be necessary to have two more receiving houses at £6 a year each in the Manchester Penny Post . . ."

The P.M.G.'s replied—"Try it for a year".  
(P.M.G. Report No. 9F of 1795)

1802 January—Salaries of the two "Penny Post" Receivers at Didsbury and Cheadle raised to £8 per annum "As the establishment of the Birmingham and Manchester coach has changed their duties from the middle of the day to the middle of the night".

(P.M.G.'s Report No. 11h, Vol. 21)

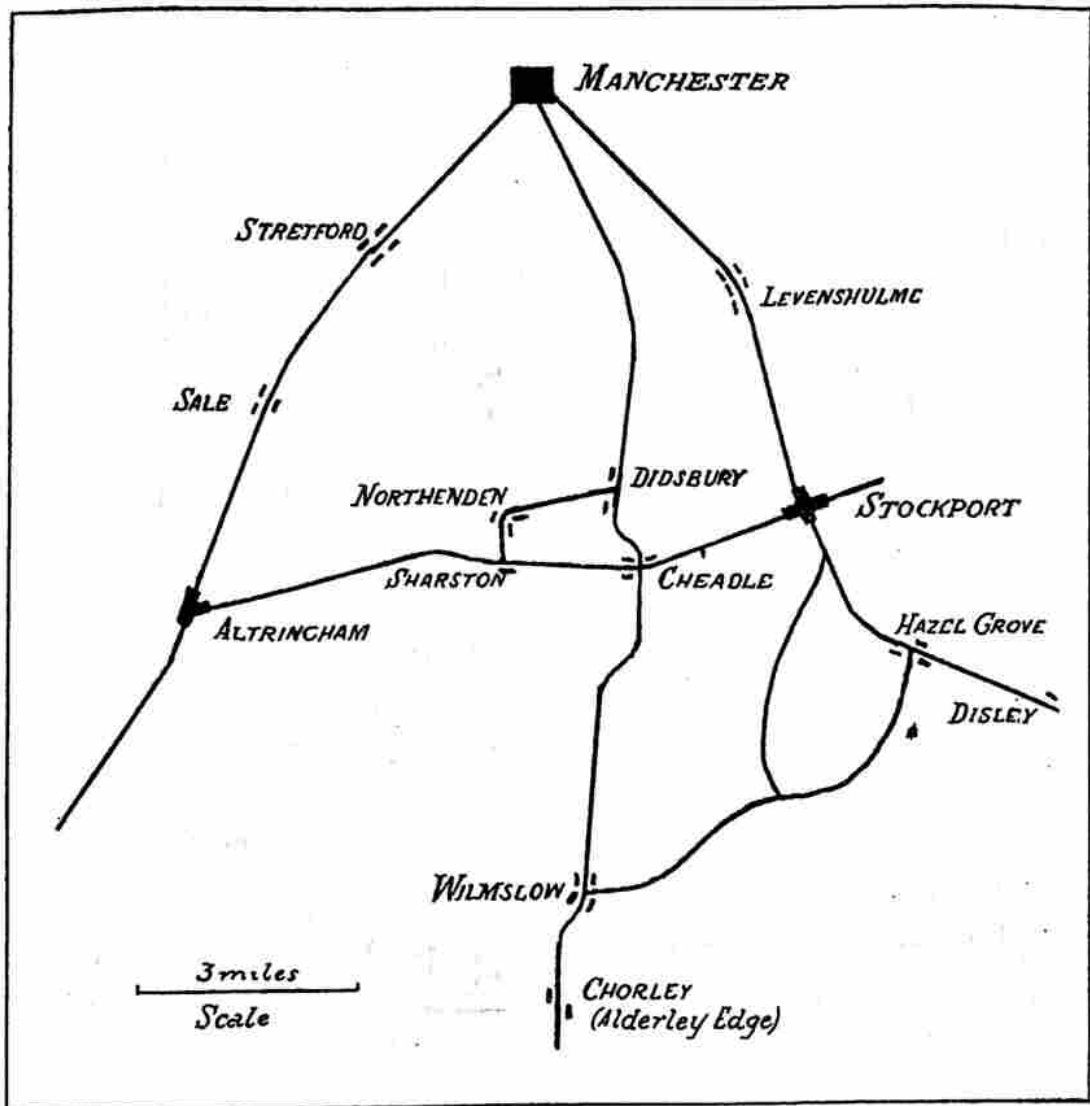
Usually letters from Northenden (sometimes spelt Northen or Northender) and Sharston were put into the mail at Cheadle, as the track between Northenden and Didsbury crossed the river, and the low lying land was—and still is—liable to flooding after heavy rains.

#### Wilmslow

1819 September 26.

Joseph Bradshaw of the Wilmslow Rectory wrote to Freeling:—

"I have been requested by many of my Parishioners . . . to ask whether we could not be relieved in some way from the present charges—to each letter is added 2d. all newspapers 1d. exclusive of delivery—there is no letter Box and the letters now lie in the Bar of the Inn till called for and Mr. Richardson the present Occupier of the Inn tells me that he cannot frequently prevent drunken people from attempting to shine the letters to see what they contain—the letters also when taken are obliged to be delivered into the Bar wch. too often is filled with drunken people which is of course annoying particularly to Females—the Birmingham Mail passes thro this place in its way to Manchester and we do not get our letters till its return the following morning . . . Since the



MAP 32

BASED ON REPORT 9F OF 1795

Establishment of the penny post here the population is prodigiously increased, at the last census it amounted to about three thousand and has been increasing rapidly ever since . . . if we could have a regular post office it would be most beneficial to the Neighbourhood . . .'

(Joseph Bradshaw's letter bears an open circular Manchester date stamp 185 and a pp single-boxed (un-numbered) stamp). This may be a case where the number has failed to register, as a cover from Wilmslow 17.9.1815 bears a No. 9 as Fig. P.P. 4.

1819 October 15

Gratian Hart commented:—

" . . . it also appears that the Inhabitants of Wilmslow are subject to a further charge of a penny on each Letter and News Paper by the Keeper of the Ale House where the Letters are left, besides the penny post charge . . . the accommodation wanted, of Receiving the Letters from Birmingham as the Coach passes through . . . cannot . . . be attended to, but the appointment of a proper receiving House is . . . and I beg leave . . . to recommend an allowance of £8 a year for a Receiver at Wilmslow, as at Cheadle and Didsbury, being Branches of the Penny-Post establishment . . ."

1819 October 18

Freeling reported to the P.M.G.:—

" . . . Mr. Hart fears the description given by Mr. Bradshaw is but too true, and adds that the Inhabitants are subject to a heavy charge, without receiving Convenience or Protection, to remedy the Evil . . . the Surveyor recommends the Appointment of a Receiver at Wilmslow (to which place letters are already conveyed by a Penny Post) with a Salary of £8 a year, as at Cheadle and Didsbury, branches of the Penny Post Establishment under Manchester . . ."

The P.M.G's approved.

(P.M.G's Report No. 235, 1819)

1819—Penny Post Receiving House Established (Vol. 34 P. 147).

There is the possibility that there was for various periods, an unpaid acting receiver in Wilmslow—as at Austerlands—from about 1800—and that the No. 9 stamp was used from mid 1815.

The Letter Carrier covering the Manchester—Didsbury—Cheadle—Wilmslow route would bring in mail to Cheadle for stamping when there was no active receiving house at Wilmslow.

Further research is necessary on this point.

Mr. Hart, Surveyor, lists Wilmslow under the Manchester Penny Post in 1813.

From 1802 a different type of stamp, Fig. P.P.4. was used at the receiving Houses. Numbered 1 to 12 they have been seen on letters up to 1827 but some offices had the smaller Fig. P.P.5. from 1813-14, the numbers being allocated as follows:—

- |                      |               |
|----------------------|---------------|
| 1. Ashton-under-Lyne | 7. Didsbury   |
| 2. Oldham            | 8. Cheadle    |
| 3. Middleton         | 9. Wilmslow   |
| 4. Dobcross          | 10. Flixton   |
| 5. Staleybridge      | 11.           |
| 6. "Saddleworth"     | 12. Ratcliffe |

No. 11 may have been the Eccles number, but definite proof is missing.



Fig. P.P. 4.

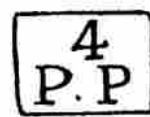


Fig. P.P. 5.

How the first three offices used this Penny Post Stamp is still obscure, but Middleton used the "name" Stamp for General Post letters, and may have used the P.P.3. on local mail. Examples are uncommon, but one addressed from "Strines" led some collectors to connect it with the district between Marple and New Mills on the Cheshire-Derbyshire border. However, it came from "Strinesdale" in the Saddleworth district east of Middleton, and the letter may have been posted in that town on market day.

Oldham used a "name" stamp with the No. 2, and the boxed P.P.2. is only seen on country penny post letters that passed through that receiving house. The letters I have seen are addressed from Chadderton—a district covering an arc between Middleton and Oldham.

Ashton-under-Lyne—No. 1 and Staleybridge—No. 5. have to be considered together as these places are only two miles apart, and though there was a post office continuously at Ashton, the unpaid receiver at Staleybridge functioned irregularly until a salaried receiver was appointed in 1806.

Ashton-under-Lyne may have had a "name" stamp for General mail but I have been unable to trace a copy.

The Wilmslow, Flixton and Ratcliff, P.P. stamps 9, 10 and 12 must have been used by unpaid receivers as they have been seen dated before salaried offices were established at these villages.

The fact that an acting receiver was "unpaid" does not mean that he performed the service free; as it was usual to collect  $\frac{1}{2}$ d. or 1d. per letter from the recipient.

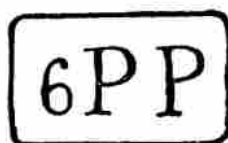


Fig. P.P. 6.

The boxed 6 P.P. stamp was used on letters addressed from Droylsden from 1811 to the end of 1813. This place had no connection with Saddleworth—and the only conclusion would seem to be that the number was reallocated and sent to an unpaid receiver. There is no record of a salaried Postmaster at Droylsden until 1848.

Meanwhile the Saddleworth area had been giving the Surveyor some trouble.

Manchester  
25th June 1803

Dear Sir,

I have been over to Saddleworth and Dobcross and have caused all the arrears to be paid up—

The Subdeputy at Dobcross is at Liverpool settling his affairs—the business is at present conducted by his wife and son—it is however doubtful whether they will continue much longer at Dobcross—I have therefore with the approbation of the principal Gentlemen, fixed on another place to which it is to be removed on the present person's retiring, and this without any further personal attention on my part—I inclose you a letter from the present Sub-Deputy—you will observe a strong complaint on the smallness of the salary—I had similar application at Oldham, and also at Austerlands, a place which from the great increase of the Penny Post, has gradually grown up to be a considerable receiving house, but at which there is no salary at all—In going to Dobcross I visited all these places, the amount of postage is very much increased, Oldham and its neighbourhood being about £570 a year and Saddleworth (which includes Dobcross) is £430—The Salaries remain the same as on the infancy and first establishment of the Penny Post, 10 years ago. Oldham £8 and Dobcross £6—tho' the Letters and duties to be done are much increased, I may say trebled—

I really think these SubDeputies intitled to a further Salary, and I am confident it is for the Interest of the Revenue to grant it and enable me to expect additional attention to the collection of Letters, and inforce more regularity, for at present the Salaries are under importioned to the duties, and are not worth the attention of persons fit to be entrusted with the collection of a revenue of about £1000 a year. I would recommend therefore that Oldham and Dobcross be raised to £10 each and that Austerlands be allowed £4. The present allowance is £14 to the whole and the increase I propose is £10 (in all £24). which tho' not proportionate to the increase of Duties is such as the parties will be thankful for—

As the arrangements of this Penny Post have never been submitted for the sanction of the Treasury—I hope I may receive the approbation of this increase, and I will then immediately enforce

more exertion and attention and cause better accounts to be kept by these SubDeputies from which I am confident the Revenue will derive benefit and Increase.

I am Dear Sir

Yours respectfully

Geo. Western.

F. Freeling Esq.

(Ref. 85N/ 28 June 1803)

No. 85 N.

General Post Office

28th June, 1803.

My Lords,

I have the honor to enclose a Report from Mr. Western, who has visited certain of the Manchester Penny Post Receiving Houses and has procured payment of an Arrear from the Receiver at Dobcross. In consequence of the circumstances of this Receiver, it has been found necessary to transfer the Receivings to other hands; and Mr. Western having taken a general review of the Salaries allowed at Dobcross and Oldham, of the amount of the Revenue collected there and at Austerlands, which is equal in the whole to about £1000 per year, and having considered the heavy duties these Receivers have to perform, he finds himself fully justified in recommending that the salaries of the two former should be increased to £10 per annum each, and that £4 per annum should be allowed to the latter, who hitherto has not received anything. This will be an increased yearly expense of £10, which your Lordships will, I presume, think well laid out, as it will enable Mr. Western to keep a better controul over the Parties, and by making them more attentive to their duty and active in collecting letters, will probably be of much benefit to the Revenue.

All which is humbly submitted  
by

F. Freeling.

The Right Honorable  
The Postmaster General

(86N/1803)

The P.M.G's agreed:—

“We think it reasonable and right that the Salaries to Oldham and Dobcross should be raised to £10 each and that Austerlands should be allowed £4.”

### Manchester: Open Penny Post Letter Boxes at Country Receiving Houses 1804

16 April 1804.

Geo. Western, Surveyor, suggested:—

“On examining the Manchester Penny Post Accounts I perceive that at the Country receiving houses the number of letters sent back is very inferior to the number sent from Manchester.

I attribute this to the unwillingness of persons to pay one penny each on putting in Letters for the General post and preferring opportunities of going to or sending to Manchester—I would therefore recommend the Experiment of having open Letter boxes for the Penny Post Letters to be dropped into, leaving it optional to the parties to pay or not, and if unpaid the 1d. to be added to the General Office postage the same as in London—this Regulation will be attended by no expence in fact it will lessen the trouble of the receivers—and with proper check and stamps the revenue may be as easily and safely collected as at present.

If there were as many Penny Post and General Office Letters sent from the receiving houses as are sent to them the gain would be above £150 a year . . .”

The Secretary wrote to the Postmaster General:—

“ . . . my ideas are in unison with his, as to propriety of trying the experiment recommended, which is that of Open Penny Post Letter-Boxes, at the Country Receiving Houses under Manchester, leaving it to the option of the Public to pay the penny on putting the Letters in—The only objection . . . was, that in cases where the penny was not paid upon Letters for different parts of the Country, but added to the General Post Rates, the Deputies of many Towns might conceive the Letters to be

overcharged a penny, and make allowances accordingly—But his objection is obviated by my having concerted that proper explanation be sent to such Deputies, and that checks be established at the Dead Letter Office to prevent wrong allowances there . . .”

The Postmaster General approved the experiment.

(P.M.G's Report No. 11R of 1804)

No. 109A            Manchester June 21 1806

Dear Sir,

I have had repeated applications on the subject of the Ashton Post, also Staley Bridge and Mottram, I therefore went over to these places on Wednesday last to inquire personally into them.

I beg to refer you to a complaint made to you 2nd August last by Mr. Edward Lees of Ashton.

At Ashton the chief grievance is the late arrival of the Mail, about 2 in the afternoon though only 8 miles from Manchester, and at Staley Bridge between 3 and 4. This is occasioned by the stopping to deliver letters on the road, so that it takes 5 hours to do what may well be done in about half the time.

The amount of the letters for this branch I find averages per year is            £702. 0. 0.

The unpaid penny letters for the General Post put in at the post office at Ashton amount to per year    £39. 0. 0.  


---

£741. 0. 0.

of this sum about £170 is paid to the Penny Post.

The expence of which is a messenger 16/- a week—£41. 12. 0. a letter carrier at Ashton £13. 0. 0. and salary at Ashton £8 in all £62. 0. 0. so that the Penny Post nets above £100 a year by the present establishment. In order to remedy the delay complained of at Ashton I with reason, I beg to recommend a Receiving House for the letters to be left at Audenshaw with an open letter box at a salary of £6 a year. The

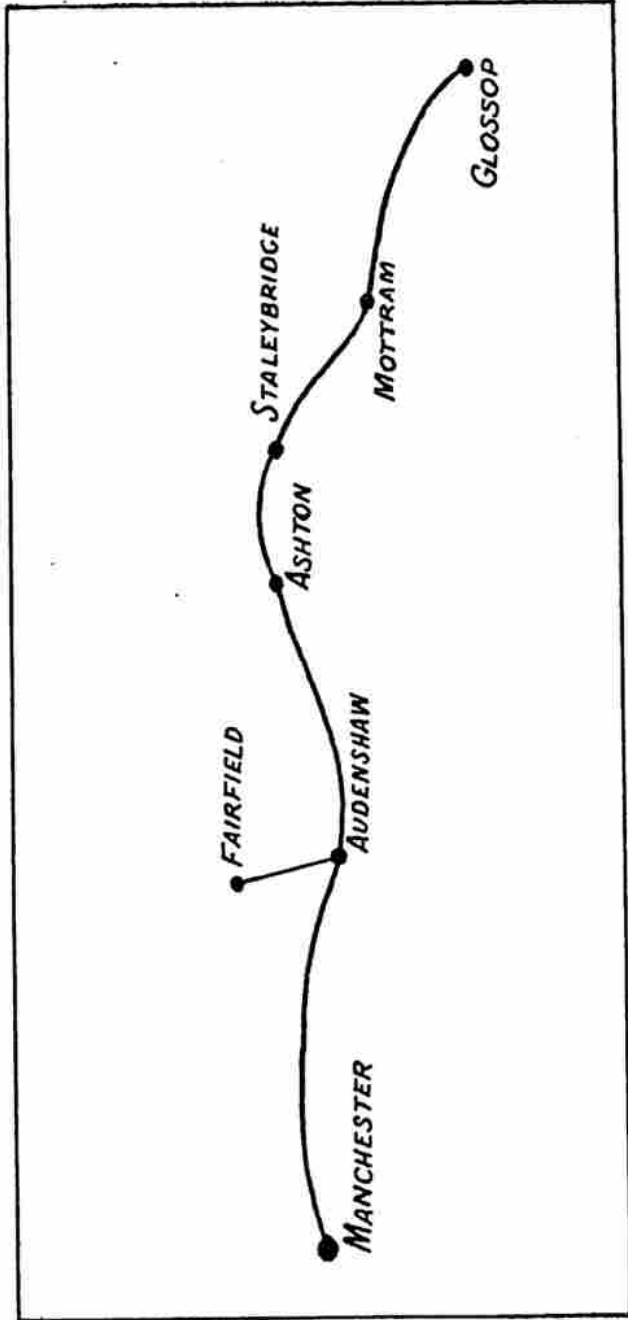
messenger may then go to Ashton without stopping and be there before eleven.

At Staley Bridge great complaint was made of the late arrival of the post, and as there is no post office or any receiving house there, no opportunity is afforded of sending letters back through the office, but that of personally meeting the Letter Carrier in consequence we get few by the Penny Post. These complaints will be removed by the proposed Audenshaw Receiving House enabling the Ashton carrier to be at Staley Bridge by half past 11. and a post office established there with an open receiving house at a salary of £8 a year will afford an opportunity of putting in letters at all times. For this the Gentlemen of Staley Bridge are willing to pay 3 halfpence instead of a penny a letter on delivery. The whole expence therefore will be £14 a year to accommodate a revenue of £741 a year which expence will be amply repaid by the additional halfpence on delivery of letters at Staley Bridge: (about 3/- a week) and 1d. each on all letters put in at Staley Bridge and Audenshaw Receiving Houses for the General Post and 2d. on those for the Penny Post delivery.

Mottram—Glossop.

Connected with the Ashton Messenger, but not under the establishment of the Postmaster General is a carrier to Mottram in Longendale, Cheshire, and Glossop, Derbyshire.

In the year 1796 the inhabitants of the above places requested to be included in the Ashton post which was refused, as the amount of the postage and the number of letters were then inadequate to the expence. They were however indulged with allowing the Ashton messenger to take their letters to Staley Bridge free of expence, from which place they might fetch them by their own carrier, and thus the matter has remained since October 1796. At the meeting on Wednesday I meet several Gentlemen of Mottram and the vicinity. They have a very insecure and irregular carrier leaving Staley Bridge about 5 in the evening and not arriving at



WITH REPORT 109A 21.6.1806.

MAP 33



Glossop till near midnight, for which they subscribe among themselves and pay in addition 2d., 1½d., and 1d. a letter according to their subscription, but they are desirous of a messenger under the authority of the Postmaster General. I find the number and amount of letters to 70 a week and postage £1 15. 9. or about £93 a year. I think the arrangement may be made highly beneficial to Mottram and Glossop, and fully repaying the revenue to an increase, and I beg to propose as follows: viz. a messenger to go from Staley Bridge at 12 noon on the arrival from Manchester. He would be at Mottram, 3 miles by one and at Glossop, 3 miles more, by 2 p.m.

Returning at four he would be at Staley by 6 in time for the departure to Manchester, thus giving a six times a week post to the whole country, and an open receiving house at each place would afford an opportunity of answering. The expence will be a messenger at 16/- a week (I was asked 18/- and I fear it cannot be got under 16/-, the price of labour is so high) £41. 12. 0. with two receiving houses at £4 each, in all £49. 12. 0. a year. It remains to be shewn how a return is to be expected adequate to this expence of £49. 12. 0.

The letters by the present incommodious 3 day post are 70 a week which at 2d. each is per yer	£30. 8. 8.
Add one sixth increase on a regular 6 days post	£5. 1. 5.

Ashton } Staley }	for their accommodation 2 receiving houses at £10 and £6.	£14. 0. 0.
Mottram } Glossop }	a messenger at £41. 12. 0. 16/- a week and two receiving houses at £4.	£49. 12. 0.
Eccles } Ratcliffe }	Two receiving houses at £6	£12. 0. 0.
		<hr/> £75. 12. 0.

I do not consider any of these three proposals as any expence but as a means of increasing the revenue.

I am Dear Sir, yours respectfully

Geo. Western

The postage is £93 a year, add one sixth for the im- proved post	£15. 10. 0.
The letters back taken at 1/3d. each	£11. 16. 8.
	<hr/> £62. 16. 9.

This estimate which is in no way overrated will much more than repay the expence of £49. 12. 0. and supposing the letters from these places to increase in proportion of those to them, I could take credit for at least £20 more increase. I therefore beg leave to make trial of this regulation.

ECCLES and Radcliffe.

I also strongly recommend two open receiving houses at £6 each for these towns, which have a messenger 3 times a week, but have not any opportunity of sending answer unless the person can actually see the messenger, and though there are from 30 to 40 letters a day for each place yet there are seldom more than 5 back. If these two receiving houses could be established letters might be put in at all times at 1d. each for the General Post and 2d. for the Penny Post Delivery, besides more letters would be delivered as they might be left at the receiving houses to be called for. The expence would be £12 a year and I have not the least doubt but would answer well to the revenue.

The total of these proposals is as under

21 June 1806

Francis Freeling Esq.  
Secretary.

2 July. 1806.

My Lords,

I have the honor to enclose a report from Mr. Western proposing an improvement of certain Foot Posts from Manchester. Mr. Western describes the great Revenue obtained from the District and the inconvenience now felt at Ashton and Staley Bridge by the late arrival of the Messenger, occasioned by the deliveries he has to make upon the Road, which delay can be done away by appointing a Receiving House at Audenshaw, with a salary of £6 per annum, and an open Box for the collection of Letters. At Staley Bridge Mr. Western proposes another Receiving House with a salary of £8 per year, and an open letter Box. It is to be observed that all Letters put into these Receiving Boxes for the General Post, will be liable to 1d. over and above the General Rates, and a charge of 2d. will be made on the Letters for Manchester and for all places within the limits of its Penny Post District.

The additional expence will doubtlessly be repaid. The Correspondence of Mottram and Glossop having increased, Mr. Western states that the former objection to taking them into an official arrangement has ceased, and he recommends to give that District a six days post by means of a messenger from Staley Bridge at 10/- per week, and two Receiving Houses with salaries of £4 each. The letters to be liable to the same charges as already mentioned for the other places, and I entirely subscribe to the principles of Mr. Western's calculations of the produce.

The expence will be £49. 12. 0. per annum.

The last proposition is to appoint two Receiving Houses with open Boxes at Eccles and Radcliffe, to which places there is a separate Penny Post Branch from Manchester, and it seems highly expedient so to do, as it must increase the number of letters. The expence will be £12 per annum.

The total expence will be £75. 12. 0. per annum which there is the best reason

to think will be not only repaid, but produce a real profit so that Revenue will as usual in extensions of the posts go hand in hand.

All of which is humbly submitted by  
F. Freeling

The Postmaster General.

The above was approved.

The following is an extract from "The Every-Day Book" of 4th December, 1830:

#### The Walking Post

"In December, 1808, was living William Brockbank, whose daily pedestrian achievements occasioned public notice of him to the following effect. He was the Walking Post from Manchester to Glossop, in Derbyshire, a distance of sixteen miles, which he performed every day, Sundays excepted; returned the same evening, and personally delivered the letters, newspapers, etc. in that populous and commercial country, to all near the road, which made his daily task not less than thirty-five miles, or upwards. What is more extraordinary he

"This daily course of duty walk'd"

in less than twelve hours a day, and never varied a quarter of an hour from his usual time of arriving at Glossop. Brockbank was a native of Millom, in Cumberland, and had daily walked the distance between Whitehaven and Ulverstone, frequently under the necessity of wading the river at Muncaster, by which place he constantly went, which is at least three miles round".

Unfortunately this does not specify the actual dates of the period this man carried the mail, but from the Surveyor's memo's etc. in 1796 the Ashton under Lyne delivery was included with the Mottram messengers walk, and the memo of June 21 1806 mentions "a messenger to go from Staleybridge at 12 noon on the arrival from Manchester" and the distance would be 12 miles for the return journey Staleybridge—Mottram—Glossop plus the extra for deliveries on the way".

**Manchester Penny Post to Oldham and Saddleworth, seven days post authorized 1807**

May 27. 1807.

George Western, Surveyor, wrote to Freeling:—

“I have been over to Oldham and Saddleworth respecting the application from that neighbourhood to have the Newspapers and Letters on the Sunday. The first application was to be permitted to send from Oldham to Manchester on Sunday for their Papers and Letters at their own cost, to this I objected as interfering with the Penny Post. After the Meeting . . . I found it was the general and earnest wish to be indulged with a seven days instead of a Six Days post. . . . the amount of Letters are as follows per annum:—

Oldham and Saddleworth			
General and By postage	£633.	8.	8.
received by the Penny Post	£384.	10.	0.

. . . I beg leave therefore to recommend it—the Expencc will be as under:—

The pay of the ride for a Six Day's post is			
£109.	10.	0.	add $\frac{1}{4}$ th to
make it a Seventh Day	£18.	5.	0.
Salaries Oldham	£4.	0.	0.
Dobcross	£2	Austerland	£1
	£7.	0.	0.
			£25. 5. 0.

There is a Messenger from Austerland through the Country—I do not think it will be necessary to send him on the Sunday—it will be sufficient that Letters are taken to the receiving houses at Oldham—Austerlands—Dobcross and Delph at which the parties will call for them.

. . . I . . . beg leave to recommend a Seventh Days post to Oldham and into Saddleworth . . . to take place from 5 July next”.

The P.M.G. approved.

(P.M.G's Report No. 58E of 1807)

This is the first mention of a Receiving House at Delph, but up to this date no salary had been granted.—A memo of June 1823 states “The person who has had the care of the letters as private receiver has had  $\frac{1}{2}$ d. extra for his trouble”. The salary at Dobcross was now £8 per annum and that for the Receiver at Austerlands £5.

1813 A sketch by Mr. Hart, the Surveyor, lists the Manchester Penny Posts as:—

Middleton	Altrincham
Oldham	Saddleworth
Dobcross	Ashton
Ashton Road	Audenshaw
Staley Bridge	Eccles
Ratcliffe	Blackrod
Didsbury	Cheadle
Wilmslow	

There seems to be an error here, as Blackrod was outside the Penny Post Limits in 1796 and no mention of increasing the district in this direction has been seen.

General Post Office  
February 27th. 1796.

Dear Sir,

I have perused the Memorial from the Inhabitants of Blackrod and neighbourhood praying to have a Post Office at Blackrod. I beg leave to observe on this subject that it would be attended with much trouble and expense to establish an office at Blackrod if by it is to be understood a London Bag—but that neighbourhood would be well served by a Receiving House with a Bye Bag made up every night at Manchester to be left at Blackrod by the coach in its way through.

As this would be out of the limits of the Penny Post and the keeper of the receiving house would have a right to the pence, no expense would be incurred by this establishment.

I am dear Sir,

Yours respectfully, Geo. Western  
Surv. G.P.O.

Francis Freeling Esq.

(P.M.G's Report No. 82 I/1796)

Manchester 3 June. 1820.

Sir,

I beg leave to lay before you, papers, relative to alterations in the Routes of penny Posts, branching from Manchester: on that mark X the alteration required would subject the Inhabitants of Ashton, a place of comparative consequence, to a later delivery; not only so, but the Messenger in going over the ground specified, would be exposed to peculiar danger in the Winter Season, Mr. Mallalieu having been robbed himself on that identical space, further, Fairfield is merely a Moravian establishment, as such perhaps can furnish a Messenger for so short a distance as described with less inconvenience, than the alteration would intrude on a larger mass of population: vide Mr. White-locks letter.

The second paper is a Memorial addressed to yourself, put in my hands to lay before you. I beg to second the prayer, conceiving it would be decidedly advantageous to the Revenue after the Messenger, for so many years, performing a certain Task at a certain rate of Wages, I think additional work, attended with a probable increase of Revenue, as the consequence for this alone is the advantage on which I found my recommendation, requires proportionate remuneration, and I beg leave therefore to recommend an advance of 2/- a week, from 16/- to 18/- to enable the letter Carriers to take the Route described in the enclosed Plan, in order to accommodate a line of Road, more populous than the line now taking but, that the Messengers shall return on the latter Road, to afford the opportunity of a Daily receipt of their Letters, as at present enjoyed, by which it does not appear any material inconvenience would be incurred: to commence on approval of this alteration proposed.

I am Sir

Your Obedient

Humble Servant

Gratian Hart.

Francis Freeling Esq.

(No. 181/1820)

(3 enclosures)

To Gratian Hart Esq.

Surveyor General Post office Leicester.

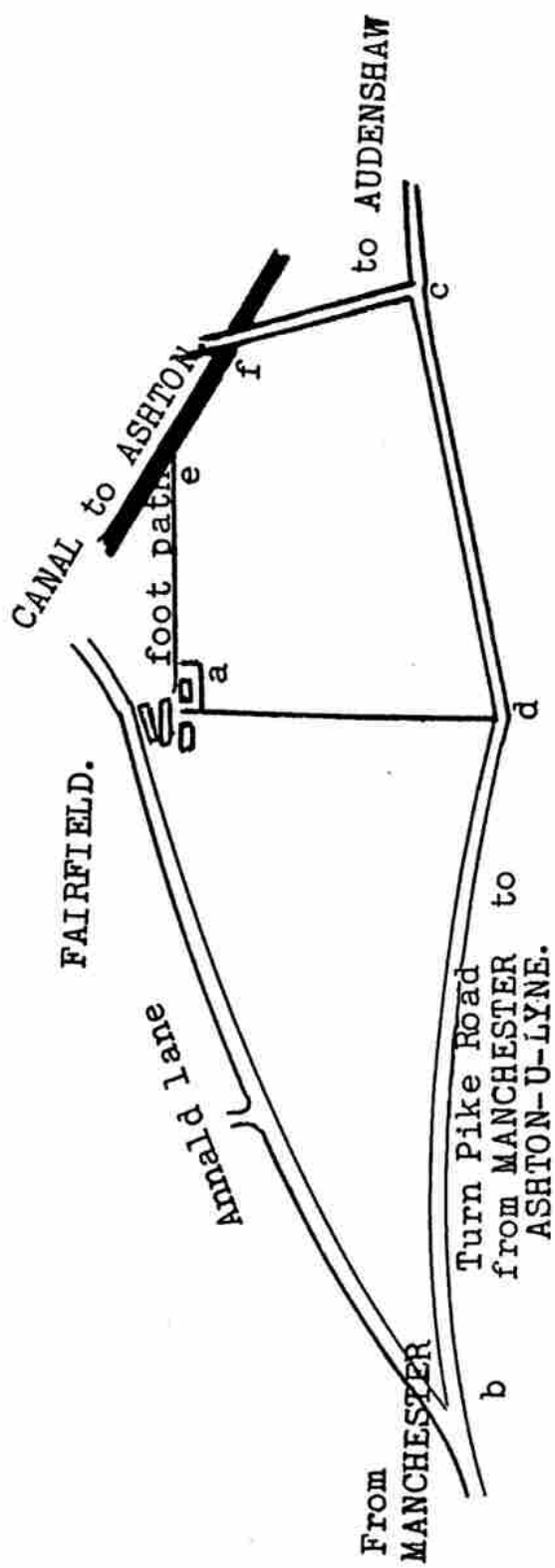
Sir,

Your attention to the following statement is respectfully solicited by the undersigned, in the name, and on the behalf of the Inhabitants of Fairfield, situated in the township of Droylsden, and parish of Manchester.

For some years past, the inhabitants of the abovementioned village, have, in consequence of the existing Post office arrangement, been obliged to send a messenger, twice a day to the neighbouring village of Audenshaw, (situated about a mile distant, on the road from Manchester to Ashton) in order to procure and dispatch their letters. This regulation has been attended with considerable expence and inconvenience to them already—and it appears, at present, as if the continuance of it, would produce an increase of one or both. They would therefore esteem it a favour, if the following arrangement should receive the approbation of the Surveyor of the District, to whom they have been referred, by the Post Master of the Manchester office.

For the better elucidation of the plan proposed, a draught on a small scale is annexed, in which the relative positions of Fairfield and the cross roads connecting it with the turnpike road from Manchester to Ashton, are pointed out it is hoped with sufficient accuracy.

**Proposed** That in future the Fairfield letters be sorted at Manchester, and put into a separate bag, properly secured. That the Ashton postman, instead of keeping the line of the turnpike from b to c, should in future follow the line marked, b a e f c, passing through Fairfield, and leaving the letter bag there, and that in returning, he should call at the aforesaid place, to take the letters to Manchester. In support of this proposal, we beg leave respectfully to submit, In the first place, that a very trifling delay will be caused, by its adoption, since it appears by a correct admeasurement of the 2 lines of road, that the proposed direction, viz. through Fairfield, is but 1



MAP 34 Distance from b to c through d 6 furlongs 150 yds.

Distance from b to c through Fairfield by e and f 7 furlongs 176 yds.

furlong 26 yds. longer than the road hitherto travelled by the post, viz. the high road from b to c.

**Secondly** that we believe it will be found on examination, that the number of letters received at, or dispatched from Fairfield is very considerable, much greater indeed than is the case at several places in the neighbourhood, which are favoured by the Post office, especial accommodation.

**Thirdly.** That we are not aware, that with the exception of the trifling delay caused by the somewhat greater length of road, which it is proposed the post should travel, (not exceeding, as above stated, 1 furlong 26 yds.) any inconvenience can easily take place, or any prejudice arises, with respect to the Post office at Audenshaw or the neighbouring villages.

We beg leave respectfully to recommend the request, contained in this memorial, to your early and impartial consideration, and subscribe ourselves, on behalf of the Inhabitants of Fairfield,

Sir,

Your most obt. servts.

(20 signatures)

Please address "Frank Mallalieu,  
Fairfield nr. Manchester  
May 10th 1820.

Submitted as I conceive the decision of  
the Board will be satisfactory and final.  
(No. 181/1820) G.H.

To Francis Freeling Esquire Secretary to  
the general Post Office.

We the undersigned being principal Inhabitants of Hollingworth, Tintwistle, and other places near the Road marked Blue upon the inclosed Plan having Letters coming daily by the Foot Post that Travels from Stayley Bridge to Glossop have either to send for our Letters to the Post Office Mottram or meet the Post at a place called Gun in Hollingworth or at Hadfield Do most humbly petition you to allow the said

Post to Travel on the line of Road marked Blue upon the Plan which is only one Mile and 198 yards farther than the road he now Travels and would accomodate a very populous neighbourhood whereas on the present Road there are only ten Dwelling Houses and he might return the same way he now Travels which is marked Red upon the Plan.

We request you will be so kind as to inspect the Plan and when you see the great Utility the alteration will afford to this neighborhood we trust you will have the goodness to grant us the above request which will always be gratefully Remembered by your most Obedient Humble Servants.

(16 signatures from Hollingworth, Hooley Hill, Tintwistle, Waterside etc.)

(No. 181/1820)

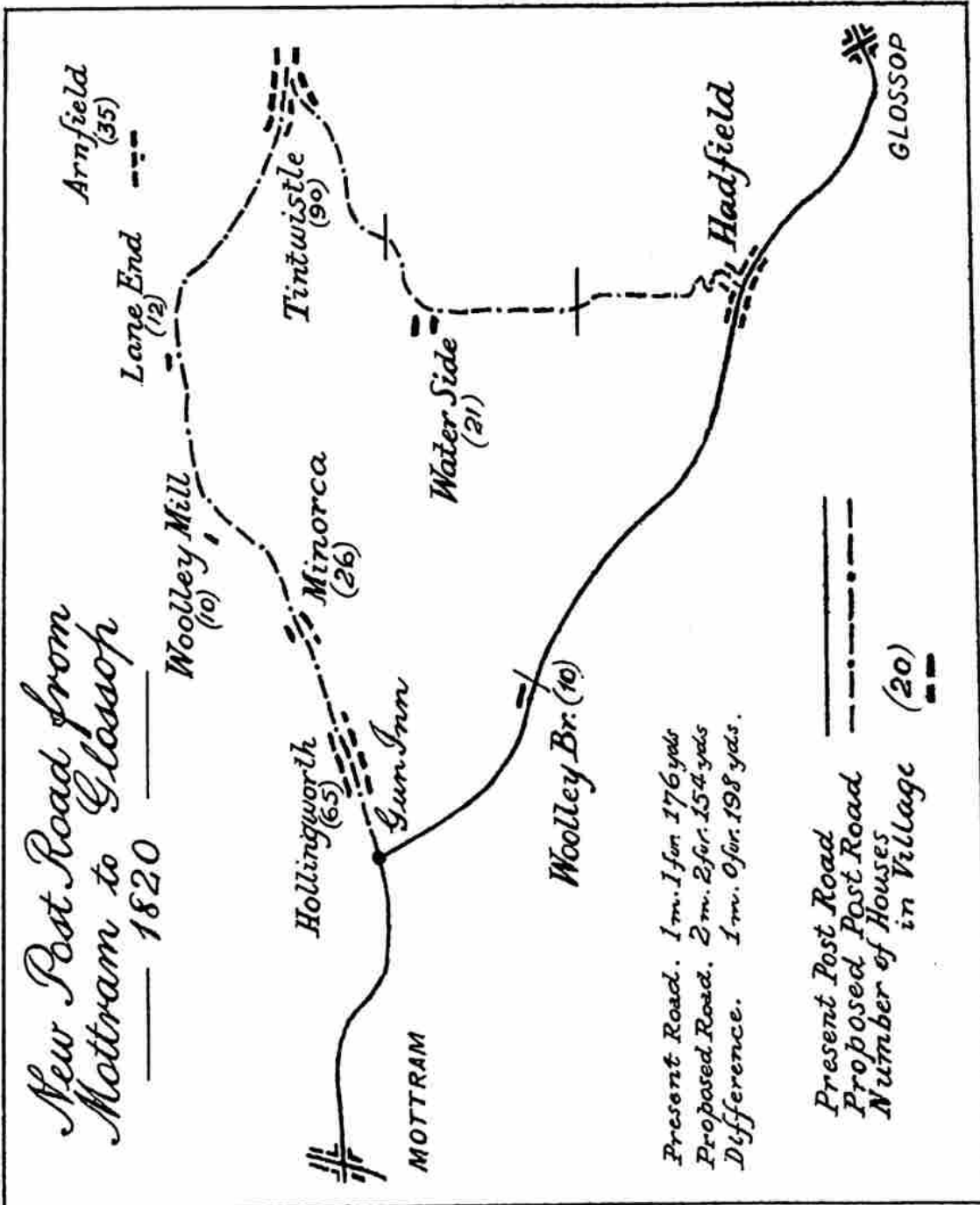
Post Office Manchester.

May 22nd. 1820.

My Dear Sir,

Being informed on Friday there was likely to be a Memorial from Tintwistle and other places between Mottram and Glossop I deferred answering yours as to the Fairfield Letter till the receipt of that which I now enclose. Fairfield is scarcely connected with Mercantile Transactions yet many Letters are passing to and from—there being a Seminary for both sexes belonging to the Moravians—they had formerly their Letters in a Bag made up at this Office: altho' the extra distance appears trifling still it is of consequence in the delay it would occasion to the Inhabitants beyond Stayley Bridge—having now at Glossop scarcely time to answer any Letter—which place is fifteen miles—I should think by the inhabitants of Fairfield sending a Bag from thence down the field to the letter, & they might easily meet our Messenger and it would not be above a few minutes to fetch them—but I conceive that the great obstacle to the recommendation as pointed out: would be the Postman leaving the Turnpike Road (at all times a dangerous one) and





MAP 35



town and Boston, most of which are several miles from the town and in various directions and collectively contain according to the census of the year 1821 a population of Thirty thousand inhabitants. In short I may be allowed to state to Your Lordships that since my salary was last advanced my duties, expenses, rents etc. are more than double and also that it is not on account of the late regulations alone that I now solicit an advance to my salary, as I conceive it is sufficiently clear that I was not adequately remunerated for my services long prior to these taking place, if so it should appear to your Lordships I humbly trust you will take such measures on my behalf as will lead to a more ample compensation for my services, to which I beg to assure you of a strict attention and have the honour to be, my Lord,

Your Lordships obliged  
and very humble Servant.

D. Tinker.

**Glossop, Manchester: Application that its letters be conveyed by new Manchester—Sheffield Mail Coach 1823**

1823 February—A Mr. Rolfe of "Glossop near Manchester" asked that the Bag for Glossop be carried by the new Manchester and Sheffield Mail, instead of by a Foot Messenger.

His letter bears an "open" circular Manchester date stamp No. 185, and also a double-boxed "PP" (no number) stamp. (Glossop Fig. 2)

(P.M.G's Report No. 56 of 1823)

Newark 9th Feby. 1823.

Sir,

I beg to return Mr. Rolfe's complaint of the late delivery of letters at Glossop and requesting that the Bag may be carried by the new Manchester and Sheffield Mail, instead of by a Foot Messenger. Previous to the establishment of the Mail in question, the whole line from Manchester to Glossop was served by 2 messengers, one from Manchester through Ashton to Staley Bridge—and the other from Staley Bridge through Mottram etc. to Glossop.

The first of these messengers has been discontinued and the Bags sent by the Mail Coach.

In regard to the second, it appeared to me that as the Coach only skirted the places which he delivered, his services could not be dispensed with without entailing a more considerable expense in other respects, and his delivery has continued on the old plan, but availing ourselves of the earlier delivery of the letters by the Mail Coach at Staley Bridge in order to despatch him earlier. Glossop is the end of his delivery and although the Mail Coach may pass thro' the Parish, I cannot agree with Mr. Rolfe that it passes through the "Place" but I should rather think the Inn where it changes must be half a mile distant and I have doubts whether the correspondence of Glossop is sufficient to justify the expense of a person to meet the Mail twice a day. I propose however revising this, as well as the other Manchester Penny Posts, the first favourable opportunity, and in the interim, if the messenger does his duty, which I will enquire into, the Inhabitants will be enjoying a much earlier delivery than formerly, owing to the Letters being so much earlier at Staley Bridge, as before explained.

I am sensible however from the short experience I have had of the Manchester Penny Posts that the whole requires a thorough revision, and the Country deliveries appear to be so little understood even in the Manchester Office, that a want of discipline and errors seem likely to arise from it.

I think it material therefore that the Postmaster of Manchester should accompany me when I go over these Penny Posts, and submit whether you would consider the expense of a Chaise, and an allowance of the Postmasters expenses, unreasonable on such a salary. The product of these Penny over and above the General Posts exceeds £1,600 per annum.

I am

Your most obedient faithful Servant

G. F. Karstadt.

P.M.G's Report 56/1823.

**Ashton-under-lyne, Manchester Penny Post:  
Appeal against additional charges on letters  
etc. 1823)**

May 17th. 1823. A memorial from Ashton under Lyne begins:—

“... Ashton Under Lyne and the immediate Neighbourhood contains a population of nearly Thirty Thousand Inhabitants ... it has been found requisite in consequence thereof to establish a Mail on the new line of Road from Manchester to Sheffield passing through Ashton Under Lyne—notwithstanding the establishment of such Mail an extra charge of One penny is still imposed upon each Letter Newspaper and stamped publication passing through the Post Office in Ashton Under Lyne . . .”

(The memorial bears an “open” Manchester circular date stamp, Mileage 185).

The Surveyor commented:—

Manchester 24th May. 1823.

Sir,

I am returning the enclosed memorial from Ashton-under-lyne, praying to be relieved from the payment of the extra Penny on their letters and newspapers, I beg to explain that the Town in question is included in the District of the Manchester Penny Post, and that the extra penny complained of is charged for the conveyance from Manchester and is carried to the Revenue. The amount of the Letters to Ashton and its immediate Delivery calculated upon the average of the last Month may be estimated as follows:—

General Postage	£564 per annum
Extra penny on General Post letters and newspapers	£83
Manchester letters charged twopence each.	£46
	—
total	£693
	—

The Penny Postage upon letters from Ashton owing to the frequent habit of persons bringing their letters into Man-

chester and depositing them in the office there, and from there being no newspapers inward cannot be estimated at above half the amount sent to Ashton. In the event of the Board consenting to relinquish the Penny Postage at Ashton the only return to the revenue would be the increase of the General Post Rate in every instance where the addition of the distance between Manchester and Ashton (7 miles) might have the effect of the letters being now charge with the General Rate to Manchester only, and from converting the present charge of 2d. upon the local Manchester letters to 4d., the lowest General Post Rate. The latter I do not think would produce any increase, for the charge of 4d. for 7 miles would I apprehend be felt as high as very materially to decrease the number sent by Post, and which is the more likely from the constant opportunity of sending them by other means. That these opportunities are great will be perceived when it is mentioned that on 3 days in the week (the Manchester Market days, but particularly on the Saturdays) a very large proportion of the principal Manufacturers of the surrounding Country are in Manchester, besides a constant intercourse on the other days. I therefore should not expect the produce of the local letters at 4d. would exceed their present amount at 2d. In regard to any increase in the General Rates from calculating for the additional 7 miles in the Postage, the Letters which might thus be brought into the higher scale of distances are very few and the product I conceive would be very trifling. The result of the alteration therefore would be a loss to the Revenue of the entire amount of the Penny Postage, which at £83 outward and half as much returning would be £124 per annum and I apprehend with scarce any return for the reasons already stated.

The matter however would not end with Ashton, as there are other places and deliveries in the Manchester Penny Post quite equal and even superior in amount to that Town, which would have equal claim to the reduction, and thus a Revenue of £2,400 per annum, which

I estimate as the produce of the Manchester Penny Post, would be brought into danger.

Ashton until within the last twelve months was served by a Foot Messenger from Manchester, but the Bag is now carried by the Mail Coach established over the new road to Sheffield, thro' Ashton, and the Mail Coach conveyance seems one of the grounds upon which the memorialists make their claim. They also urge that the Penny Post charge restrains the circulation of the newspapers, but upon this point I should explain that the News Venders of Manchester have regular distributors thro' the District in question, and that very few come under the operation of the Penny Postage except those arriving from a distance by Post.

Should the Board on a revision of the circumstances determine upon maintaining the Penny Post system at Ashton under lyne there are still some points attending the delivery on that line of route which seem to require revision, for although termed Penny Posts they in reality partake much of the nature of a 5th. clause, or rather a mixture of both. Ashton is charged 1d. extra upon a letter or Newspaper and 2d. on the Manchester local Letters as in Penny Posts,—about 2 miles beyond Ashton is Staley Bridge, where 1½d. extra is charged upon letters, 1d. on Newspapers and 2½d. on the Manchester local Letters.

3 miles beyond is Mottram and 3 further Glossop, at both of which 2d. extra is charged on the General Post Letters and 3d. on the local Manchester Letters.

This seems in the nature of a 5th. clause Post, but contrary to the general practice in such Posts, Franks and Newspapers are also charged. The former as Letters, and Newspapers 1d. These high extra chagres which might originally have been necessary for the support of the messenger to serve the places are certainly no longer so for such has been the increase of population that the Staley Bridge Bag which at present includes Mottram and Glossop, considerably exceeds that of Ashton.

We have also now a Mail Coach over the road (the new Manchester and Sheffield) which renders even the messenger unnecessary. The high extra charges occasion dissatisfaction and there may be some doubt how far we are borne out in demanding them. I am induced therefore to submit whether under present circumstances it may not be right, as well as politic, to assimilate all these Posts and confine ourselves strictly to Penny Post charges, and whether such a step may not tend to consolidate the system at Manchester under the authority of the Penny Post acts, rather than leave it in its present questionable shape. The Ashton line is the only one in the Manchester Delivery where the Penny Post principle is departed from, excepting indeed at Altrincham, also called a Penny Post, but where owing to some doubt as to the nature of the establishment Lord Stamford succeeded in obtaining the exemption of his correspondence, and upon which same principle the Inhabitants might also contest the charge upon their newspapers. Altrincham however is situated apart from the other Penny Posts and if necessary may hereafter be specially considered, but the example even in this case seems to render it desirable to place all the rest upon a uniform and defensible footing. It may not be . . . here to notice that even in the Ashton Petition the 5th clause principle seems originally to have been aimed at, namely the exemption of Newspapers, for on an attentive perusal it will be seen that its bearing is evidently directed to Newspapers and Stamped publications, and that the word "Letters" in the two places where it occurs, has been introduced afterwards, in one place interline. If the idea of assimilating these Posts be approved, I can shape my procedures to this principle in some alterations which I have to submit on the Ashton Line.

I am Sir

Your most obedient and faithful Servant

G. F. Karstadt.

(P.M.G's Report 241/1823)

Freeling wrote to the P.M.G's:—

"... The existing arrangements are unquestionably beneficial to the Revenue and do not press hard on the Inhabitants, to do away therefore with the Penny Post would be to sacrifice Revenue without affording any additional accommodation . . .

Mr. Karstadt's observations as to assimilating all the Posts from Manchester, some being Penny Posts and others 5th Clause Posts, appears to be so right, that I presume your Lordships will order it to be so regulated . . . the answer to the Memorialists should be, that the Postmasters General are gratified to find that the recent alterations have increased the accommodation . . . but that it is not deemed expedient to alter the existing arrangements".

The P.M's G. agreed.

(P.M.G's Report No. 241 of 1823)

From Mr. Karstadt, Surveyor.

Manchester 5 June 1823.

Sir,

I have commenced an inspection of the Manchester Penny Posts with those on the road through Ashton-under-lyne, and I beg now to submit such observations upon them as may be necessary for the information and decision of the board.

The line is served by the New Mail Coach from Manchester to Sheffield, instead of a former Foot Post. Commencing from Manchester the first office is at Audenshaw, a distance of 6 miles but the Manchester town delivery extends about a mile on the road, the intermediate places are served as follows Bradford and Gorton have their letters left at Gorton Toll Bar, Fairfield (a Moravian establishment) send their own messenger to the office at Audenshaw, and he likewise takes the letters for Droylsden and part of Openshaw. The correspondence of all these however is but small, the places served by the Fairfield man are satisfied and in regards to Gorton and its neighbourhood from which an application has been made for some better accommodation, I have an

arrangement in view in another part of the Penny Post which will leave one of your messengers at liberty on 3 days in the week, and I think his services on those days may be applied at Gorton etc. upon which I shall report hereafter. From the office at Audenshaw a messenger branches to Hooley Hill, Denton, Houghton, Hyde and Gee Cross, his wages 16/- a week. The amount of the letters to the Audenshaw office is about £800 a year. The salary of the receiver £12 a year, with which he is dissatisfied, and altho' the greater part of his letters fall into the delivery of the Gee Cross messenger, yet the receiver is charged with the whole, and has the responsibility of the distribution, and I conceive under the circumstances he may be fairly entitled to a salary of £20 per annum being an increase of £8.

Proceeding from Audenshaw, about a mile further is Ashton-under-lyne, the principal town on the road. The receipt this office is near £700 per annum, the salary to the receiver £21, which is the only expence to the office for its collection, there being no messenger as in the case of Audenshaw.

Ashton has a considerable delivery in the neighbourhood, and it includes the township of Duckenfield on the opposite side of the River Tarne, about half a mile distant. Complaint is made that the letters for Duckenfield are delivered only 3 times a week, and an extra charge is made for carrying them. The Receiver at Ashton says that his salary is too small to enable him to do otherwise, in fact he has for some time been an applicant for increase in salary. I find from accounts taken at Manchester that the letters to Duckenfield are as many as 12 a day, a number which seems to require a daily delivery, and free from any extra charge beyond the Penny Post to Government. The delivery must be made from Ashton, and combining this with the Receiver's own claim to increase as set forth in his petition enclosed, I conceive an additional allowance to be absolutely necessary, but for the sake of precedent it may be advisable not to increase the salary as Receiver beyond its present amount

of £21, and I would therefore recommend that whatever addition is granted be given as for the delivery specially, and with this in view I propose an allowance of 7/- per week for the delivery in Ashton and Duckenfield daily.

About 2 miles beyond Ashton is Staley Bridge, where there is a Receiver at £8 per annum and a messenger forward to Mottram and Glossop at 18/- per week, which is the extent of the Manchester Delivery in this direction. As the new Mail from Manchester to Sheffield, which now serves the line as far as Staley Bridge, also skirts Mottram and goes within a short distance of Glossop, applications have been made for bags to these places by the mail, which I think may be arranged, and this messenger dispensed with. The only difficulty is that the messenger takes a different route to the Mail, delivering the intermediate country as he goes, while the Mail takes a more direct course, and can leave bags only at particular places. The chief of the letters in the messengers route are however for Mottram and Glossop, and when arrangements have been made for serving these by the mail, the remaining letters would be too few to support a messenger. A delivery from house to house through a part of this wild district could only be contingent upon its being the route to the chief places, and these being better served by the Mail, it seems a necessary consequence that the messenger should cease, and with an office at Staley Bridge, another one at Mottram 3 miles distant and one at Glossop 3 miles further, I think there is no reasonable ground of complaint can exist in regards to the few straggling places or rather houses in their vicinities before served by the messenger. Their letters distributed between the offices will not be more than 2 or 3 a day to each, and will be on the same footing as others in their respective neighbourhoods. I propose therefore that the application for bags to Mottram and Glossop by the Mail be compiled with, and as a natural consequence that the messenger be discontinued.

We have already Receivers at Mottram and Glossop at £4 p.a. each. In regards to Mottram, as the receiver will have to meet the Mail at the Toll Bar at the end of the town where it passes, and deliver the letters in Mottram, I propose that his salary be increased to £12 a year. In regards to Glossop, the nearest point to it where the Mail passes is the Norfolk Arms Inn, a house lately built on the new road, and where the Mail changes horses, and about half a mile from the town. The bag must at all events be left there, and as the house is a respectable one and as convenient for the neighbourhood as Glossop itself, I propose that the office be removed thither, making provision for a delivery in Glossop itself and to effect this I recommend that the salary be increased to £12 per annum.

I have to add that the Receiver at Staley Bridge is also a pressing applicant for increase of salary. Previous to the establishment of the Mail the whole line was served by two messengers, one as far as Staley Bridge who delivered there, whilst the other went forward. On the establishment of the Mail the first messenger ceased and the Receiver was ordered to deliver the town, for which additional duty it was held out to him that he would be compensated. The salary of this office with a collection £600 per annum, is the same as it was in 1806 when the post was established viz. £8 per annum. The receipts of Staley Bridge will certainly be reduced, perhaps by a third or more, by the separate bags to Mottram and Glossop, which are now charged to this office, but under the circumstances I think him fairly entitled to a salary of £20 a year from the date the additional duty was imposed by the discontinuance of the messenger, viz. 5th. June 1822.

Another point for consideration on this line of the Manchester Penny Posts is the extra charge to Government. As far as Ashton one penny extra is charged beyond the General Post Rates, and one penny on Newspapers and 2d. on the Manchester local letters, all upon the Penny Post principle.

Beyond Ashton this principle is deviated from. At Staley Bridge 1½d. is charged beyond the General Post Rate and 2½d. on the Manchester local letters. At Mottram and Glossop 2d. beyond the General Post Rate and 3d. on the Manchester local letters, but one penny only on newspapers at all the places, and 1d. on the letters sent away. The high charges at Staley Bridge, Mottram and Glossop were I understand actually necessary to the support of the messengers wages on the extension of the post beyond Ashton in 1806. Since that period the population and correspondence has increased very considerably.

I am not able to state what may now be the exact amount of the letters to each of the three places, the whole being at present included in Staley Bridge bag, but the total is about £600 per annum. With the increase of population and correspondence, the extra charges above mentioned are considered excessive. Even at Ashton where the Penny Post only is charged, it has lately been petitioned against and although the Postmaster General on that occasion determined upon maintaining the Penny Post system, their Lordships were pleased to approve of my suggestion to give up the higher charge at Staley Bridge, Mottram and Glossop, so as to assimilate and consolidate the whole under the Penny Post acts. I therefore now recommend that this be carried into effect with the other alterations, and these places being served for the Penny Posts only, an opening is afforded for the accommodation of such of the surrounding country as were served by the messenger now to cease, and who may still prefer a delivery to their houses, although it would not at present answer to the Revenue to provide a delivery, the Receivers might be allowed to do it on their own account charging ½d. or 1d. extra according to circumstances, and the parties would still be paying no more than at present, whilst those who prefer to frequent the nearest office (which is the usual custom of the country) will have the benefit of the reduction.

In all that relates to this part of the country I have consulted Mr. Ellison, the Duke of Norfolk's agent, and a principal resident at Glossop who fully concurs in these measures. In regards to granting bags to this line from Sheffield, no wish has been expressed to that effect except by Mr. Ellison of Glossop, to whom as agent for the Duke of Norfolk the Communication is interesting, but I believe to very few others in the whole line, as the principal business of the district lies in the direction of Manchester and Liverpool. There is not a letter a day from Sheffield to each office on the road. Were bags established, they would arrive in the evening and as the places have been accustomed to a morning arrival and delivery of all their letters, it is doubtful whether any would reach their owners sooner than at present. I would except Glossop, on account of Mr. Ellison's connection and its being the nearest place to Sheffield, but with this exception I submit that it is unnecessary at present to establish bags from that town.

The result of my proposals as effects the expenditure is as follows:—

	present	proposed
Audenshaw—Salary to be increased from	£12	£20
Ashton for the delivery there and at Duckenfield	—	£18. 5s.
Staley Bridge	£8	£20
Mottram	£4	£12
Glossop	£4	£12
	£28	£82. 5s.
Deduct at present		£28
Increase		£54. 5s.

Against the above is a messenger at £48. 16. 0. per annum to be discontinued and indeed as regards increase at Staley Bridge it is chiefly to supply the delivery there before performed by another messenger who has already ceased. The increase to commence if approved from 5th. April last, excepting Staley Bridge which for the reason

observed to commence 5th. June 1822, and to be allowed in Incidents until confirmed by Treasury.

I am Sir, your most obedient faithful servant

G. F. Karstadt.

Ref. 279/1823

No. 269                      General Post Office.  
10th. June 1823

My Lords,

With reference to mine of the 27th. May, I now enclose a further Report from Mr. Karstadt on the Manchester Penny Posts.

Mr. Karstadt has entered fully into the details of those Posts, and leaves but few observations for me to offer as you have admitted the propriety of assimilating all the Posts in the neighbourhood of Manchester, some of them being at present Penny Posts and others 5th. Clause Posts.

Mr. Karstadt proposes that the present extra charges made on letters at Staley Bridge, Mottram, and Glossop, be abolished and the postage on the letters at those places be the Penny Post rates only, but still affording an accommodation for such of the surrounding country as were served by the messengers, and who may still prefer a delivery at their houses (altho' it will not at present answer to the Revenue to provide for the delivery) by allowing the Receivers to do it on their own account, charging a  $\frac{1}{2}$ d. or a penny extra, according to circumstances, which will still be no more than is at present paid, whilst those who prefer to frequent the nearest office will have the benefit of the reduction.

These arrangements will incur a small expence, as additional duties will be required at the offices of Audenshaw, Ashton, Staley Bridge, Mottram and Glossop. The Surveyor therefore proposes to increase the salary at Audenshaw from £12 to £20, at Staley Bridge from £8 to £20, at Mottram from £4 to £12, at Glossop from £4 to £12 and £18. 5. 0. to Ashton for delivering there and at Duckenfield, being a total increase of £54. 5. 0. per annum but

from which is to be deducted £48. 16. 0. per annum for a messenger, to be discontinued, from Staley Bridge to Glossop, thus making the actual increase of expence for this great accommodation, £5. 9. 0. per annum only.

The whole arrangement appears to me to be creditable to the Surveyor and as such I beg to recommend it to your Lordships. The additional allowances to commence from the 5th. April last, excepting Staley Bridge which is proposed to commence on 5th. June 1822.

All of which is humbly submitted by  
F. Freeling.

The above was approved by the Postmasters General.

(Vol. 37. p. 454)

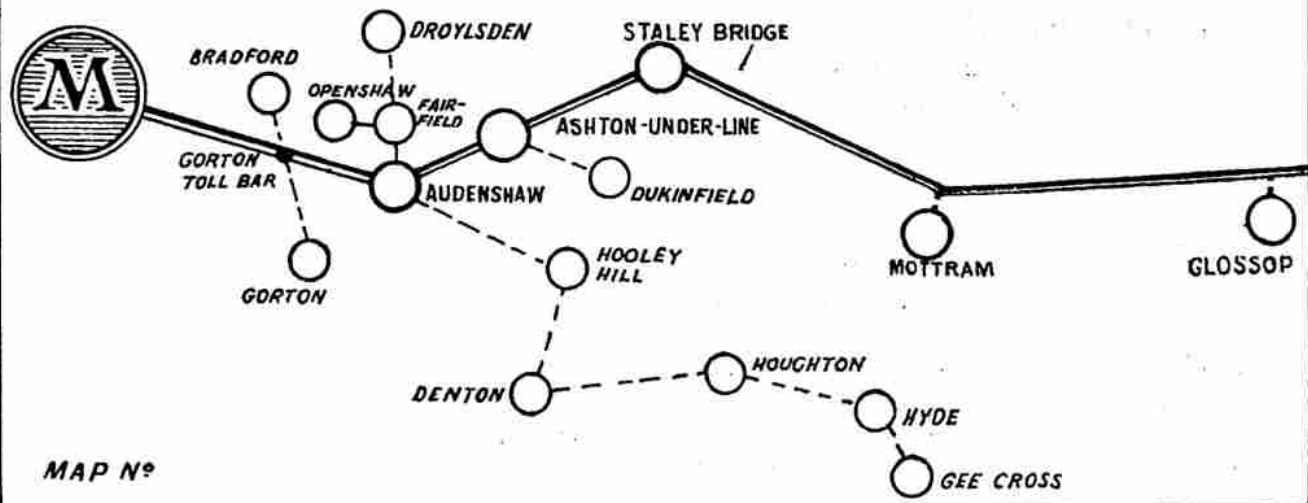
Manchester 6th. June. 1823.

Sir,

Pursuing the revision of the Manchester Penny Posts, I have now to submit some observations upon those situated on the road through Oldham into Saddleworth.

This line is served by a Horse Post. The Manchester Town Delivery extends about a mile towards Oldham, and the intermediate country as far as that place, which is 7 miles, is accommodated by two Receiving offices at convenient distances viz. one at Newtonheath and the other at Failsworth with salaries of £10 per annum each. The Newton office appears to produce about £92 a year, that at Failsworth about £130. At Oldham, the principle place on the road, and 8 miles from Manchester, we have a Receiver with a salary of £40 per annum. The Receipt of this office amounts to about £970 per annum. At a short distance beyond Oldham, but scarcely separate from it, is the village of Greenacres Moor at which on the petition of the inhabitants a Receiving Office at £6 per annum was established a short time ago, to enable their letters to be delivered earlier than they could be from Oldham. The produce of this office is but small, £60 per annum, but may increase. There does not appear

**MANCHESTER PENNY POST.**  
*ARRANGEMENTS FOLLOWING THE ESTABLISHMENT OF THE*  
 1823  
**MANCHESTER - SHEFFIELD MAIL COACH.**



MAP N<sup>o</sup>

MAP 36

MAP BASED ON REPORT 279 5.6.1823.



any point requiring more particular notice so far on this road.

About 3 miles beyond Oldham commences the district called Saddleworth in which we have two offices, one at Austerlands, and the other at Dobcross. Austerlands, the first office, is in itself a place of no further importance than being a convenient place from which to start a messenger, who serves one part of the district, whilst the Ride proceeds onward to Dobcross, which is the present extent of the official delivery. About a mile however, or a mile and a half, beyond Dobcross, is situated Delph, a place now becoming considerable, but which has procured its letters in a very uncertain and irregular manner from Dobcross, and I have to lay before you a petition from Delph requesting that the ride may be extended to that place, and a separate bag made up for it at Manchester. I estimate that the letters for this place may amount to full £200 per annum, and I certainly think the Ride should extend thither, and with this view I have induced the contractor to undertake the additional distance without any increase of his present allowance of £127. 15. 0. per annum, in consideration of the reduction in the price of provender since the contract was made. The extent of the Ride will be 14 miles.

There has hitherto been a difficulty in serving Saddleworth from a want of information in the Manchester office of the situation of the various places included in that district, and which has been not a little added to by the practice of many persons in having their letters directed to Saddleworth only.

The majority of the letters have in consequence of this uncertainty been sent to Austerlands, the first office, the Rider stopping there whilst the Receiver sorted the contents of the bag, selecting those for his own delivery, and sending on those not belonging to him. The same operation is repeated at Dobcross, and on the establishment of a bag to Delph would be extended to a third office. This system seems so very objectionable not only on account of its irregularity and the handling and

interchange of letters and Money between the Receivers, but the absolute delay it occasions to the Ride, that I have taken steps to put a stop to it, and with this view have collected a list of places in Saddleworth, amounting to 170 and arranged them according to the bags they should be sent in for the guidance of the Manchester office. I enclose one of these lists for inspection. In regards to letters directed to firms and persons with the addition of "Saddleworth" only, of which notwithstanding the extent of the district, there are several every day, I submit it is not to be expected of the office to enter into the minutia of the names of persons or to continue an objectionable system on this account, and that it will have done enough in particularising the places. I will have therefore distributed a notice which I also enclose that all letters directed Saddleworth only will hereafter be sent to Dobcross, being the centre office in Saddleworth, at the same time recommending some other precautions in the direction of their letters.

Owing to the interchange of letters here mentioned the accounts in the office do not afford any just criterion of what may be the respective produce of the offices in this district, but the total is about £960 per annum.

The messenger from Austerlands complains of the inadequacy of his wages, which are only 12/- per week, and much below the ordinary stipend to country messengers attached to the Manchester delivery. It is an old allowance, the mans delivery has been progressively increasing and he appears now to have a daily round of 10 or 12 miles, and I think under the circumstances he is well deserving an increase of 2/- a week making his wages 14/-. He also keeps the office at Austerlands but as the place is of itself of little consequence but as a point to start the messenger from, I think his present salary of £5 per annum as receiver is sufficient.

At Dobcross there is an excellent office, totally distinct, and well adapted to the central situation of the place. It is kept by a most respectable person, but

he complains of the small amount of his salary, £12, settled as I am informed 24 years ago. I certainly think the increase in business since that time warrants an increase of salary, and recommend that it be made £20, being an increase of £8 per annum.

At Delph, the proposed new office, the person who has the care of the letters as private receiver, has had ½d. extra for his trouble, which upon the extension of the Ride will probably be objected to, and a salary become necessary; this point however may be deferred until it be seen what the office produces.

The increases which I now propose on this line are merely the 2/- a week or £5 4. 0. a year to the Austerlands letter carrier, and £8 to the salary of Dobcross, making a total of £13 4. 0. per annum, to commence if their Lordships approve from 6th. April last. I propose, as on the Ashton road to revise the effect of the alterations at the end of the year.

I am Sir, your most obedient Servant

G. F. Karstadt.

Three enclosures.

(with 273/1823)

Enclosure 1.

A Memorial from DELPH. 1823.

We the undersigned being Inhabitants of Delph and its immediate neighbourhood beg leave to state to you the Inconvenience this district frequently suffers from the irregularity of the Post arriving at Delph; the Bag arrives at Dobcross at half past 8 o'clock and might be delivered at Delph by nine, instead of this being the case it is generally (from the obstinacy of the Post Boy) delayed from 12 to 2, the inhabitants are thereby (as many of the Merchants and Manufacturers live some distance from the post office) prevented from answering the letters the same day; to this inconvenience and neglect we request your attention. The Inhabitants desire that a separate Bag might be

made up at Manchester for Delph, and the Boy directed to come forward without any stoppage at Dobcross, he would then arrive at Delph by nine o'clock. This plan would not cause any additional expence to the Contractor and would effectually remedy the evil to which we solicit your intercession.

John Roberts & Son. J. H. Lawton  
Ben Wrigley James Rhodes C. Migley  
William Kenworthy  
etc. etc.

(with 273/1823)

Enclosure 2.

A small poster, 10" by 8".

POST OFFICE

Manchester 4th. June 1823.

It is particularly recommended to the Residents in SADDLEWORTH, to desire their Correspondents to direct their Letters to the Office through which they wish them delivered, viz. by AUSTERLANDS, DOBCROSS, or DELPH. Such a distinction is essential to the regularity and security of their Letters.—Those which may be Directed to Saddleworth only will hereafter be sent to the Office at Dobcross.

Manchester:—Printed by James Harrop,  
1 Pool-Fold.

No. 273. General Post Office.  
13 June. 1823.

My Lords,

I have to submit to your Lordships a further report from Mr. Karstadt on the Penny Posts in the Manchester neighbourhood. It embraces particularly the Road from Oldham to Saddleworth which is served by a Horse Post.

Mr. Karstadt in this as in his previous reports on the subject of these Penny Posts, has so clearly detailed the existing arrangements, the proposed

alterations, the amount of Revenue and the population and importance of the whole district, that it is unnecessary for me to enter at large into the subject as I concur with him in the observations which he has made and recommend that the arrangement be carried into effect.

Your Lordships will be struck with the importance and extent of these posts by adverting to the list of 150 places in Saddleworth delivery.

The alteration and regulations proposed will incur some small increase in expence. The messenger from Austerlands has but stipend of the Country messengers attached to the Manchester delivery: an additional 2/- per week is recommended, making his wages 14/-. At Dobcross there is an excellent office, but the Receiver complains of the smallness of his salary, £12 a year, settled 24 years ago. The increase of Revenue since that time warrants an increase of salary, which Mr. Karstadt recommends to be made £20, being an increase of £8 a year. At Delph a new office is proposed, at present it is a private Receiver who has a ½d. extra for his trouble, which Mr. Karstadt thinks may hereafter be objected to, but at present he proposes no salary. The total

increases now proposed on the line of road are merely 2/- a week or £5. 4. 0. a year to the Austerlands Letter Carrier and £8 to the salary at Dobcross, making a total of £13 4. 0. per annum, which appears so moderate and proper that I presume they will be authorised by your Lordships from the 6th April last to be paid in Incident until the authority of Treasury is obtained.

The result of the whole cannot fail to be advantageous to this large manufacturing and populous district.

All of which is humbly submitted by

F. Freeling.

(4 enclosures)

Approved by the P.M.G's 16. June 1823.

(Vol. 37. P 492)

From 1824 the country offices in the Manchester Penny Post district were supplied with special handstamps bearing the office name. The early examples were framed with "P.P." Fig. 7. and later issues had the "Penny Post" in full, Fig. 8. A few offices had unframed stamps from 1839-1840, Fig. 9. or straight line stamps similar to Fig. 10.



Fig. P.P. 7



Fig. P.P. 8

*Leigh  
Penny Post*

Fig. P.P. 9

FLIXTON.P.P.

Fig. P.P. 10

No. 580 General Post Office.  
30th Sept. 1825.

My Lord,

I have in some way mislaid a Report from Mr. Karstadt of the 2nd July proposing to increase the pay for the

Penny Post Ride from Manchester to Glossop from £135 to £140 and the Ride through Oldham to Saddleworth from £126 to £135 per annum. As he recapitulates his proposition and reasons in favour of it, in the enclosed

letter of the 21st Inst., I presume it will be sufficient to justify me in submitting to your Lordship that the increased Expenditure may now be sanctioned. It will be seen that one of these Rides was abolished on the 6th Sept., the bags being conveyed by the Sheffield Mail Coach from that date. The increase for that Ride is, therefore, only for a limited period, but the other for an indefinite one as explained by the Surveyor.

All which is humbly submitted by

F. Freeling.

The Postmaster General

(2 enclosures)

The P.M.G. approved.

Newark 20th June. 1825.

Sir,

I beg leave to submit a question arising out of the re-establishment of the Manchester and Sheffield Mail by Glossop, namely, whether that Coach should carry the Manchester Penny Post Bags, to and from the places thro' which it passes, as I believe was contemplated.

The only difficulty of the case is caused by that Mail not arriving at Manchester until 6 o'clock in the evening, and that if it brings in those Bags at that hour in addition to its own Bag from Sheffield, it must retard the Delivery. Having so recently as December last gone minutely into the circumstances of the Manchester Evening Delivery, it seems only necessary for me to observe that I then arranged for the arrival of the Penny Posts at half past 5 excepting those from the Birmingham Road, which being brought in by the Birmingham Mail Coach I could not alter. The two principal Mails (the London and the Birmingham) arriving at Manchester together at 6 o'clock in the evening, and a Delivery of them being required in all possible cases in half an hour, together with a very heavy forward sorting at the same time, it was admitted that the business of the other Mails, and of the Penny Posts, must be

previously disposed of, and the receipt of the latter at  $\frac{1}{2}$  past 5 was allowing as little time as the business could be accomplished in. I need not remind you that the Penny Post Bags, owing to the minuteness of their details occupy a very considerable portion of time. The Receivers accounts are to be checked; their Cash told up; Returns examined; the Letters themselves to be stamped, taxed, and prepared for Delivery, and if this remains to be done until after the Great Mails arrive at 6, it must inevitably retard the Delivery of the whole. The Country thro' which the new Manchester and Sheffield Mail passes, vizt. Ashton-under-line, Audenshaw, Stayley Bridge, Mottram, and Glossop, is one of the most populous in the Penny Post District and having the largest Bags.

The Mail in question having been re-established on the spur of the moment, I had not an opportunity to offer any remark upon the hour of arrival until after it had commenced, but I have since corresponded with Mr. Johnson on the subject. A departure half an hour earlier from Sheffield would meet the difficulty, but the objection seems to be that arriving as it now does at Sheffield at 11 in the morning, and returning at 1 p.m., it would be inconvenient at Sheffield to give up that half hour, but if the same interval cannot be continued to Sheffield by an earlier departure from Manchester or any other means, I would observe that Sheffield could only expect the accommodation of a second Mail to Manchester in such manner as it could be given without deranging other objects, and if the interval for answering by this Mail should be reduced half an hour, it is to be recollected that there is another Mail between the two towns which affects a second opportunity for writing, and that Mail is the one which goes on direct to Liverpool. The present cost of the Ride for the Penny Post is £135 per annum at which terms the Contractor will not continue it, and the expence of it would be saved by the Mail Coach carrying the Penny Post Bags.

The Ride is under notice from the Contractor to quit on the 5 July, which renders it necessary now to bring the point of its continuance or not to a decision.

I am Sir

Your most obedient  
faithful servant

G. F. Karstadt.

F. Freeling Esq.

(580/1825)

Copy

General Post Office

22 June. 1825.

Sir,

I have received your material Letter of the 21st. Inst.

It certainly is desirable, if possible, to save the allowance of £135 per ann: for the conveyance of the penny post Bags to Ashton, Mottram, and Glossop, now a Mail Coach runs over the road.

The pressure at Manchester must be admitted. Do you think it possible, if these Bags were to be sent by the Sheffield Mail Coach, that the assistance of another Clerk at Manchester would remove the pressure? It would be better to pay £60 a year for that purpose, than £135 for the ride with a probable increase to that allowance. I fear that the departure of the Coach thro' Glossop, could not be accelerated from Manchester and it is certainly advisable not to curtail the very limited time for answering Manchester Letters at Sheffield. I will consult Mr. Johnson on these points. If nothing can be decided before the 5th. July, it may be best to get the Contractor to proceed for a few days longer.

If we can realize some intention of bringing the London Mail Coach into Manchester at least an hour earlier than at present, it will entirely alter the view of the whole case; and this may be another argument for going on with the ride provisionally.

Signed

F. Freeling.

G. Karstadt Esq.

This memo endorsed:—

Copy

Francis Freeling Esq.

to

G. F. Karstadt Esq.

22 June, 1825.

For F. Freeling Esq.

Mr. Karstadt and I have now agreed that as the Sheffield Mail will not arrive at Manchester 'till long after the London, it ought to bring the P.P. Bags and the ride be saved as originally intended.

July 16.

I agree with Mr. Johnson that it would now be too early to bring off the Penny Post Bags from Ashton etc. to meet the Mail from London, That object being given up the Sheffield Mail can bring in the Bags and the Ride be saved.

But as the old contract for the Penny Post Rides expired on 5 July an authority is necessary for the new terms proposed for them in a report of mine dated 2 July, for the Ashton Ride so long as it has since continued to run and for the Oldham and Saddleworth indefinitely, as it is not affected by the above.

G. F. Karstadt

22 Aug. 1825.

I incline to think that a new and important use may be found for this ride, hinted at in another report from Mr. K. in remarking on which I was under an impression that the ride had ceased already—On Oldham and Saddleworth I have there said all I can.

C.L.

The report Mr. Freeling "mislaid":—

Manchester 2nd July. 1825.

Sir,

I mentioned in a recent Report that the the Contractor for the Manchester Penny Post Rides through Ashton to Glossop, and through Oldham to Saddleworth, has given notice to quit them unless his pay were advanced, and submitted whether it might not be practicable to convey the Bags on the

former line (the Ashton) by the new Manchester and Sheffield Mail. It appears that there are difficulties in assimilating the hours of this Mail with that of the Penny Post, and in reference to your suggestion whether it might not be better to pay £60 per annum for another Clerk, than a much larger sum for a Ride, I very much doubt whether the extra assistance of a Clerk would make up for the later arrival of these Penny Post Bags.

At all events as the plan of bringing the London Mail into Manchester still earlier than at present, will, if realized, alter all the bearings of the case, it seems better to postpone any final decision for the present, and to make a provisional arrangement for continuing the Glossop Ride, and with that view I have endeavoured to make the best terms I could for both contracts. The Saddleworth Ride is paid for at £126 per annum (£9 per mile for 14 miles) and the Contractor is willing to continue for £135 per annum being an advance of £9 per annum. The Glossop Ride is paid for at £135 per annum (£9 per mile for 15 miles) and the Contractor is willing to continue for £140 per annum, being an advance of £5. As I find myself unable to make better terms than these, I beg leave to submit these increases, to take place from 6 July instant, and subject to future revision, should any change in the Mails enable the Glossop Ride to be dispensed with.

I am Sir

Your most obedient

faithful servant

G. F. Karstadt

F. Freeling Esq.

Newark 24th Sept. 1825.

Sir,

In June last when the Manchester Penny Post Rides were under notice from the Contractor to quit on the 5th July, a correspondence took place as to the practicability of sending the Bags for the Ashton line by the Sheffield Mail Coach, but obstacles then occurring I was under the necessity of coming to an arrangement with the Contractor for the Rides, and on the 2nd July

proposed that the Ride from Manchester through Ashton under line to Glossop should be increased from £135 to £140 per annum and the Ride through Oldham to Saddleworth from £126 to £135 per annum. On the 22nd August I reverted to the subject but have as yet received no authority.

An arrangement was subsequently made by which the former of these Rides has been saved, but an authority is still necessary for the increased pay so long as it continued, vizt to 6th September. The other Ride (the Oldham) is not in any way affected by the recent changes in the neighbourhood of Manchester, and a decision upon the terms proposed becomes necessary in order to bring them forward in the Quarters account.

I am Sir

Your most obedient

faithful servant

G. F. Karstadt

F. Freeling Esq.

(580/1825)

1828.

The coach route from Manchester to Huddersfield passed through Oldham, Dobcross, Delph, Marsden and Slaithwaites, and the inhabitants of these last two villages were regularly asking for improved postal facilities.

It was the previous practice for letters to be left at Delph for Marsden and the Slaithwaite letters left at Huddersfield by a coach from Manchester to Huddersfield via Halifax.

By 1857—as the railways extended outwards from Manchester—both these villages had sub-Post Offices under the Manchester Head Office.

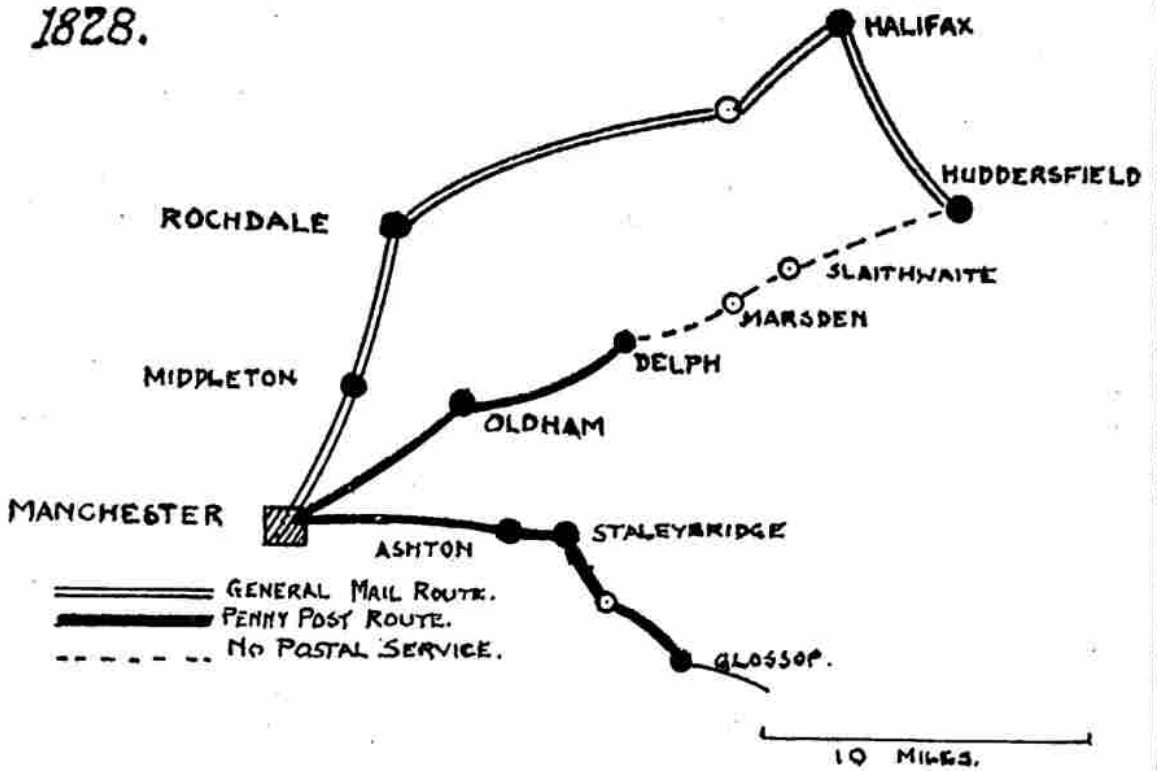
### **Manchester: Penny Posts to Dobcross and Delph, extension to Marsden and Slaithwaites 1828**

1828 August

A minute to the P.M.G. reads:—

“... Dobcross and Delph are at some distance on the Huddersfield Turnpike

1828.



MAP 37

Road, but are served as Penny Posts from Manchester and formed the extent of the delivery in that direction, beyond it are situate the Manufacturing villages of Marsden and Slaithwaite which have applied for Receiving Houses with Bags from Manchester, at the former. . . it has been provisionally established—I have always hesitated to propose Penny Posts to places 10 or 15 or 20 miles from a Post Town, for when it can be effected, it is more desirable to establish a regular Post and then charge according to the distance. . .

The argument in favour of a P.P. to these places is that any other arrangement would delay the Mail Coaches at Oldham for sorting etc., etc., . . . This seems fatal to these places being served in any other way than from Manchester, and as the whole of the Manchester *Country* Delivery is now Penny Post there seems to be no alternative but to include those places in that delivery. . . . . the Salary proposed . . . of £5 to each of the Receivers appears moderate, as does also the proposed allowance of £6 each to the Receivers at Dobcross and Delph, who have to meet the Mail night and Morning at the Inn at New Delph.

The whole of this District is Manufacturing and thriving and deserving of consideration."

The P.M.G. agreed.

(P.M.G's Report No. 659, vol. 46)

See 2.4.1794.

Howden 17th June, 1830.

Sir,

I beg to acknowledge the receipt of your Letter of the 15th inst. communicating the intended discontinuance of the Manchester and Huddersfield Mail Coach.

A Ride will undoubtedly be necessary from Manchester to Oldham and Delph, for the conveyance of the Penny Post Bags, but I agree in opinion with Mr. Johnson that it will not be requisite to carry the communication any further.

It is true that two Receiving Offices have been established beyond, vizt at Marsden and Slaithwaite, but they were quite incidental upon there being a Mail on the road, and their produce has been so small as I believe not to justify any purpose conveyance.

The communication between Manchester and Huddersfield is I conceive amply provided for via Halifax through which channel the Letters circulate twice a day between those Towns.

The conveyance of the London Bag to Huddersfield is now performed by an armed Ride from Pontefract, arriving at Huddersfield about 6 in the evening, but the returning Bag to London, goes by the Mail to Manchester now about to be discontinued. It was considered best to avail ourselves of the Mail Coach conveyance as far as practicable, and it left the Ride at liberty on its return to be applied to another material object, namely to meet the Leeds Night Mail at Wakefield going up, thus opening a direct communication with Sheffield Nottingham etc, and also affording a facility for the conveyance of the Foreign Letters. The hours suitable to this—7 in the evening from Huddersfield—would not do for the London Bag, as not affording time for answering—the arrival being not till 6. The Ride must therefore be altered to meet the Glasgow Mail in the morning at Pontefract, if not also the Edinburgh at Ferrybridge, and it is in the early hour it will have to start, as opposed to the prejudices and fears of the Huddersfield people, as well as in the loss of the facilities which I have described of the present return to Wakefield, that I anticipate the chief difficulty of the case. I will proceed to that neighbourhood as soon as the new Deputy here is sufficiently instructed to be left.

I am Sir

Your most obedient  
faithful Servant

G. F. Karstadt

Sir F. Freeling Bart.

(645/1830)



To the Right Honourable  
The Post Master General.

May it Please Your Lordship,

We whose names are hereunto subscribed being Inhabitants of the Parish of Oldham in the County of Lancaster beg leave to state to your Lordship that the Mail Coach which runs from Manchester to Huddersfield through Oldham is of very great public advantage, and that if the same should be discontinued it will be attended with serious inconvenience to your Petitioners and the Public in general.

That your Petitioners have learned with deep concern that the Contractors for running the said Mail have given notice to discontinue the same on the fifth of July next in consequence of its being unprofitable, but that the said Contractors have proposed to continue the same if they may be allowed to carry seven outside Passengers on the said Mail instead of four the number now allowed.

We the undersigned therefore most respectfully solicit that your Lordship will be pleased to Grant to the Contractor of the said Mail Coach the liberty of carrying seven outside passengers on the said Mail instead of four the number now allowed—

We are

Your Lordship's

Most Obedient Humble Servants

20th June 1830

38 Signatures

Forwarded by Mr. Edward Brown.

(645/1830)

Manchester 26th June, 1830.

Sir,

With reference to my Letter of 17th inst I have proceeded hither to prepare for the discontinuance of the Manchester and Huddersfield Mail Coach.

The principal utility of this Coach was for the conveyance of the afternoon Bags of the Manchester Penny Posts to Newton, Hollinwood, Oldham, Greenacres, Austerlands, Dobcross and Delph which it appears now necessary to

provide for by a Ride. The distance is 14 miles and the Contractor for the morning Ride is willing to undertake that in the afternoon on the same terms, vizt. £135 per annum, but will not at any reduced rate, and considering the expensiveness of horsekeep in this neighbourhood I fully believe it cannot be done for less. I beg therefore to propose that allowance for the Ride in question. It appears by Mr. Johnsons Report that the Saving of the Coach expences will be £142 10s. 0d. per annum, and there will also be saved £6 per annum each to the Receivers at Delph and Dobcross for meeting the Mail, which will be unnecessary with the Ride as that will go to the places. The total Sum which falls in will therefore be £154 10s. 0d. and deducting the expence of the new Ride, will leave a saving to the Revenue of £19 10s. 0d. per annum.

I mentioned in my Letter of the 17th that although the London Bags to Huddersfield was conveyed by an armed Ride from Pomfret through Wakefield, it was found best to send the return Bag for London by the Mail Coach to Manchester so long as it should run, as that arrangement left the Ride at liberty to return to Wakefield at an hour to meet the Leeds night Mail, affording among other advantages an extension of time for dispatching the Foreign Letters on Mondays and Thursdays. Those Letters have previously gone by Halifax at half past ten in the morning, and the arrangement alluded to enabled them to be sent so late as seven in the evening. The Ride must now be despatched in the morning to convey the London Bags to Pomfret, which of course completely interrupts this arrangement of the Foreign Letters. The Foreign Letters alluded to have for the year to 5th inst. amounted to £422 3s. 9d. or about £4 per Post. Their dispatch at 10/30 in the morning was acquiesced in before the arrangement I have advocated to, which arose out of the facilities then presenting themselves and has been enjoyed about 12 months. How far a return to the old hour may be now felt as an inconvenience I am not prepared

to say. I have thought it best under the circumstances merely to give notice of the change leaving the subject, should any representation be made, to future consideration.

To fall into the present arrangements at Pomfret and Ferrybridge the Ride must leave Huddersfield at 5 in the morning. Should this however be considered too early in Winter, I think the whole may be modified so as to start an hour later.

I am Sir

Your most obedient  
faithful Servant

G. F. Karstadt

Sir F. Freeling Bart.

(645/1830)

Horncastle 3rd July, 1830.

Sir,

I beg leave to return the Memorials from Huddersfield, Oldham, Slaithwaite, and Marsden, praying the Mail Coach about to be discontinued between Manchester and Huddersfield may be allowed to carry an encreased number of passengers, for the purpose of supporting it a proposal which it appears is inadmissable under the Post Master General's Minute on that subject.

In regard to the question whether it would be right to meet the objects of the Petitioners by continuing on the Ride from Delph to Huddersfield I apprehend that their views are directed solely by the coach, and I should feel much hesitation in recommending a Ride over that which is one of the wildest districts in the Country, and which for half the year would have to travel in the dark both going and returning. Nor as I humbly conceive are the inconveniences such as to require it.

The Huddersfield Memorial complains of the interruption that would arise in one of the communications with Manchester and Liverpool and it will be right therefore to explain what the communication will be via Halifax which would be the route after the Mail has ceased. A Letter leaving Huddersfield at 6 in the morning, and later if the Inhabi-

tants would suffer the Ride to go later, will be at Manchester by 7 the next morning and at Liverpool by half past 10. A Letter on the return leaving Liverpool at 4 in the afternoon and Manchester at 8 in the evening will be at Huddersfield at half past 7 next morning. The conveyance both ways may be said to be performed in the night, which I humbly submit is the perfection of any Post. In addition to this, there is an auxiliary conveyance by which a Letter sent from Huddersfield at half past 10 in the morning will be at Manchester in time for the London Delivery at 5 p.m. the same day, and at Liverpool by 7 the next morning, and a Letter leaving Manchester at 9 in the morning and Liverpool at 10 overnight will be at Huddersfield at half past 2 in the day. It is true they lose a third arrival at 8 o'Clock at night, which if called for, might be answered the same night as described in the Memorials. But this arrival has been urged on previous occasions to be too late for business, and you are aware that until now the Inhabitants of Huddersfield have disowned this Coach as affording them any accommodation. At all events with the facilities I have described via Halifax, I humbly submit that the communication will be such as to leave no cause for complaint.

In regard to the Oldham Memorial I beg to state that by the Ride I have proposed in a previous Report, that place will receive all its Letters precisely as it does at present.

In regard to the remaining Memorial from "Marsden and Slaithwaite and Saddleworth" the latter District must I apprehend be put out of the question, as it is no more affected than Oldham. Marsden and Slaithwaite are two places where Receiving Offices were established in consequence of the Coach going that road, but which do not appear to be capable of supporting a separate establishment, the distance to them being seven miles either from Huddersfield or Delph. Those places applied for, and had bags granted both from Manchester and Huddersfield, and from an account I have taken of the Letters for a fort-

night 6th to 19th June their Letters both ways including Penny Postage, have only averaged as follows.

Marsden—3/6 per diem

Slaithwaite—3/3 per diem

I am Sir

Your most obedient  
and faithful Servant

G. F. Karstadt

Sir F. Freeling Bart.

(645/1830)

Minute endorsed:—

W. Johnson.

Horncastle, 3 July, 1830.

G. F. Karstadt Esq.

CM

W. Johnson

Sir F. Freeling will be glad to know the result of any enquiries W. Johnson may have made respecting the continuance of the Coach upon a further subscription from the Parties.

5th July, 1830.

I know nothing but what Mr. Armitage whom I sent to Mr. Welch said when he called at my office, and if nothing has been heard since I fear there will be no aid given.

C.L.

(645/1830)

To His Grace the Duke of Manchester  
Post-Master General.

The Memorial of the Merchants, Manufacturers and others Inhabitants of the Town of Huddersfield in the West Riding of the County of York.

Sheweth

That by the establishment of the Mail now running from Huddersfield to Manchester your Memorialists are enabled to receive the Manchester-Liverpool and other letters at half past eight o'clock in the evening which previous to the establishment of the said Mail were not received till half past eight the

following Morning, and are enabled to reply to such letters on the evening they are received by which arrangement **two days or twenty four hours**, are saved in the receipt and transit of such letters—thus all letters transmitted from Manchester by this Mail at four o'clock in the afternoon are delivered in Huddersfield the same evening at half past eight—two hours are allowed for reply, which arrive at Manchester the following for delivery at nine o'clock—which previously could not arrive at Manchester till the evening—and by this direct communication a saving of two pence and one penny have been effected upon each single letter from Manchester and Liverpool.

And your Memorialists further shew that the said Mail affords peculiar advantages to the populous manufacturing Townships of Slaithwaite, Marsden and Saddleworth through which it passes by opening a direct communication with the markets adjacent. And should the said Mail be discontinued your Memorialists would be deprived of the important advantages thus gained by a speedy and direct communication with the large commercial and Manufacturing Towns and Markets at a distance so necessary to the interests of your Memorialists—therefore your Memorialists pray the said Mail from Huddersfield to Manchester may be continued and suggest that if the number of passengers allowed to be carried by the said Mail were increased to seven outside instead of four it would be a great convenience and tend to the permanent establishment of the same and your Memorialists have no doubt but in such case able and respectable contractors would be provided for the due and efficient management and conducting the same—

Your Memorialists earnestly yet respectfully pray your Grace will take these circumstances into your consideration and be pleased to direct that the said Mail may be continued with such extension in the number of passengers as above suggested to run from Huddersfield to Manchester as heretofore—

24 signatures

To His Grace the Duke of Manchester,  
Post-Master General

The Memorial of the Inhabitants of  
Slaitwhaite, Marsden and Saddleworth  
in the West Riding of the County of  
York through which several Townships  
the Mail from Huddersfield to Man-  
chester now runs and passes—

Sheweth

That previous to the establishment of  
the said Mail, letters from Liverpool,  
Manchester and the adjacent parts  
of Lancashire were three days in  
reaching your Memorialists and in  
many instances much longer—the  
delivery being very uncertain and  
precarious—but since the judicious  
establishment of the said Mail letters  
from the same places reach your  
Memorialists from the said places in **one  
day**, being a saving in time of two  
thirds, tending greatly to the advantage  
and convenience of your Memorialists  
and to the interests of the very populous  
and manufacturing districts in which  
they reside.

And your Memorialists further shew  
that should the said Mail be taken off  
the said line of road your Memorialists  
would be deprived of the great advan-  
tage of a speedy communication with  
the large commercial Towns and Mar-  
kets at a distance so important to the  
interests of a manufacturing district,  
therefore your Memorialists pray the  
said Mail with such alterations and  
regulations as may be thought requisite  
may continue to pass through the  
several Townships above mentioned.  
And suggest that if the number of  
passengers allowed to be taken by the  
Mail could be extended to seven out-  
side instead of four the number now  
allowed, your Memorialists would en-  
deavour to provide respectable con-  
tractors for the efficient management  
and conducting such Mail and such  
increase in the number of passengers  
would be a great convenience to the  
several Townships through which the  
said Mail would pass as well as afford a  
more probable opportunity of the  
contractors meeting with a remunera-  
tion:—

Your Memorialists respectfully yet  
earnestly pray you will as early as  
conveniently may be take these circum-  
stances into your consideration, as they  
are informed the contract for running  
the present Mail ceases on the fifth day  
of July next and be pleased to order that  
the Mail with such extension in the  
number of passengers as above men-  
tioned may be continued to pass through  
the several Townships above named—  
Dated this 23rd day of June, 1830.

33 signatures.

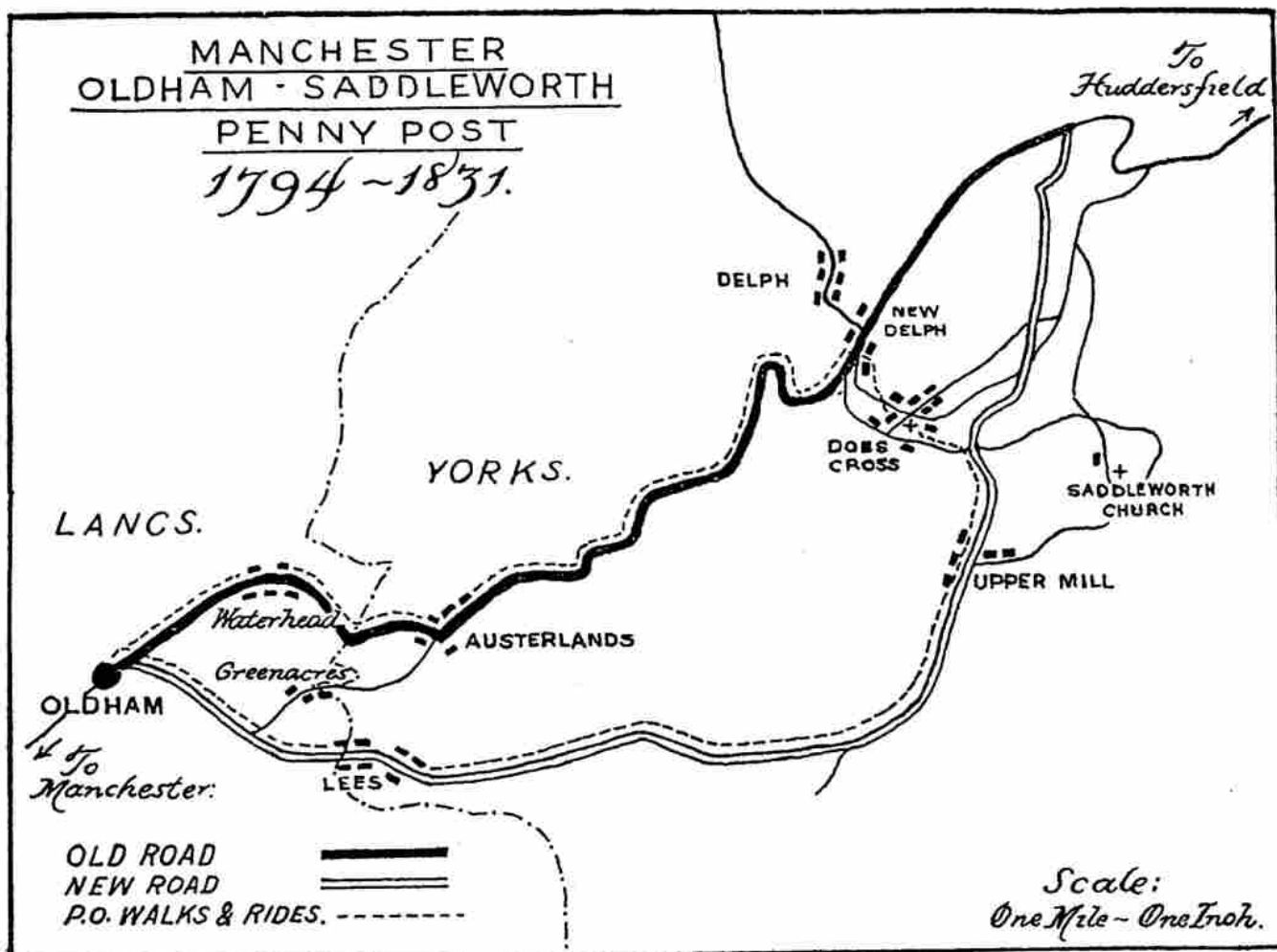
Manchester 28th July, 1831.

Sir,

I beg leave to return the Memorial to  
His Grace the Postmaster General from  
Lees, a manufacturing Village about  
2 miles from Oldham, praying that the  
Horse Post from Manchester into  
Saddleworth may be turned that way—  
and I also enclose a Memorial which  
has been delivered to me on the spot—  
from Upper Mill in Saddleworth,  
another manufacturing Village praying  
likewise to be included in the route.

The places in question are on the line  
of the new road to Saddleworth. The  
Post now takes the old road by Auster-  
lands, which place would be left out by  
the proposed arrangement. It however  
happens that Austerlands is only im-  
portant as a point from whence a foot  
messenger starts to various parts of  
Saddleworth, which could not be served  
by the Ride, and which messenger can  
as readily be started from Lees, which is  
only half a mile from Austerlands.

The removal therefore which I should  
propose, of the Receiving Office from  
Austerlands to Lees, would accommo-  
date a much more populous place, with  
the adjoining Village of Hey, whilst the  
inconvenience at Austerlands would be  
trivial, there being but one Cotton Mill  
in it. The Ride it is true might after  
passing through Lees, return again into  
the Austerlands road, but I conceive  
that having once turned off it would be  
better to proceed to Dobcross (the next  
place now served) by Upper Mill, so as  
to include that place, agreeable to the  
Petition from thence.



MAP 38

BASED ON REPORT 572 1.8.1831.

The increased distance would be about a mile to include both places, and the short delay which would be occasioned would not take place until after the Post had passed through Oldham and would only effect Dobcross and Delph and in so small a degree as I should think, not to interfere with the claims of Lees and Upper Mill to be likewise accommodated particularly as the post now goes twice a day into that district. To make the arrangement complete both Rides must in fact take the new route, but I expect to be able to induce the contractor to undertake it for £10 per annum, being £5 on each Ride, and I would likewise recommend the appointment of a Penny Post Receiver at Lees and another at Upper Mill, at £10 per annum each. This would make a total expense of £30 per annum, against which £5 for the Receiving Office at Austerlands which I propose to discontinue, making the actual increased expense of the arrangement £25 per annum.

The accounts which I have received of the correspondence lead me to expect that the Penny Postage will considerably more than defray the expense, besides affording the means of delivering the General Post Letters.

I have some expectation also that the arrangement may afford the means of some reduction at Dobcross and Greenacres, by relieving those offices, this however would depend upon the result of the trial and I would therefore merely at present propose the turning of the Rides through Lees and Upper Mill, with receiving Houses at those places, at an expense of £25 per annum as before specified, experimentally for twelve months.

I am Sir,

your most obedient  
faithful Servant  
G. F. Karstadt

(P.M.G.'s Report 572/1831)

To His Grace the Duke of Richmond  
Postmaster General of Great Britain.

The Memorial of the undersigned  
Merchants, Manufacturers, Spinners,  
Shopkeepers and other Traders, being  
Inhabitants of Lees, in the Parish of

Ashton-under-Lyne, in the County of  
Lancaster, humbly sheweth, :—

That your memorialists suffer great  
inconveniences and loss by the delay and  
irregularity of the delivery of their  
letters in consequence of the want of a  
Post Office—

That the population of this place is now  
upwards of 4,500, and there are 16 large  
Cotton Mills in the Village of Lees, and  
5 more within a quarter of a mile, there  
are also large Collieries in the immediate  
neighbourhood.

That letters are sometimes sent through  
the Oldham Post Office and sometimes thro'  
Greenacres Moor, the former  
being two miles and the latter a mile and  
a half distant, and that the letters are  
delivered with very great irregularity  
altho' they are charged twopence extra  
on each.

That there are innumerable instances of  
letters being retained two and three days  
to the great loss and inconvenience of  
your memorialists.

That as the Manchester Post rides thro'  
Oldham by way of Austerlands to  
Saddleworth twice each day, and Aus-  
terlands not being more than half a mile  
from Lees, and a most excellent road,  
Your memorialists humbly request that  
your Grace will take their case into your  
most serious consideration, and direct  
the Manchester Post to ride through our  
village, and leave a bag which would not  
detain him more than a quarter of an  
hour each day. That your memorialists  
beg leave to refer your Grace to the  
Gentlemen who compose the Ashton  
Deputation for obtaining the Electric  
Franchise, who will lay before your  
Grace every particular to convince your  
Grace that this memorial is worthy of  
consideration.

James Elliott, Surgeon etc.

Chairman of Committee

Jno. Andrews Cotton Spinner

Jos. Harrison Iron Monger

Nicolas Halisock Cotton Spinner

Lan'ce Law Cotton Spinner

Wormald Master Shoe Maker

Saml. Deardin Innkeeper

etc.

etc.

(Twenty Signatures in all)

(P.M.G.'s Report 572/1831)

Petition from Upper Mill delivered to Mr. Karstadt, Surveyor.

To the Right Honourable, the Duke of Richmond.

His Majesty's Post Master General.

The humble petition of the undersigned Inhabitants of Upper Mill in Saddleworth sheweth—

That Uppermill is one of the principal Villages in Saddleworth—

That the trade of Uppermill and of its immediate neighbourhood is the most extensive and in consequence its correspondence the most considerable—

That your petitioners have experienced the greatest inconvenience by not having a bag with their letters direct from Manchester, That hearing that the post in future will come into Saddleworth via Lees, and Uppermill lying in the direct route from thence to Dobcross and Delph, your petitioners respectfully submit that the establishment of a receiving house in their Village will remove the inconvenience and detriment to which they have for long been subject and will facilitate their correspondence, so increase the Revenue.

(P.M.G's Report 572/1831)

General Post Office  
1st Ausust, 1831.

My Lord,

Mr. Karstadt reports in the enclosed upon a Memorial addressed to your Grace from the Village of Lees, 2 miles from Oldham, and also one delivered to him personally from Upper Mill in Saddleworth, both praying to be included in the present Horse Post from Manchester into that district. The Surveyor proposes to meet the object by sending the Ride through Lees instead of Austerlands, as the former would be quite as useful a point from whence to start the messenger to various parts of Saddleworth, as Austerlands, and it appears there is only a single Mill at the latter. It is further proposed that from Lees the Ride should proceed to Dobcross, by Upper Mill. As the increased distance, by these detours would be only one Mile, Mr. Karstadt is of opinion

that the arrival at Dobcross and Delph would be so little retarded that the circumstance ought not to stand in way of the 2 other Manufacturing Villages alluded to being included in the Post.

If the proprietors of the single Mill at Austerlands should remonstrate at being left out of the route, I should hope that some arrangement could easily be made for their accommodation.

The Contractors for the Ride (which is performed twice daily) will accept £10 per annum for the additional 2 miles and the Surveyor recommends Salaries of £10 to Receivers at Lees and Upper Mill, the Receiving House at Austerlands, for which £5 is allowed being discontinued. The increased expense would therefore be £25 per annum, and Mr. Karstadt believes that the Penny Postage which these two Villages will contribute much more than defray the additional charge.

Under the circumstances, and recollecting the importance of the whole of the Manufacturing District in question, your Grace will probably authorise the propositions to be tried for 12 months and it would depend upon the result whether or not the Surveyor may be able to make some arrangements to reduce our expenditure in that Neighbourhood. All which is humbly submitted by

I. Tilley.

(P.M.G's Report 572/1831)

Hyde Hall, Nr. Manchester.  
13th January, 1832.

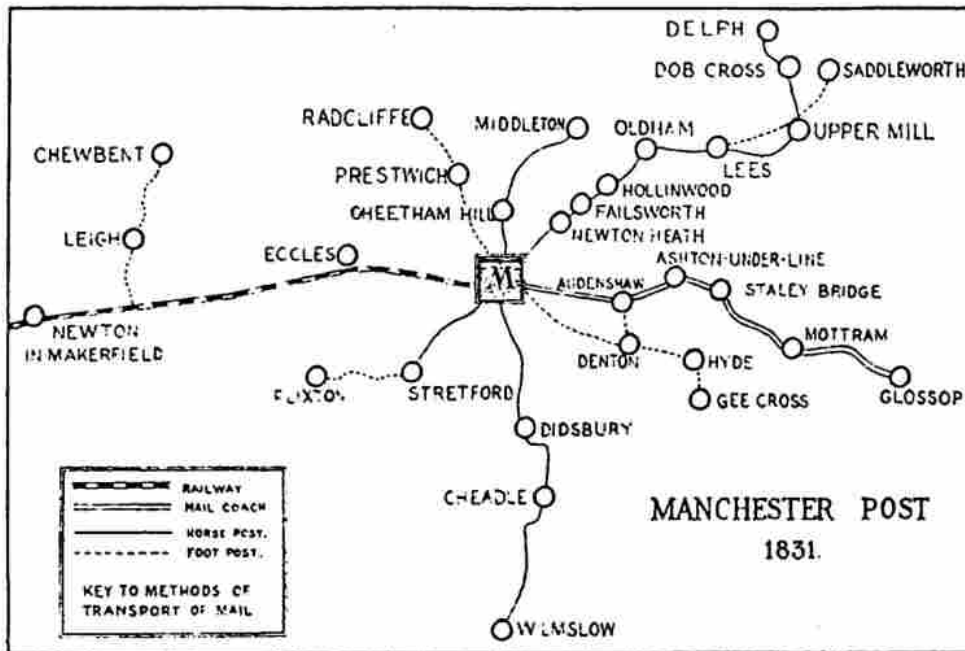
Sir,

I take the liberty at the request of many of the inhabitants of Hyde and Gee Cross to renew the application for a Mail direct from Manchester into this populous neighbourhood, the sketch will point out the present and intended route. At present our London Letters arriving in Manchester at 4 o'clock in the afternoon are conveyed that evening by the Ashton and Staley Bridge Mail as far as Audenshaw, and the next morning a Foot Post delivers them from House to House at Hooley Hill, Denton,

Extracted from the Committee Report

1838-39

Corrected for geographical errors.



MAP 22

Houghton, Hyde and Gee Cross arriving at the latter place between 2 and 3 o'clock, a time equal to the journey from London to Manchester. I should point out to you that the Cotton Manufacturers in this neighbourhood have their letters at present directed to their respective warehouses in Manchester to await their arrival in Town upon the Market Days, but I am assured by many of them that was there a direct and certain delivery the letters would then be received at their own houses. Hyde has become a place of much importance in the Cotton line. We are well aware that the alteration would have been allowed long ago had the measure not been opposed by the Denton Hat Manufacturers in which they did not show much kindness or charity for any but themselves. My observations will, I think, be born out by a reference to the Post Master at Manchester that a Mail should leave Manchester every evening upon the arrival of the London by Gorton, Denton, Hyde, to Gee Cross, and return

early in the morning. I have now the honour to leave the matter with you, having done as I consider my duty in fully pointing it out to you, and I am very confident from the known attention to everything your department receives, that in this case we shall not be overlooked.

From the letter "A" near Ashton a very large establishment sends a servant over to Stockport when the London has passed through, for upon the present plan it would be four o'clock the next day before he could receive them. I really do not know any district with so great a population that are so unfortunately fixed. I hope you will pardon my liberty in writing and allow me to remain, Sir

Your obedient humble servant

Hyde J. Clarke

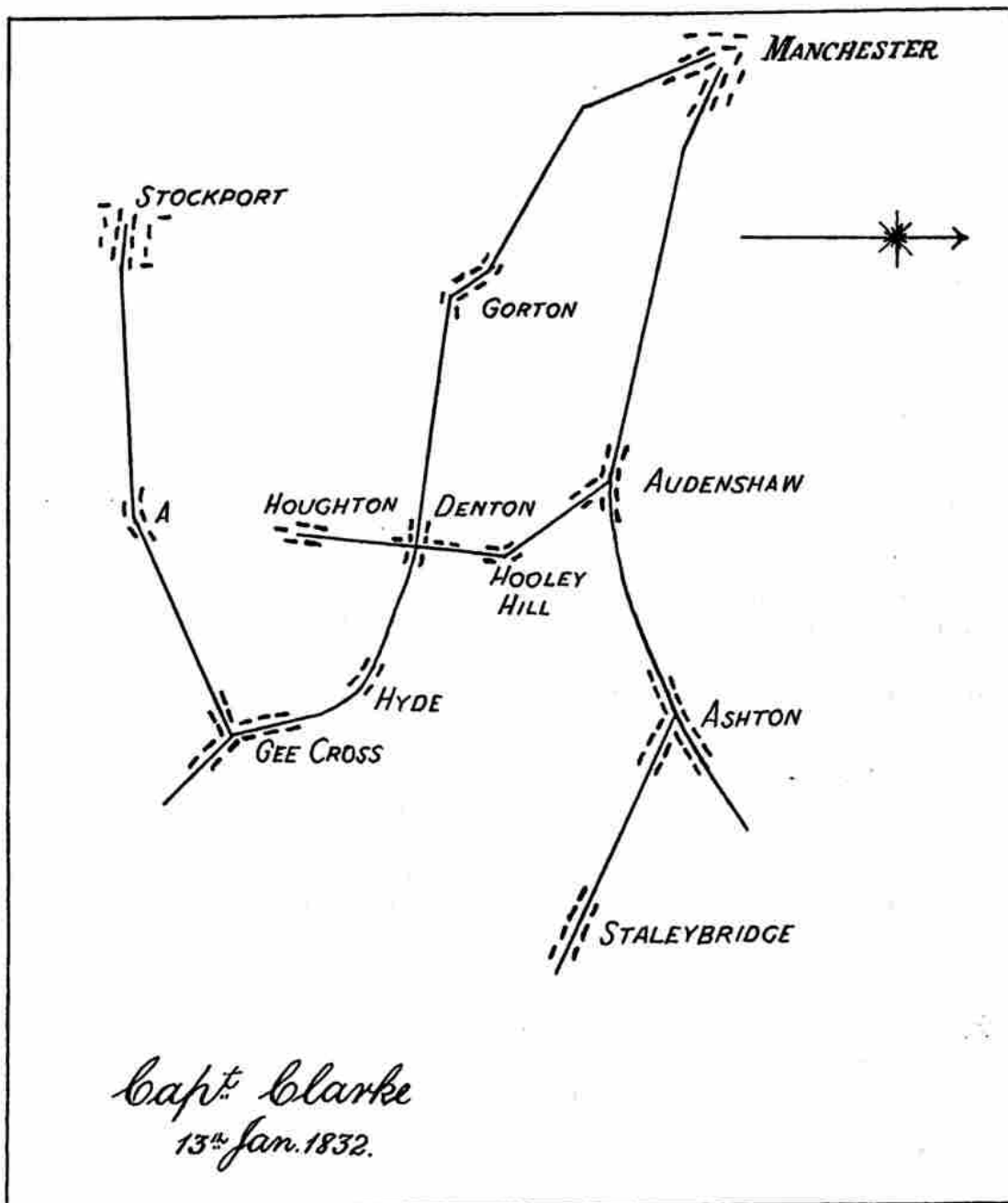
Capt. Royal Navy  
and Justice of the Peace for the Counties  
Chester and Lancashire.

(with 311/1832)



Map enclosed with Capt. Clarke's letter

15/1/1832



MAP 39

1832.

To His Grace the Duke of Richmond,  
the Postmaster General of England etc.

The Memorial of the undersigned  
Manufacturers, Tradesmen and other  
Inhabitants of the Township of Werneth  
and the Vicinity in the County of  
Chester.

Sheweth

That the large and populous Village of  
Gee Cross within WERNETH aforesaid  
is distant from Manchester 9 miles and  
from the village of Hyde in the County  
of Chester 2 miles.

That Werneth with the adjoining Town-  
ships of Hyde, Newton and the im-  
mediate vicinity within a range of 2  
miles (and not including the after-  
mentioned Township of Denton) con-  
tains a population of not less than  
21,000 persons and at the above places  
many of the most extensive Cotton  
Manufactures in the Kingdom are  
carried on as also a great many other  
important Trades and Manufactures.

That hitherto the Inhabitants of the  
above populous District have had no  
other means of receiving their Letters  
than by a walking post.

That such letters are forwarded from  
Manchester Post Office at five o'clock  
each evening by the Ashton Mail.  
Audenshaw a village distant from  
Manchester about 4 miles and from  
Gee Cross 5 miles and lie at the Post  
Office in Audenshaw until 9 o'clock the  
following morning when the postman  
from Hyde etc. leaves Audenshaw with  
the letters and proceeds on foot through  
the villages of Hooley Hill, and Denton,  
and after distributing the Letters there  
by leaving them at the respective houses  
or places of business of those persons to  
whom they are addressed arrives at  
at Hyde at one o'clock and at Gee  
Cross at three o'clock in the afternoon—  
thus Letters are twenty two hours in  
passing from Manchester to Gee Cross  
a distance of only 9 miles and in  
consequence of which great delay your  
Memorialists are subjected to very  
serious inconveniences in the conduct  
and management of their affairs and  
business.

That understanding that a Mail is about  
to run from Manchester direct to Hyde  
through the villages of Gorton and  
Denton and that it is intended to open  
a post office at Hyde by means of which  
long wanted regulation Letters will  
arrive and be ready for delivery there at  
6 o'clock the same evening on which  
they leave Manchester while such  
letters by the present mode of con-  
veyance do not reach Hyde till one  
o'clock at noon on the day following,  
Your Memorialists highly as they shall  
approve of and feel gratified by the  
establishment of a Mail to Hyde beg  
leave to state that its public utility would  
be much extended and increased while  
the additional expence would be trifling  
if such Mail were allowed to run forward  
to Gee Cross and a Post Office were to  
be established there as well as at Hyde.  
Your Memorialists therefore humbly  
request that your Grace will be pleased  
to take the above facts into con-  
sideration and will afford them all the  
advantages of the intended Mail which  
circumstances will admit of.

(signed by 66 of the inhabitants).

(with 311/1832)

Manchester 11th April, 1832.

Sir,

I September last His Grace, the Post-  
master General was pleased to sanction  
the establishment of a Short Mail  
Coach from this place through Gorton  
and Denton to Hyde, 7 miles, so as to  
extend the Evening Delivery of the  
London Mail to those places, instead  
of their then delivery by a foot messenger  
in the morning. When the arrangement  
was on the point of being carried into  
effect an unexpected but decided op-  
position to it arose at Denton. The  
inhabitants of that place are principally  
manufacturers of Hats and they con-  
sidered that the morning letters were of  
more interest to them than the evening  
ones, and after calling a meeting they  
sent a deputation to the postmaster at  
Manchester protesting against the  
change. As I found by a calculation that  
Denton would pay perhaps nearly half

the postage of the district in question, I suspended any further proceedings in the alteration until it could be considered. In the mean time the measure is much pressed upon the office by the enclosed memorial which prays likewise that the accommodation may be extended to Gee Cross, about 2 miles further, and there is also a separate application in its favour from Captain Clarke, a Magistrate of the neighbourhood, who enters at some length into the merits of the case. Still however I have been unable hitherto to overcome the difficulty at Denton. I was therefore happy yesterday to be applied to by a Deputation from that place, consisting of Mr. Peacock, the Gentleman who had previously been the chairman of the meeting against the alteration, and a Mr. Ashworth, stating that the town were now willing to come into the measure provided they might also have a morning bag dropped for them by the Mail on the Ashton Road, and which they would themselves be at the expence of fetching during the first twelve-month, in the hope that on trial the arrangement would be found sufficiently productive to enable the office to take the expence on itself. As this proposal seems fair and removes the only obstacle to the measure, I submit that it might now be carried into effect.

To save time I thought it best to enquire through the Deputy Superintendent here whether the Mail proprietors were still willing to work the Coach in question and to extend to Gee Cross, agreeable to the Memorial, and he informs me that they are.

In my former report on this subject of 10th August, 1831, I proposed salaries for the Receiving Officers as follows—

Gorton	£5
Denton	£12
Hyde	£8
Fairford	£6
<hr/>	
	£31

Should the extension of the arrangement to Gee Cross be approved it will be

necessary further to propose a Receiver there at £5 per annum making a total expence under this head of £36 a year. Against this is the saving of the present messengers wages amounting to £41 12

Also the Audenshaw Receiving house to be abolished	£20 0
	<hr/>
	£61 12
Deduct for the new Receivers as above	£36 0
	Remains £25 12

Leaving £25 12. per annum of the present expence towards the cost of the proposed Mail of 9 miles, supposing it go to Gee Cross. The arrangements if approved to be under the Penny Post and the result to be reported at the end of 12 months with a view to the possibility of affording a morning bag at Denton.

I am Sir, Your most obedient Servant.

G. F. Karstadt.

Sir F. Freeling Bart.

(File noted :—Mr. Johnson, with reference to the branch Mail to Hyde and Gee Cross. 16. April.

The Inspector has been instucted accordingly 17 April. 1832).

(311/1832)

No. 311

General Post Office  
14th. April, 1832.

My Lord,

Your Grace will see from the enclosed papers in September last that the establishment of a branch pair horse Mail Coach from Manchester through Denton to Hyde, was sanctioned on an application from that district. It was not however carried into effect for the reasons explained in the accompanying report from Mr. Karstadt upon a further Memorial from the Inhabitants. It appears that all parties are now

agreed in desiring the measure subject to the arrangement described by the Surveyor, and your Grace having already sanctioned it generally, I have only to submit the following details of the expence for your approval, viz:—

For a Receiver at Gorton	£5
Denton	£12
Hyde	£8
Fairford	£6
Gee Cross	£5
	—
	£36

The salary proposed at Denton is larger than the others as it is stated that one half of the whole product of the district is received at that place.

The wages of the present Foot Messenger would be saved amounting to

£41 12

Also the salary of the Receiver at Audenshaw, no longer necessary

£20 0

£61 12

Deduct salaries to new receivers

£36 0

Remains in aid of the Mail Coach

£25 12

Mr. Johnson states that the same parties will work the coach on the terms offered last year, viz. 5d. per mile. The total increased expence will therefore be about £40 per annum. From accounts taken last September the correspondence of the district amounted to about £500 General and Bye and £150 a year, estimated, Penny Post. It is proposed to put the whole under Penny Post Regulations, subject to a report of the result at the end of twelve months. All of which is humbly submitted by

F. Freeling.

The Postmaster General.

(The P.M.G. approved)

### Arrangements to serve, Swinton, Clifton, Worsley and Cheetham, Prestwick and Ratcliffe 1811

11th February, 1811.

The Surveyor, Gratian Hart, wrote to Freeling from Manchester:—

“The daily Delivery of the Letters for Davy Hulme and Flixton . . . will commence on Monday next. on the Allowances already granted for the delivery of Letters at the above places, **alternatively** with Cheetham, Broughton, Stand, Prestwick and Radcliffe three times a week.

The latter places, however, are become destitute of a Messenger, and having hitherto enjoyed the advantages of receiving their letters three times a week, I think they should continue to enjoy the same notwithstanding it will be, for the present, on some small sacrifice on the part of the Revenue . . .”

12th February, 1811.

A subsequent letter from Hart reads:—

“When I made my report on the establishment of a walk to Cheetham, Prestwick and Ratcliff; I mentioned the hopes I entertained in being enabled to recommend an additional walk to employ the Messenger on the alternate days so as to afford Him full Employment for the week . . . and the fixing a certain and regular method of conveyance to this Neighbourhood when formerly the delivery was fortuitous and uncertain.

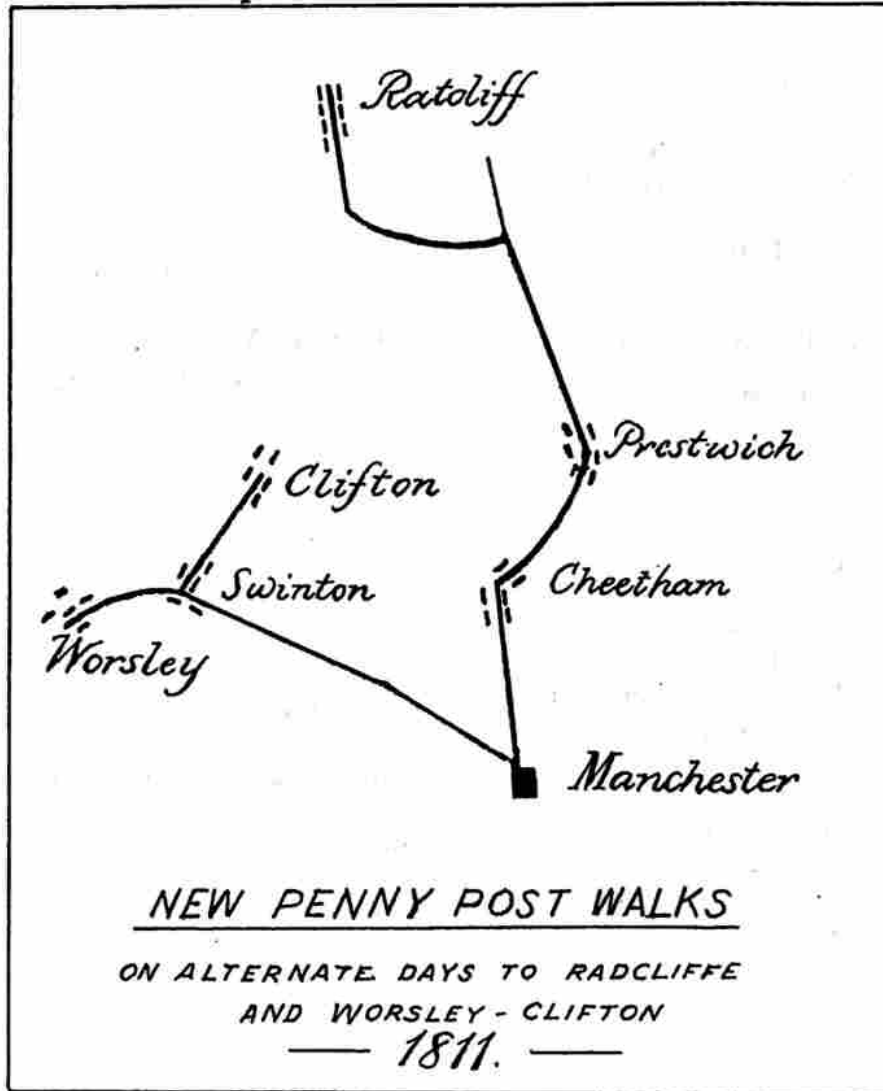
I enclose a Sketch of the proposed new walk . . .

I therefore beg leave to recommend . . . the further allowance of 4/- per week to the sum of 12/- per week already granted for the Cheetham and Ratcliff delivery, to establish the new walk to Swinton, Worsley and Clifton . . .

. . . a number of Letters at present carried by the Duke of Bridgwaters Boats will be carried by our Messenger, the Dukes people being heartily tired of affording this gratuitous accommodation to places in the neighbourhood of the Canal”

(see CANAL MAILS—1800).

**Penny Post on alternate Days.**



MAP 40

(P.M.G.'s Report No. 31 of 1811).

14th February, 1811.

Freeling wrote to the P.M.'s G.:—

"... your Lordships will see that on executing the penny post to Davy Hulme and Flixton, there are certain other villages on the branch to Ratcliffe which had their Letters on three alternate days in the week deprived of accommodation.

I was not aware of this effect or I should have hesitated to recommend the Flixton penny post . . . However, I am glad to find that the Villages before mentioned with three others added to them are enough to make a penny post District themselves and . . . an allowance of 16/- per week to a Letter Carrier . . ."

The P.M.G. agreed.

(P.M.G.'s Report No. 31, vol. 30)

1812 "Penny Post to Swinton and Worsley to cease"

(vol. 31 p. 14)

No. 424.

Manchester, 22nd Sept., 1823.

Sir,

I beg leave to enclose an application from Broughton, Prestwich and Radcliffe in the Manchester Penny Post, praying that the post to those places may be made daily instead of 3 times a week.

The District in question is at present served by a messenger from Manchester on Tuesdays, Thursdays and Saturdays. His walk on the alternate days being arranged for the accommodation of another district viz. Stretford, Cross Street, etc. I find a reference to the accounts that the correspondence of the Radcliffe Walk is becoming considerable. The amount collected there by General Post Letters is about £220 a year and the Penny Post on their delivery amounts to £45 a year, which latter sum is sufficient to cover a daily messengers wages.

I submit therefore that there is a good claim to the accommodation desired and recommend that the post be made daily, i.e. six days a week, agreeable to the custom in the Manchester country delivery and that a messenger be accordingly appointed at the usual

wages of 16/- a week or £41 12. a year. I trust that it is fair to presume that the additional number of post days will of itself increase the correspondence.

As the messenger who goes to Stretford etc. on the alternate days will by this arrangement be relieved from the present 3 days walk to Radcliffe, and as the Stretford round is not at present such as to justify me in proposing to make it daily, I would recommend that he be employed experimentally on the 3 days he will now be at liberty, in the neighbourhood of Levenshulme, Longsight and Gorton, a part becoming populous, but having as yet no official delivery, these places of course to pay the Penny Post Rate for the accommodation.

I am Sir Your obedient Servant,

G. F. Karstadt.

F. Freeling Esq.

Note:

Papers endorsed:—"The allowance to the messenger three days a week to Broughton etc. is not in the Riding Work Book Mr. Freeling begs to know what it is. I presume the messengers to Eccles, Staley Bridge, Saddleworth, Swinton, Clifton and Audenshaw perform the duty specified, at least there is no allowance under the proper head for it."

Sir,

The inhabitants of the populous and Manufacturing districts of Broughton, Prestwich and Radcliffe having experienced great inconvenience in consequence of there being only a delivery of letters three times a week, We the undersigned, beg leave to suggest to the Post Master General, the propriety of establishing a daily post from Manchester to Radcliffe. Such post to be despatched at an early hour from the office in Manchester, so as to give the inhabitants in the routes of the said post, a convenient space of time to forward letters by his return from Radcliffe to Manchester.

(Nineteen signatures)

Francis Freeling Esq.

Endorsed: "In Mr. Karstadt's 22 Sept., 1823."

Rotherham 26th Sept., 1823.

Sir,

In reply to your enquiry of 24th inst. I beg to explain that the Messenger's wages are 16/- a week, for which he now goes 3 days a week to Radcliffe etc. and 3 days to Stretford.

It is the messenger who stands in the office books erroneously to "Worsley, Swinton and Clifton," places which supply themselves. In the event of the Radcliffe walk being made daily, as applied for, and a messenger appointed for it, the present man would be at liberty on the 3 days he now goes to Radcliffe, and on which I propose to send him experimentally to Levenshulme etc.

I am sir, your most obedient servant,

G. F. Karstadt.

F. Freeling Esq.

Note:—In No. 424

The entry in the Riding Work Book to be altered accordingly.

No. 424.

General Post Office.  
29 Sept., 1823.

My Lord,

On receipt of the enclosed application most respectably signed by the inhabitants of Broughton, Prestwick and Radcliffe, in the Manchester Penny Post, praying that the post to those places may be made daily instead of 3 days in the week, I referred it to Mr. Karstadt and am very glad to find that the correspondence is so considerable as £220 per annum, besides the Penny Postage which is about £45 a year and which latter sum is sufficient to cover a daily messenger's wages. Mr. Karstadt therefore submits that these parties have a good claim for the accommodation desired, and recommends that this post be made daily, i.e. six days a week, agreeable to the custom of the Manchester country delivery, and that a messenger be appointed at the usual wages of 16/- a week or £41 12. 0. a year.

I agree with the surveyor that it is fair to presume that the additional number of post days will of itself increase the correspondence and therefore recommend the arrangement to your Lordship for adoption.

It appears further that the messenger who goes to Stretford etc. on alternate days will by this arrangement be relieved from the present 3 days walk to Radcliffe and as the Stretford round is not at present such as to justify him in proposing to make it daily, he submits that the man shall be employed experimentally on those three days in the neighbourhood of Levenshulme, Longsight and Gorton, a part becoming populous and having as yet no official delivery. Those places of course paying the Penny Postage, As this proposition is experimental, I would suggest that it be for 6 months only, when we shall be better enabled to judge of the amount of the correspondence and whether it will justify us in continuing the present allowance to the Stretford messenger. All of which is humbly submitted by,

F. Freeling.

The Postmaster General.

Three enclosures.

The P.M.G. approved 3. Sept. 1823.

**Manchester Penny Post to Broughton, Prestwick, and Radcliffe, experimental six days post made permanent 1824**

**Manchester Penny Post to Stretford, Levenshulme, Longsight and Gorton, three three days post made permanent 1824**

23rd May, 1824.

The Surveyor wrote to Freeling:—

"In September last the Postmaster General was pleased to comply with the application of the Inhabitants of Broughton, Prestwick and Radcliffe, on the Manchester Penny Post, to have a Delivery of Letters at those places six days instead of three days a week, experimentally for six months.

I find by the accounts during the experiments that the amount of letters on this walk has been at the rate of £255 per annum, of which the Penny Postage has amounted to £64 14. 0. On the other hand the messengers wages have been only 16/- a week or £41 12. 0. a year, which being so amply repaid by the Penny Postage I submit that the arrangement be made permanent, but as this man's round cannot I think be less than 18 miles a day, I humbly propose that he is deserving of an increase of 2/- per week to his wages, making them 18/- per week or £46 16. 0. per annum.

It was explained in my former report that whilst this Messenger went to Radcliffe etc. but 3 days a week, he delivered on the other 3 days at Stretford and Cross Street, another District of the Penny Post, and that if his services were wholly withdrawn the Radcliffe Walk, by making that daily the Stretford Walk would be deprived of its 3 day Delivery—I therefore recommended the appointment of a Messenger to keep up the former 3 day Delivery at Stretford, and that the same man should be sent on the other 3 days to Levenshulme, Longsight and Gorton, which had as yet no Official Delivery. The amount of Letters on this round during the 6 months experiment has been at the following rate per annum.

Levenshulme etc.	}	£62 10
Tuesday, Thursday & Saty.		
Stretford etc.	}	£53 5
Monday, Wednesday &		
Friday		
		_____
		£118 15

of which the proportion of Penny Postage has been:—

Levenshulme etc. £17. 15. 0.

Stretford etc. £18

Total £35. 15. 0.

... and the Messenger's wages being 16/- per week of £41. 12. 0. per annum . . . leaves a deficiency in the Penny Postage as compared with his wages . . . i.e. £2 18. 6. on the 6 months experiment. It appears however, the Letters brought in by this Messenger, altho not numerous, have contributed something to the Penny Post Revenue . . . Although no seperate account of it has been taken, and it would go to reduce the above deficiency, I would on the whole recommend that the experiment be continued for another six months, making a full year and that the result be reported.

I am Sir your faithful servant,

G. F. Karstadt.

No. 271

26th May, 1824.

The minute to the P.M.G. reads:—

“The result of the 6 months experiment of the extension to the Manchester P.P. to Broughton, Prestwick and Radcliffe from 3 to 6 days in the week is very satisfactory . . . as the P.P. Messenger travels not less than 18 miles a day the proposition to increase his wages from 16/- a week to 18/- . . . seems moderate . . .

This is an additional proof of the prosperity of the Manchester Penny Posts, and altho it is not further confirmed by the result of the 6 months of the experiment of the Penny Posts to Levenshulme, Stretford etc. . . still as there are some Letters brought in by this Messenger, altho' not numerous, and they have contributed something to this revenue, I presume your Lordship will approve of the recommendation to try the experiment for another six months, making a full Year when the result can be considered.”

(P.M.G's Report No. 271, vol. 38)

The P.M.G. approved—27th May, 1824.



**Stretford, Sale, Cross Street, Ashton-upon-Mersey, Carrington, Flixton, Urmston and Lostock: application for daily Post from Manchester refused, 1809**

24th February, 1809.

Petition addressed to the Postmaster General from the "Principal Inhabitants of Stretford, of Sale with Cross Street, of Ashton upon Mersey, of Carrington, Flixton, Urmston and of Lostock, all in the Neighbourhood of Manchester" praying for a daily Post.

27th August

Anthony Scott, Surveyor, enclosing "a sketch of the route of the Eccles Messenger and the route it would be necessary he should take to serve the places" wrote:—

"... I have been over the ground and ... I cannot by any means advise a compliance with the wishes of these Gentlemen. The only increase we should get would arise from our taking Stretford into the Penny Post, it seems there were 56 Letters for that place within a fortnight—a Woman brings them from Manchester 6 times a Week, and they get them at an early hour at Stretford, whereas were they sent by our own Messenger they would not reach that place until late in the Evening. Eighteen letters only were sent to Sale, Cross, Street, Ashton and Carrington within the same period, and these places being supplied from Altrincham the Letters are charged 4d. so that we should lose 3d. upon each letter if they were included in the Penny Post. The Urmston and Lostock Letters (seven in fourteen days) are left at Cross Bank from which they are distant about a mile.

... it will be seen that by giving a seven day Post to this Country we should be put to a considerable expense which the Correspondence would not justify, and the messenger going on alternate days to Eccles, and Radcliffe the same indulgence would most probably be sought for by the Inhabitants of the latter place, and Neighbourhood.

It must be recollected too, that we have refused a Seven day Penny Post to Ashton under Line . . . principally from our unwillingness to increase the Sunday duty . . ."

The Postmasters General commented—"The proposition is objectionable—and therefore cannot be complied with."

(P.M.G's Report No. 440 of 1809, enclosed within No. 4 of 1811)

1810—Davy Hulme and Flixton—Experimental Penny Post established.

**Manchester Penny Post: extension to Davy Hulme and Flixton (serving Pendleton, Eccles, Hope, Barton and Cross Bank) 1811**

1811 January Gratian Hart, Surveyor, wrote to Freeling:—

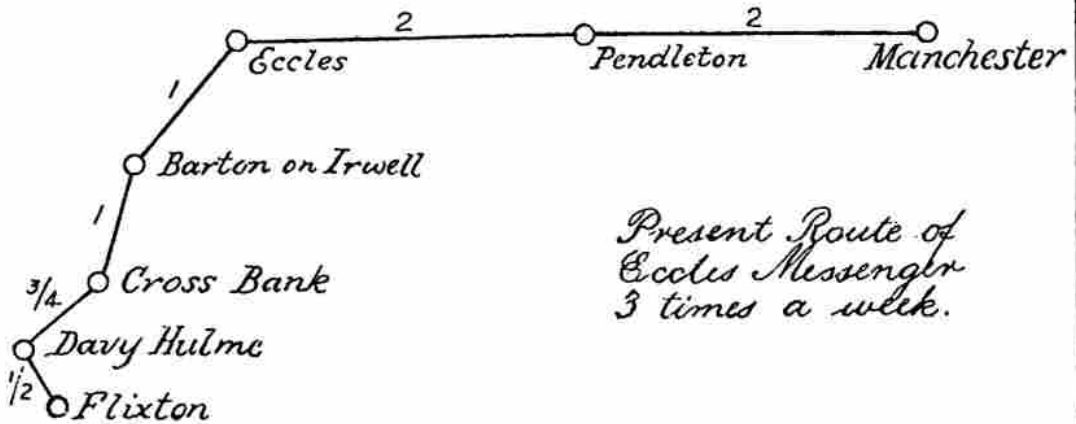
"... the enclosed papers ... contain repeated applications for the establishment of a Penny Post, from Manchester to Pendleton, Eccles and Hope, Barton, Cross Bank, Davy Hulme and Flixton. These applications have been resisted as ... the establishment could not be made without manifest Injury to the Revenue, but from the returns now before us, it appears that these places would probably at the least receive letters to the amount of 12072 per annum, producing the sum of £50 6s. annually . . . I beg leave to recommend the establishment of a Six days post to the above mentioned places . . .

These papers also inclose the calculations of the probable produce of the like establishment to Cheetham, Preswick, Whetfield, Stand and Radcliffe, which places were served on alternate days with the above mentioned places. The returns however from these last mentioned places promise only 7512 letters per annum . . . I therefore beg leave to recommend that these places for the present continue to be served by a messenger three times per Week."

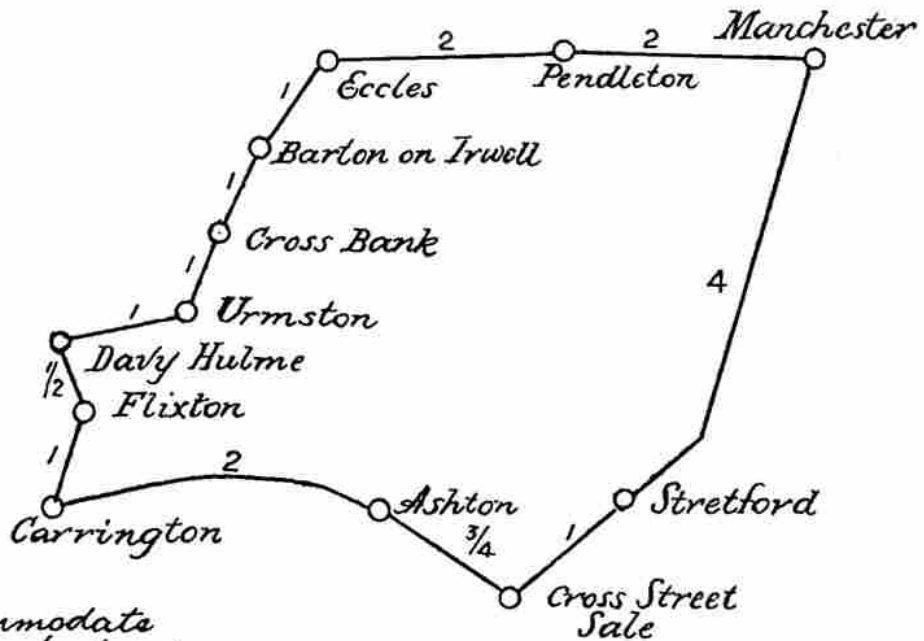
Freeling wrote to the P.M's G.:—

"... I presume your Lordships will not hesitate to try the penny post (from

N<sup>o</sup> 1



N<sup>o</sup> 2



Route to accommodate  
the Country as proposed  
by Mr. Wright

○ Altrincham

Stretford - now sends a woman every day but Friday  
 Cross St. - Sale }  
 Ashton on Mersey } { send to Altrincham from  
 Carrington } { which they are distant  
 Urmston & Lostock - left at Cross Banks, about 1 mile.  
 about 5 miles.

Manchester to Davy Hulme and Flixton) for one year.

Certain other Villages wished to be accommodated, but their correspondence is not yet considerable enough to justify the expence. They must therefore remain as at present with a messenger three times per Week."

The P.M.'sG. agreed.

(P.M.G's Report No. 4 of 1811)

See 14th Feb., 1811. P.M.G's Report No. 31. Vol. 30.

ECCLES. P.M.G's Report No. 274.

4th May, 1835.

"I have the honor to enclose a report from the Surveyor upon the application from Eccles and Stretford praying that Receiving Houses may be established at those places and Bags dropped by the Mail Coaches passing through them from Manchester.

It is suggested that instead of serving them as at present by foot messengers from Manchester, Receiving Houses shall be fixed at Eccles and Stretford, the Receivers to undertake the distribution of the letters at the numerous places. Mr. Karstadt recommends £6 a year salary to each of the Receivers and 9/- a week for the delivery."

#### Manchester Penny Post: extension to Gee Cross 1814

September, 1814.

Freeling wrote to the P.M.G.:—

"The enclosed Report from Mr. Hart proposes an extension of the Manchester Penny Post from Audenshaw to Gee Cross at an expence of 16/- per week for a Letter Carrier who will have to walk 8 miles daily without reckoning any deviations from the direct route. The man will be employed from 10 o'clock to 6 every day and it is stated that a proper person cannot be obtained for less . . ."

(P.M.G's Report No. 204 of 1814, vol. 31)

#### Report of the First Years Working

April, 1815.

Gratian Hart forwarded to Freeling an "Account of the Letters, sent by the branch Penny Post experimentally established—from Audenshaw to Gee Cross . . ."

From 6th October, 1814, Number of Letters sent to Gee Cross 4027

to 5th April, 1815, Received from thence 3047

Estimated produce for 12 months £55 19

Expence of the Establishment £41 12  
....."

The Postmasters General approved the continuation of the experiment.

(P.M.G's Report No. 103 of 1815)

SADDLEWORTH. Lancaster-Yorkshire. This district includes a large area and many villages, Austerlands, Delph, Dobcross, Lees, Uppermill, and several others now under the Head Post Offices of Stalybridge, Oldham and Middleton. It was in this area that the early Penny Post Country Offices were opened, and these have been described in the Manchester Penny Post story. The correspondence of the local people has been itemised to give some clues to the offices they used, and these extracts from their mail follow.



Ashton-under-line to Ludlow.(J.S.H.)

From the Vicar of Stalybridge,  
Rev. John Kenworthy, to the  
Bounty Office. (S.R.)

Ashton-Under-Lyne to Prescott  
(J.S.H.)

To Joshua Cropland, Hudders-  
field. (D.G.H.)

From Rev. Dacre. Mosley  
Church (Mossley) (J.S.H.)

"Please to add this to the  
direction of your parcel,  
By Ashton Post No. 4  
Cross St., Shude Hill  
Manchester"

To Mr. Dynnley, Greys Inn,  
London

(Note:—Mossley is 3½ miles from  
Ashton)

3PP

30.4.1804.

From Robert Winterbottom—  
Strines to Mr. Glover—Lough-  
borough. (J.W.)

This Strines is Strinesdale,  
north of Austerlands.

1  
PP

From Dan Crestwich, Ashton-  
under-Line. (E.A.Q.)

(Spelt Ashton Underlime).

to Geo. Keir, Solicitor—  
Barnsley.

1.PP struck in red, the frame exists only  
as traces at the bottom.

3  
PP

3.8.1818.

From John Radcliffe—Stone-  
breaks—Saddleworth. (J.W.)

To Miss Walker. Fairfield Nr.  
Manchester.

2PP

1803.

2 letters from the Vicar of St.  
Peters Church Oldham to the  
Bounty Office. (S.R.)

27.4.1811.

Chadderton to Lancaster. (J.S.H.)

In 1832 Chadderton is shown  
on a parochial map of Oldham  
as covering an arc to west of  
Oldham for about three miles,  
dividing Oldham from Middle-  
ton.

This letter seems to be from  
Chadderton south of Hollin-  
wood, not Chadderton near  
Middleton. Hence the 2.PP  
stamp for the charge as a penny  
post letter from Oldham to  
Manchester, with a further  
charge to be collected for  
postage from Manchester to  
Lancaster.

PP  
4

25.4.1796.

Rev. Buckley, Holy Trinity,  
Dobcross to Bounty Office,  
Deans Yard, Westminster,  
London. (J.S.H.)

2.11.1798.

Triermere to Edmund Chalmer  
5 Bank Court,  
Middle Temple, London. (G.F.O.)

14.1.1800.

Rev. Jas Buckley "Dobcross  
in Saddleworth" to  
Edward Chalmer Esq. No. 5  
Brick Court, Middle Temple,  
London. (C.C.)

20.11.1800.

Holy Trinity, Dobcross to (J.W.)  
Edward Chalmer Esq.  
Middle Temple, London. (J.W.)

4PP

- 6.10.1803.  
From the Curate, Holy Trinity,  
Dobcross to Bounty Office,  
London. (J.S.H.)
- 2.5.1808.  
From R. Whitehead, Dobcross  
to the Bank of Scotland, Ayr. (J.W.)
- 22.8.1808.  
From John Buckley, Broad-  
heath, Saddleworth to Henry  
Buckley, Mathew St., Liver-  
pool. (D.G.H.)
- 10.3.1812.  
From Rev. Buckley, Dobcross  
to Bounty Office, London. (J.S.H.)
- 22.3.1812.  
Front only, to Richard Burn  
Esq., Bounty Office, Deans  
Yard. (J.D.)
- 9.6.1812.  
From J. Buckley, Holy Trinity  
Dobcross to London. (G.F.O.)

4  
P.P

- 17.4.1813.  
From Holy Trinity, Dobcross  
to J. Dyneley Esq. Greys Inn,  
London. (C.C.)
- 4.12.1813.  
From A. Ingram, Solicitor,  
Saddleworth, to H. & W.  
Lloyd, Solicitors, Ludlow. (J.S.H.)
- 2.8.1815.  
From John Harrop, Dobcross  
to Miss Walker, Fairfield,  
Manchester. (J.W.)
- 23.2.1820.  
From Mr. Brown  
to J. Dyneley, Greys Inn,  
London. (J.W.)

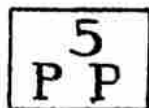
- 13.7.1822.  
From Harrop, Lees & Co.,  
Saddleworth Union Bank,  
to Perkins Fairman & Heath,  
London. (C.C.)

PP  
5

- 16.10.1794.  
From Ashton-under-line,  
to R. Burn, Bounty Office,  
London. (S.R.)
- 3.10.1797.  
From Staleybridge to  
Bounty Office, London. (J.S.H.)
- 27.12.1797.  
From Rev. Kenworthy. Letter  
headed:—  
"Staleybridge, Ashton under  
Lyne" to M. L. Burn, Deans  
Yard, Westminster. (J.W.)
- 14.9.1798.  
From Rev. Friermere  
to Chalmer, Middle Temple,  
London. (J.W.)
- 28.11.1799.  
From Rev. B. Dacre, Chapel  
at Mossley to Burn, Bounty  
Office. (S.R.)
- 27.6.1801.  
Stalybridge to London. (J.S.H.)  
There were two sizes of this postmark,  
Mr. Higgins notes:—  
"Large mark used on letters from Ashton  
1796-1802"  
"Small Mark—27.6.1801—Stalybridge."

5PP

- 11.9.1809.  
Front. to Crossland, Hudders-  
field. (J.D.)



16.9.1816.

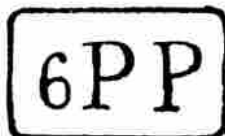
From Mr. Ellison  
to Duke of Norfolk,  
Grosvenor Sq., London.

(J.W.)



6.5.1794

From St. Anne's. Lydgate in  
Saddleworth.  
to R. Birne, Bounty Office,  
Deans Yard, Westminster. (J.S.H.)  
Lydgate is 1½ miles S.E. of Austerlands,



Letters addressed from Droylsden from March 1811, to November, 1813, have been seen with this boxed 6PP, a number used by "Saddleworth" in 1794. No record of a receiving house in Droylsden has been found before 1848, but the stamp may have been reissued to some local unpaid acting receiver.

(J.S.H.) John Steele Higgins

(J.W.) John Woodhead.

(J.D.) J. Dennett.

(D.G.H.) D. G. Haslem.

(S.R.) Sydney Raine.

(G.F.O.) G. F. Oxley.

(E.A.Q.) E. A. Quinn.

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## Places in Saddleworth.

With the offices to which letters should be sent.

NB. Aust. AUSTERLANDS—Dob. DOBCROSS—Delph. DELPH

A.  
Andrew Mill—Aust.  
Ashes—Aust.  
Austerlands—Aust.

B.  
Baguley Know—Aust.  
Bankga—Dob.  
Burn—Delph.  
Beswicks—Delph.  
Birks—Aust.  
Blackey Nook—Delph.  
Boarshirst—Dob.  
Bottoms—Aust.  
Briadhead—Delph.  
Brookbottom—Aust.  
Brownhill—Aust.  
Burnedge—Aust.  
Butterhouse—Dob.

C.  
Calf hey—Delph.  
Calverhill—Aust.  
Carr—Dob.  
Carr Court—Delph.  
Carr hill—Aust.  
Castle hill—Delph.  
Castleshaw—Delph.  
Causeway-set—Delph.  
Churchbank mill—Dob.  
Cheery clough—Delph.  
Cloughbottom—Dob.  
Court—Dob.  
Crawshaw bent—Aust.  
Cross—Dob.  
Cross bank—Aust.  
Crown Point—Aust.

D.  
Dale—Delph.  
Dam-head—Aust.  
Dean head—Dob.  
Delph (New and Old)—Delph.  
Den—Aust.  
Denshaw—Delph.  
Digle—Dob.  
Diglee—Dob.  
Dobcross—Dob.

E.  
Earnshawhead—Aust.  
Edgeend—Aust.

F.  
Fairbanks—Dob.  
Fearnlea—Dob.  
Fowbrakes—Dob.  
Frenchtrop—Aust.  
Friezland—Dob.  
Furlane—Dob.

G.  
Gatehead—Dob.  
Grange—Delph.  
Grasscroft—Aust.  
Green—Dob.  
Greenfield—Dob.  
Grotton—Aust.  
Grove—Aust.

H.  
Hadden—Aust.  
Harrop court—Dob.  
Harrop Green—Dob.  
Heathfield—Dob.  
Heights—Delph.  
Hey—Aust.  
Highgrove—Aust.  
High Moor—Aust.  
High Stile—Dob.  
Hill End—Delph.  
Hilltop—Delph.  
Hill side—Aust.  
Hobhole—Aust.  
Hole House—Aust.  
Hollinbank—Delph.  
Hollingreave—Dob.  
Hollingrove—Dob.  
Hollins—Aust.  
Hollyville—Dob.  
Husteads—Aust.

I.  
Intack—Dob.

J.  
Junction—Delph.

K.  
Kinders—Dob.  
Knarr—Delph.  
Knowsley—Aust.  
Knowtop—Dob.

L.  
Lane—Aust.  
Lane end—Aust.  
Lane head—Dob.  
Lawton fold—Aust.  
Lees—Aust.  
Leecross—Dob.  
Linfitts—Delph.  
Loadhill—Aust.  
Lusley—Aust.  
Lydiate—Aust.

M.  
Mans—Aust.  
Marslands—Dob.  
Micklehurst—Aust.  
Midgehill—Aust.  
Midgreave—Delph.  
Millbottom—Aust.  
Milncroft—Delph.  
Mossley—Aust.

N.  
New Barn—Delph.  
New fold—Aust.  
New houses—Aust.  
New Tame—Delph.  
New Years Bridge—Delph.

O.  
Oak View—Aust.  
Old Hey—Delph.  
Old Tame—Delph.  
Oxley—Delph.

P.  
Pastures—Aust.  
Platt hill—Dob.  
Platt lane—Aust.  
Primrose—Dob.

Q.  
Quick—Aust.

R.  
Ridge—Dob.  
Romsclough—Delph.  
Roughtown—Aust.  
Roundhill—Dob.  
Royal George—Aust.

S.  
Saddleworth Church—Dob.  
Saddleworth fold—Dob.  
Sandbed—Delph.  
Shaws—Dob.  
Shawhall—Aust.  
Shelderslow—Aust.  
Sherbrook Cottage—Delph.  
Springhead—Aust.  
Springhill—Aust.  
Springhouse—Delph.  
Stonebreaks—Aust.  
Stones—Delph.  
Stonewood—Delph.  
Strinesdale—Aust.  
Summershade—Aust.

T.  
Tame (Old)—Delph.  
Tame (New)—Delph.  
Tamewater—Dob.  
Thornley—Aust.  
Thorps—Aust.  
Three Crowns—Aust.  
Thurstons—Dob.  
Thurstonclough—Dob.  
Tunstead—Dob.

U.  
Upper House—Dob.  
Upper Mill—Aust.

W.  
Wadehill—Aust.  
Walkers—Aust.  
Walkmill—Dob.  
Wallhill—Aust.  
Warrockhillfoot—Dob.  
Waterton—Aust.  
Weaky—Dob.  
Wellheadheights—Delph.  
Wharmton—Aust.  
White Lee—Dob.  
Wood—Delph.  
Woodbrook—Aust.  
Woolroad—Dob.

Y.  
Yew Tree—Dob.