

Crawford 1354

# A PLAN

FOR OBTAINING

*A MORE SPEEDY*

POSTAGE COMMUNICATION

*BETWEEN LONDON AND THE DISTANT*

*PARTS OF THE KINGDOM.*

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By HENRY BURGESS.

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London, 15th. May, 1819.

THE manuscript of the plan of an extra post has, in a private manner, been submitted to several distinguished members of parliament connected with the mercantile interests of the kingdom; from whom, as well as from several eminent merchants in Manchester and Liverpool, the writer has received the most cordial and ample testimonials in approbation of his scheme.

The subject has also been introduced to the favourable notice of some members of his Majesty's government.

It must be expected that prejudices will always exist against the introduction of any material change in an important department of the state: it will be recollected that the excellent mail coach system encountered the most powerful opposition to its first establishment. Enlightened members

of parliament have, however, so frequently investigated the concerns of the post-office, since that period, that there can, now, be no doubt of the subject being better understood. The author has, therefore the strongest confidence that the details of his scheme will be candidly and impartially examined;—with a disposition to remove an obstacle, rather than to raise an impediment to the execution of the plan.

# A PLAN,

&c.

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THE degree of political force which can at any time be exercised by Great Britain, will be in exact proportion to the extent and condition of her manufactures and commerce. Political importance of manufactures and commerce.

Her power has been shown in the most conspicuous manner, during the last twenty five years, in prosecuting a war of unprecedented magnitude. Her financial resources, as exhibited in her own distant and expensive enterprises, and in the ability to sustain the warlike operations of other states, may clearly be traced to her commercial greatness.

The importance of commerce, as the great sustainer of national conflict, is, therefore, now fully established. But the power of commerce to invigorate the nation's energies after the extraordinary exertions of war have ceased, is not felt universally, nor by any, perhaps, appreciated in an adequate manner; because the extent of its influence is at present unknown and undefined.

The powerful effect of commerce in restoring us to general prosperity and happiness, will, as the writer believes with great confidence, be abundantly manifest after a few more years of peace.

With the skilful, industrious, and enterprising habits of the people remaining the same; and the causes which contribute to the nation's wealth and power being understood by the government; there can be no doubt of our continued and eventual prosperity. But to this end, it is of the utmost importance, in a country so essentially commercial as Great Britain, that her statesmen, of all parties, should have a just regard to commerce as the most abundant source of her wealth, and the principal means of her greatness.

In prosecuting these reflections to a practical application, it occurred to the writer, that whatever tended to assist the commercial energy of the people, would add most certainly to individual prosperity and national power.

Nothing has contributed more to this effect than those establishments instituted for the rapid transmission of merchandise and intelligence. Our roads, and canals, and public conveyances, and our post-office regulations, are the themes of universal admiration among foreigners. And with great reason; for the exertions of men are by these means concentrated into single points of union and force, while the dispersion of the

Establishments for the rapid conveyance of letters and merchandise, promote commerce and agriculture.

population into distant provinces, secures the more readily their sustenance, and aids, by consequence, the interests of agriculture.

Among these, none has met with more unequivocal and grateful admiration than that of the post-office. And it is, perhaps, an institution, as compared with all others of the kind, pre-eminently to be distinguished.

Excellence  
of the Post-  
office.

The mail coach establishment, taking into view all the circumstances connected with its total effects, is, probably, nearly as complete as it ever can be rendered.

Of the Mail  
Coach sys-  
tem.

Some increase of speed may give partial local advantages, but no general effect, that will be a material consideration in a national point of view, can be produced.

The deficiency in the perfect accommodation of the post, in regard to particular parts of the country, which it is one of the principal objects of the following suggestions to supply, arises partly from local circumstances, which, in the whole arrangement, could not be more attended to without sacrificing an object of general utility to one of particular interest. The arrival and departure of the mails at every town in the kingdom being so regulated as to be made to act in perfect conformity with the regulations at the general post-office, as to the time of arrival and departure of all the mails, must produce inconvenience in some parts of the operation.

Local  
deficiencies  
result from  
the princi-  
ple of the  
Mail Coach  
establish-  
ment.

Uses of  
Mail  
Coaches.

And it arises partly from the nature of the mail coach establishment; which is instituted to convey, not letters merely, but, legal writings and title deeds—property in coin or bank notes, or in small packages of value—and persons travelling on important occasions. Objects for which security, punctuality, and respectability, are of essential consequence. But in attaining which, weight in the constructing and loading of the mail coach, and a slower rate of speed in its operation, are necessarily induced.

The arrival  
and departure  
of the  
Mails well  
arranged  
for London.

The regulation at the general post-office, as to the time of arrival and departure of the mails, affords, when combined with the admirable internal dispatch of that important office, as much practical convenience to the inhabitants of London as ever will, probably, under any circumstances, be obtained for them.

Most of the mails have arrived at the general post-office by seven o'clock in the morning. The post-office closes, for the purpose of making up the bags, at seven in the evening. Considering the size of the metropolis and the surrounding villages, twelve hours cannot be too much for the purposes of assorting the letters in the morning; the general delivery in all parts within seven miles of the post-office; the time for business and answering letters; the collecting of letters in the afternoon by the different letter receivers; and preparing for making up the mail bags in the evening.



No skill or management, consequently, it is presumed, will ever give to the inhabitants of London, *in this respect*, an accommodation much exceeding that which the post-office now renders them.

Cannot be improved.

Assuming, therefore, twelve hours to be the maximum of convenience for the purposes of receiving and dispatching letters in the metropolis, it may be stated, that eight hours, for the same purposes, would equally consult the wants of the inhabitants of our large commercial towns:—provided all the time, beyond eight hours, were passed on the road in rendering complete the post communication. Of course it follows, that all the time lost in the detention of the return mail, beyond eight or nine hours, (however necessary it may be to the united combination of the establishment) is so much taken from the perfect operation of this great national machinery.

Assuming the regulations in London to be perfect, the same principle applied to the large towns :

The mail arriving at *nine* o'clock in the morning, and departing at *five* or *six* o'clock in the evening, would be, for accommodation, the most complete.

Consequently, the arrival and departure of the mail, as exemplified in the instance of Manchester and other important places, is at the remotest degree that can be imagined from this perfect accommodation. A letter which arrives at Manchester at eleven o'clock on tuesday evening, must remain till two o'clock on thursday morn-

which shows the extreme defect in the accommodation in Manchester by stating the circumstances as they are

there.

ing before the answer to it can be dispatched for London. Because, in general business, it would be impossible to obtain a letter after the arrival of the mail at eleven o'clock, and to answer it before the departure of the mail at two o'clock on wednesday morning: three hours only intervening, in the middle of the night. A detention, therefore, it will be observed, of twenty seven hours, instead of eight, in the return mail, takes place in Manchester.

As bad in Liverpool, Bolton, Leeds, York, Hull, &c. Cannot in any manner, be improved in these places by the Mail Coach system.

The accommodation of the mail to the inhabitants of Liverpool, Bolton, Leeds, Wakefield, York, and Hull, (as well as to the intermediate towns of Rochdale, Halifax, Huddersfield and Bradford) is equally unfortunate. Nor can any improvement by quickening the speed of the mail coaches give, it is presumed, the least advantage to the places last enumerated, and no very material benefit to the inhabitants of Manchester.

One post may possibly be saved in Manchester, but still with great inconvenience.

By making the mail to arrive at eight or nine o'clock in the evening, instead of twenty minutes after eleven, it would certainly give the power to save one post. But it would drive the people of Manchester in their business to so late a period of the night, from ten till two, that few wealthy persons could, except on urgent occasions, be supposed likely to avail themselves of the advantage.

Sheffield is circumstanced nearly like Manchester as to postage accommodation.

A saving of four hours each way, in the passing of the mail, could do nothing, for the purposes of general accommodation, to Liverpool, Bolton, Rochdale, Halifax, Bradford, Leeds, and many other important towns.

Impracticability of effecting this to Liverpool, Leeds &c. even if the Mail were to pass each way in four hours less time.

Because, if the mails were to arrive at Liverpool and Leeds at eleven o'clock at night instead of three in the morning, as at present, the hour of arrival is still so inconvenient as to preclude all thought of general business after the arrival of the mail.

Seeing, therefore, that the present establishment of mail coaches never can, by the best contrivance or management, be rendered, in any very essential manner, a greater accommodation to our important commercial towns than at the present time, we are led to inquire if no other mode can be adopted for this most important object.

Previous, however, to submitting his suggestions to meet this very material point, the writer hopes he may be allowed to dwell for a moment with an additional remark upon our present mail coach establishment.

It never can be supposed that the preceding observations have, or that the subsequent plan has, the remotest tendency to depreciate the value of that celebrated establishment as the *general* medium for the conveyance of letters, and which, for the accommodation of the whole kingdom,

The object of the writer cannot be to depreciate the general advantages of the Mail

Coach system. must undoubtedly continue to be regulated as at present.

Provided the plan detailed in the subsequent pages should be carried into execution, still all the motives which concurred to originate the establishment of mail coaches, will remain in double force; while other objects combined with their operation, of which experience has shown the utility, will render the continuance of them, upon the present system, indispensable.

If one fourth of the whole number of letters, now conveyed by the regular mails, should be sent by the new conveyance, the remaining three fourths will far exceed in number all that mail coaches carried daily for many years after they were established. The propriety of their continuing to be the principal medium for the conveyance of letters, admits of no question.

Other essential uses of Mail Coaches

The advantages of having a public coach, conducted under high official regulation, for the conveyance of deeds, of property, and of persons travelling on important business, are also manifest.

besides the mere conveyance of letters.

In a commercial country, it is of great consequence to have a respectable public conveyance, in which foreign merchants may, at all times, and under all circumstances, have a certainty of being conveyed to the place of their destination securely and expeditiously, and without danger from overloading or irregularity.

The *general* accommodation of this establishment is, consequently, in every point of view, eminently satisfactory. Their general purposes excellent.

It has been shown that, with respect to London, the arrival and departure of the mails are so arranged as to attain for the inhabitants all practicable convenience.

The effect is precisely similar with a great part of the country. But, as the minor must always give way to the major consideration, though there may be little to be desired for London, and many parts of the country, there are a few points where the postage communication is much less complete. It so happens, however, that those points where the operation in the present mail establishment *is the most defective*, are comprised in districts of the highest commercial importance: viz. between the distances of one hundred and sixty and two hundred and thirty miles from London, including Yorkshire and Lancashire, as well as Devonshire, in which are situated the following commercial and manufacturing places; Liverpool, Warrington, Manchester, Bolton, Bury, Rochdale, Stockport, Oldham, Huddersfield, Halifax, Bradford, Leeds, Wakefield, Barnsley, Sheffield, Hull, Exeter &c. The local defect in their operation exists in districts of the highest commercial importance.

If the seat of our great manufactures and commerce had been circumscribed to a distance of from eighty to ninety miles from London, no postage communication with the metropolis Their operation perfect 80 or 90 miles from London, where there

is no commerce.

could be rendered more complete than that which is afforded by our present mail coach establishment. A line, however, drawn in a circle of eighty miles round London, will describe a district of as little commercial interest as any part of the kingdom.

Principal manufactures situated 150 to 200 miles from London, where the mail accommodation is the most defective.

And as none of our manufactures of any consequence, are situated at a distance from London less than one hundred and ten miles, and the great weight of their importance being confined to a distance of from one hundred and fifty to two hundred miles from London, it must be a matter of the greatest concern to give to this district, *where at present it is the most defective*, the utmost accommodation of the post. Indeed the defect is at present so great, and the inconvenience to the most populous and wealthy part of England is so extensive, that there cannot be two opinions whether something must not be done for the better accommodation of the inhabitants. By instituting a new conveyance solely for letters of importance, with increased speed and a higher rate of postage, it will admit of the present establishment of mail coaches to remain without any alteration, for the general purposes of the public, and will provide, in point of time, the best practicable postage accommodation for the commercial and more important part of the community. It will be easy to combine with such an arrangement, for the most interesting districts of

England, a similar accommodation to the remoter parts of Great Britain, and to Ireland. A quickened postage communication with the metropolis and with the more populous parts of England, being an object of the greatest consequence with all men of property and weight both in Scotland and Ireland.

In recommending that a new establishment should be instituted, the distinguishing features of which will be, an increased speed, and a higher rate of postage, it must not escape observation, that this is the first time it has been attempted to introduce, into the important concerns of the post-office, the principle of suiting the quality and price of every matter and convenience to the varying wants of mankind.

The first time the principle of suiting the postage accommodation to the varying degrees of urgency in intercourse, has been introduced into the Post-office.

For, although at present no augmentation in the price of postage can obtain a quickened communication by letter, yet it must be obvious, that in no affairs of business would an increased price, for an improved accommodation, be so cheerfully paid.

Its importance.

A letter merely acknowledging the receipt of a remittance, or upon the most trifling subject, and a letter to announce that privateers had unexpectedly appeared in certain latitudes, for the purpose of intercepting a valuable fleet, are now obliged to be sent by the same conveyance: unless the writer were so circumstanced that he could send an express, and chose to

adopt that mode. Yet, how important the difference! The gaining of a day, or even of a few hours of time, might, in the latter case, be of the utmost consequence. So it is in varying degrees of urgency in all the multifarious concerns of business, and in every subject from which the epistolary intercourse of society is formed.

The principle is evident:—whether the following be the best mode of bringing it into practical operation, may be considered after the development of the scheme.

Reasons for making the calculation upon a quadruple postage.

In the subsequent plan, a quadruple postage has been selected, upon which to establish the calculations, not because that rate is deemed, with exclusive confidence, the best, either for the public convenience or the revenue, but for other reasons, which must be briefly explained.

The correctness of the principle upon which the scheme is founded being, as the writer considers it, palpable, it was the less necessary to enforce its application by very circumstantial details. If no urgent necessity existed for intruding upon the post-office for official information, the writer thought it would be better to omit requesting, as a preliminary, the assistance of any gentlemen engaged in the important departments of that establishment. The great value of the plan, even with a quadruple postage, may, it is presumed, be established with tolerable accuracy without access to official returns. It is mate-



rial, also, to show that the subject matter has that degree of strength, both in principle and applicability, as to admit of a double, a treble, or a quadruple postage; any of the three rates promoting the great objects of the public convenience and the revenue.

Official returns will approach near to the point of establishing, absolutely, which of these rates will be the best. If the writer in the present state of the inquiry may hazard a conjecture, he hopes, with some degree of confidence, that it will be found that a *double postage* will most effectually attain the combined object of revenue and public accommodation.

A double postage preferable for revenue as well as for public accommodation.

#### PLAN OF AN EXTRA POST.

The outline of the project of an extra post is, that a light machine, drawn by two horses, shall start from the general post-office, London, every afternoon at six o'clock, carrying nothing but the extra mail and the guard, and proceed to the principal towns of England and Scotland at the rate of eleven miles per hour, including all stoppages.\*

Plan.

That the extra post shall arrive in London, from the principal towns, at ten o'clock every morning.

That there shall be in London a distinct es-

\*The writer trusts he has proved in a subsequent part, referring to the practicability of the undertaking, that eleven miles in the hour is a rate of speed which, by management, can readily be accomplished without the least oppression to the horses.

establishment for the extra post. That, to pay the expences of this establishment, and of conducting the extra post to the several points of its destination, and to raise an additional revenue for the government, a quadruple postage shall be charged upon all single letters; (or a smaller rate than quadruple, as may be determined upon) with a lower ratio of charge upon every inclosure or ounce weight; which can, on consideration, easily be regulated.

In the following table, one only of these mails, called the Northern Extra Post, is calculated. The probable issue of similar establishments to other parts of the kingdom, will be subsequently considered.

The time of the arrival of the Northern Extra Post at the several points of its destination, will be seen in the following table; and, on a comparison with the time of the arrival of the regular mail, in the subjoined column, the importance of the time gained will be manifest.

THE ARRIVAL of the Northern Extra Post at the several points in its route, leaving the general post-office, London, at six o'clock in the afternoon. M. indicates before twelve o'clock at noon, A. after twelve at noon. Table of time.

	Extra Post arrives.		Regular mail arrives		Time gained by Ex. P.
	H.	M.	H.	M.	H. M.
St. Albans.....	A.	7 50	A.	11 0	3 10
Dunstable.....		8 50	M.	12 10	3 30
Fenny Stratford		9 50		1 40	3 50
Stoney Stratford		10 20		3 0	4 40
Northampton....		11 30		5 20	5 50
Market Harbro'	M.	1 10		8 10	7 0
Leicester.....		2 20		10 20	8 0
*Loughbro'.....		3 10		12 0	8 50
Derby.....		4 40	A.	2 20	9 40
Ashborn.....		5 50		5 0	12 10
Leeke.....		7 10		7 10	12 0
*Macclesfield...		8 10		9 0	12 50
Stockport.....		9 30		10 30	13 0
Bolton.....		10 20		11 20	13 0
Manchester.....		11 30	M.	3 0	15 30
Chorley.....		12 30		4 30	16 0
Preston.....	A.	1 30		6 0	16 40
Lancaster.....		3 20		9 20	18 0
Kendal.....		5 20	A.	12 40	19 20
†Carlisle.....		9 20		2 10	16 50
*Glasgow.....	M.	7 0	M.	7 0	24 0
Nottingham.....		4 30	A.	2 30	10 0
Mansfield.....		5 40		5 0	11 20
Chesterfield.....		6 50		7 0	12 10
*Sheffield.....		7 50		9 0	13 10
Barnsley.....		9 20		11 20	14 0
Wakefield.....		10 20	M.	12 40	14 20
Leeds.....		11 0		3 0	16 0
†Newcastle.....	A.	6 40		10 40	16 0
*Edinburgh.....	M.	5 0		6 0	25 0
Warrington.....		10 20	A.	12 20	14 0
*Liverpool.....		11 50	M.	3 0	15 10
Doncaster.....		9 20	A.	7 40	10 20
Ferry Bridge....		10 40		10 0	11 20
*York.....		12 20		12 0	11 40
Hull.....		1 0	M.	4 0	15 0

†The regular Glasgow mail, going a more direct road, and so much more expeditiously than the Manchester and Carlisle, comes into competition here.

†The York and Edinburgh mail, so much faster than the Leeds, comes into competition.

\*denotes the end of each continued line of the extra post without a branch.

The following will describe the arrangement with Manchester and Liverpool.

The accommodation of this establishment to Manchester particularly stated.

The extra post, leaving London at six o'clock on monday afternoon, arrives in Manchester at twenty minutes after ten o'clock on tuesday morning. It returns from Manchester at forty minutes after five o'clock on tuesday afternoon, and arrives in London at ten o'clock on wednesday morning; losing only one day in the transit of post. The same post arrives at Liverpool at fifty minutes after eleven o'clock on tuesday morning. It returns from Liverpool at ten minutes after four o'clock on tuesday afternoon, and arrives in London at ten o'clock on wednesday morning: losing only one day in the transit of post.

To Liverpool.

The extra post brings Yorkshire and Lancashire to a communication with London with the loss of only one day in the transit of post.

The regulations of the London extra post with Manchester and Liverpool, are thus detailed on account of the great importance of those towns; and because they serve to describe a similar accommodation which will in the same manner be given to all towns exceeding one hundred and sixty, and not exceeding two hundred and twenty miles from London. The accommodation to each place being more or less complete according as it is situated near to one or the other of these distances: for example, Sheffield, Stockport, Bolton, Preston, Rochdale, Halifax, Bradford, Huddersfield, Wakefield, Leeds, York, Hull, &c. &c. Thus bringing Yorkshire and Lancashire, infinitely the most important part of England, to a

communication with London with the loss or intervention of only one day in the transit of post. Whereas, at the present time, the whole of this district, the seat of our great manufactures and commerce, has no means of communicating with London, by post, without the loss of three days.

By the regular mail, no town, situated at a distance from London exceeding one hundred and ten miles, (and at that distance the accommodation is most imperfect) can have a communication with London with the loss of only one day in the transit of post, excepting only Bristol (122 miles); the cause of which exception will be subsequently remarked upon.

By the regular mail no town above 110 miles from London can have the advantage.

The Glasgow extra post, which leaves London at six o'clock on monday afternoon, arrives at Glasgow at seven o'clock on wednesday morning. It returns from Glasgow at nine o'clock on wednesday afternoon, and arrives in London at ten o'clock on friday morning: losing only three days in the transit of post.

The accommodation to Glasgow and Edinburgh stated.

The regular mail, which leaves London at eight o'clock on monday afternoon arrives at Glasgow at seven o'clock on thursday morning. It returns from Glasgow at three o'clock on thursday afternoon, and arrives in London on sunday morning; losing, when sunday thus intervenes, six days, when sunday does not intervene, five

days. This description of Glasgow will serve for Edinburgh.

The following table is introduced to show the probable number of letters which will be carried daily by the Northern Extra Post, with a calculation of the revenue thence to be derived.

AN ESTIMATE of the number of letters to be sent daily from London by the Northern Extra Post, with a calculation of the revenue thence to be derived.

From London to	Old Tax.		New Tax.		No. of letters per day	Gross am. of rect. per day.			Deduct Old Tax			Net am. of ad. rect. per day.		
	d.	s.	d.	£.		s.	d.	£.	s.	d.	£.	s.	d.	
St. Albans . . . .	6		0		4	8	0		2	0		6	0	
Dunstable . . . .	7	2	4		2	4	8		1	2		3	6	
Fenny Stratford	7	2	4		2	4	8		1	2		3	6	
Stoney Stratford	8	2	8		2	5	4		1	4		4	0	
Northampton . .	8	2	8											
Market Harbro'	9	3	0											
Leicester . . . .	9	3	0		4	12	0		3	0		9	0	
*Loughbro' . . .	9	3	0		6	18	0		4	6		13	6	
Derby . . . . .	10	3	4		15	2	10	0	12	6		1	17	6
Ashbourn . . . .	10	3	4		4	13	4		3	4		10	0	
Leeke . . . . .	10	3	4		6	1	0	0	5	0		15	0	
*Macclesfield . .	10	3	4		10	1	13	4	8	4		1	5	0
Stockport . . . .	11	3	8		30	5	10	0	1	7	6	4	2	6
Manchester and circumjacent	11	3	8		300	55	0	0	13	15	0	41	5	0
Bolton . . . . .	11	3	8		20	3	13	4	18	4		2	15	0
Chorley . . . . .	11	3	8		5	18	4		4	7		13	9	
Preston . . . . .	11	3	8		10	1	16	8	9	2		1	7	6
Garstang . . . .	11	3	8											
Lancaster . . . .	12	4	0		10	2	0	0	10	0		1	10	0
Kendal . . . . .	12	4	0		10	2	0	0	10	0		1	10	0
Penrith and Carlisle . . . . .	12	4	0		10	2	0	0	10	0		1	10	0
between Carlisle and Glasgow . .	13½	4	6		16	3	12	0	18	0		2	14	0
*Glasgow north and circumjacent . . . . .	14½	4	10		200	48	6	8	12	1	8	36	5	0
Knutsford and Warrington . .	11	3	8		20	3	13	4	18	4		2	15	0
*Liverpool . . .	11	3	8		250	45	16	8	11	9	2	34	7	6
Nottingham . . .	10	3	4		30	5	0	0	1	5	0	8	15	0
Mansfield . . . .	10	3	4		5	16	8		4	2		12	6	
Chesterfield . . .	10	3	4		5	16	8		4	2		12	6	
					976	189	9	8	47	7	5	142	2	3

Amount carried forward.

## ESTIMATE CONTINUED.

	Old Tax.		No. of letters per day	Gross am. of rect. per day.			Deduct Old Tax.			Net am. of ad rect. per day.			
	d.	s. d.		£	s.	d.	£	s.	d.	£	s.	d.	
Amount brought forward . . . . .			976	189	9	8	47	7	5	142	2	3	
From London to													
*Sheffield . . . . .	10	3 4	30	5	0	0	1	5	0	3	15	0	
Barnsley . . . . .	11	3 8	5		18	4		4	7		13	9	
Wakefield . . . . .	11	3 8	10	1	16	8		9	2	1	7	6	
Leeds and circumjacent . . . . .	11	3 8	70	12	16	8	3	4	2	9	12	6	
Wetherby, Boroughbridge, Thirsk, and Northallerton . . . . .	11	3 8	15	2	15	0		13	9	2	1	3	
Darlington and Durham . . . . .	12	4 0	15	3	0	0		15	0	2	5	0	
Newcastle and circumjacent between Newcastle & Edinburgh . . . . .	12	4 0	60	12	0	0	3	0	0	9	0	0	
*Edinburgh, in which must be included the commercial towns of Stirling, Perth, Dundee, Aberdeen, Inverness and all parts of the north of Scotland . . . . .	13 $\frac{1}{2}$	4 6	40	9	0	0	2	5	0	6	15	0	
Rotherham . . . . .	10	3 4	2		6	8		1	8		5	0	
Doncaster . . . . .	10	3 4	5		16	8		4	2		12	6	
Ferry Bridge and Tadcaster . . . . .	11	3 8	5		18	4		4	7		13	9	
*York . . . . .	11	3 8	10	1	16	8		9	2	1	7	6	
Thorn . . . . .	11	3 8	2		7	4		1	10		5	6	
Hull . . . . .	12	4 0	30	6	0	0	1	10	0	4	10	0	
				1475	292	12	0	73	0	6	219	1	6

Net amount carried forward.



## ESTIMATE CONTINUED.

	£	s.	d.
Net amount of additional rect. brought forward . . . . .	219	1	6
To estimate the daily communication of each of these towns with all the other parts of the kingdom, accessible to the extra post, as being equal to their communication by post with London, would not, it is presumed, be an over estimate. But, to guard against any possible imputation of the calculation being overstrained, it shall be taken at one half the foregoing. This will provide amply for any objection that might be made to the amount of these general calculations . . . . .			
	109	10	9
Gross amount of the daily earnings } of the Northern Extra Post down }	328	12	3
Distances referred in the above table.			
From London to Loughbro' . . .	109		
Loughbro' to Macclesfield . . .	59		
Macclesfield to Glasgow . . . . .	245		
	413		
Macclesfield to Liverpool . . . . .	45		
Liverpool to Preston . . . . .	31		
Loughbro' to Sheffield . . . . .	53		
Sheffield to Edinburgh . . . . .	233		
	286		
Sheffield to Doncaster . . . . .	16		
Doncaster to York . . . . .	37		
	53		
York to Wetherby . . . . .	11		
Doncaster to Hull . . . . .	44		
Moffat to Edinburgh . . . . .	50		
	933		
933 Miles at } 2s. 6d. per mile, deduct from amount of daily postage. }	116	12	6
Total daily amount of down Northern Extra Post . . .	211	19	9
The daily extra post up to Lon- } don estimated equal to the down }	211	19	9
	423	19	6
This multiplied by 365 . . . . .			365
The total yearly amount of revenue } from the Northern Extra Post }	£154,750	17	6

It is obvious, that to establish the accuracy of the foregoing calculations from existing and unvarying data, would be impossible. They are not, however, made without a careful and long considered examination of the circumstances of each place. And though to separate and review the materials from which each is severally composed, would be tedious, and perhaps useless, an analysis of one of the most important towns, viz. Manchester, will show that the calculations are kept within the probable result.

Analysis of the sources from whence the calculation, as regards Manchester, has been drawn.

- I. There are in London, at the least, one hundred and forty houses established by Manchester manufacturers, who have concerns at both places; and to whom a daily communication must be of the first importance: take these at one half . . . . . 70
- II. There are in Manchester and its vicinity, at the least, two hundred and forty manufacturing houses (exclusive of the above one hundred and forty) which have regular agencies in London; and so large an amount of business as to render almost a daily communication with their agents requisite: take these at one third . . . . . 80
- III. Of foreign merchants in Manchester, chiefly continental, exporters of twist and and manufactured goods, there cannot be less than ninety distinct firms of consequence: take these at one third . . . . . 30
- carried forward. 180

brought forward . . . . .	180
IV. Of large cotton mills in Manchester and the immediate vicinity, and dealers in cotton, both of whom want the most frequent accounts of the state of the cotton market, there cannot be less than one hundred and twenty extensive firms: take these at one third . . . . .	40
V. Of drysalters, oil and soap dealers, and large grocers, to whom intelligence of the earliest change in the markets will be of consequence, there cannot be less than forty five: take them at one third . . . . .	15
VI. Bankers and money agents . . . . .	5
VII. Attorneys; state the number at thirty and take them at one third . . . . .	10
VIII. Corn dealers, who require a daily account of the London market: state the number at fifteen and take one third . . . . .	5
IX. Drapers, and other shopkeepers, in London, and who reside in counties south and circumjacent to the metropolis, desiring an expeditious supply of particular goods from their correspondents in Manchester, will send, daily, extra post letters not less than . . . . .	25
X. Newspapers for the supply of large reading rooms; which, by this conveyance, must pay the extra postage . . . . .	10
carried forward . . . . .	<u>290</u>

brought forward . . . . .	290
XI. Publishers of newspapers, carriers, millwrights, timber merchants, hardwaremen, and all other shopkeepers: take them at	10
Total number of extra post letters from Manchester, daily, upon subjects connected with the trade and business of the town . . . . .	<u>300</u>

The additional tax £42 per annum to each firm whose returns in trade are not less than £80,000 per annum. At a double postage, £21 to each.

In forming this estimate, the six classes first enumerated are not supposed to contain a single firm whose returns in business amount to less than eighty thousand pounds per annum. Giving to each of these houses an average of one single letter per day, (which exceeds the estimate) an additional tax of about forty two pounds per annum will be imposed upon each firm by the extra post. Can any one imagine that such an expence, less than half the salary of an additional clerk, and which does not amount to thirteen pence in every hundred pounds returned in trade, will not be cheerfully borne for such an object. At a double tax only, the additional charge would be less than twenty one pounds to each firm. The great body of contributions will be mercantile firms whose returns in trade are from one hundred and twenty thousand to three hundred thousand pounds per annum; the additional charge upon one letter, each day, for whom will consequently be trifling.

The calculations for Manchester

It will be seen, on the first consideration, that the foregoing estimate for Manchester is formed

entirely from the great sources of supply, the commerce and business of the place; and that all casual letters, connected with domestic and family matters, are not included. These, it is presumed, would form no unimportant item. As letters between friends travelling and their connections, interesting family negotiations and occurrences, such as illness, death, or sudden changes of any kind: any thing indeed which creates the desire of rapid and frequent communication between friends at a distance from each other.

made solely from the commerce of the place.

Casual letters no unimportant source of supply.

The estimate has also been made, intentionally, with an omission of much greater moment than that of casual letters: viz. foreign correspondence. A quadruple rate upon foreign letters would be so high, that though many would undoubtedly be sent to the large commercial towns with this rate, still the great object of accommodation, for the general mercantile interest of the country, would be in a great measure defeated by it. Almost all foreign letters being letters of importance, if a double rate only were established upon all single letters and upon all enclosures, nearly the whole of the foreign letters on business would be sent by the extra post.

The remaining observations which it will be necessary to introduce, regarding the important advantages of the plan, and its practicability, shall be made with as strict an attention to bre-

vity as is consistent with clearness. The general importance of the object must, it is presumed, be sufficiently evident on the first consideration of its effects.

The general advantages of a quickened communication by letter stated.

Whatever tends to accelerate the great commercial operations of a nation, leads as certainly to the increasing of its annual products and consequent wealth, as an improvement in a piece of machinery tends to the increasing of the manufacture upon which it is employed.

To those who are of opinion that the great improvements in machinery and in public conveyances, have not tended to the prosperity and wealth of the community, the writer can have nothing to say. But to all who perceive in the inventions of Watt and Arkwright the certain means of increasing incalculably the productions of manufacturing skill and industry;—in the labours of Brindley, the valuable improvement for facilitating the transmission of merchandise;—in the establishment of mail coaches, by Palmer, the great means of promoting the commercial operations of society by quick and regular intelligence;—to all, indeed, who appreciate in the combined effect of these causes the obvious means of our commercial greatness, it must be evident, that whatever tends, in any degree, to give increased effect to the operations of commerce, by quickened intelligence, must be an object of some importance.

The general post-office has exhibited an attention to this principle in the establishment of mail coaches; and particularly so in the manner in which some of them are regulated.

The practice of the general post-office accords with this principle.

The Bristol mail, on account of the importance of that city, and the consequent necessity there is for the mail to arrive in time to admit of letters being answered with the loss of only one day, performs the distance at a greater speed than any other mail in the kingdom.

Exemplified by the regulations of the Bristol mail.

Within these few years, an additional mail has been sent through to Holyhead by way of Shrewsbury; because it was found practicable to perform the distance, by that route, in six hours of time less than by the route which the original mail still takes, through Chester. Observe, six hours of time gained being considered so great an object as to occasion two mails to the same place.

Of the Holyhead mail.

The great intercourse in business between Liverpool, Manchester, and Scotland, has induced the general post-office to establish mails from Manchester and Liverpool to Glasgow, in addition to the one referred to in the table. These mails leave Manchester and Liverpool at five o'clock in the afternoon, unite into one coach at Preston, which arrives at Carlisle in time for letters being delivered in different parts of Scotland, to accommodate the transactions of business.

Of the Glasgow mail from Liverpool and Manchester.

Bolton and  
Liverpool.

A mail has also been established from Bolton to Liverpool only; and there are many similar regulations in different parts of the kingdom.

Its impor-  
tance  
shown by  
the public  
meeting  
held at  
Liverpool  
2nd. Oct.  
1818.

These facts are conclusive evidence of the estimation with which this object is regarded at the general post-office; and for which these suggestions are submitted to carry the principle into practical operation in the most effectual manner. Its particular urgency, at this juncture, is manifest from the proceedings of the public meeting of the merchants of Liverpool, relative to the regulation of the mails for the better accommodation of the public, held on the second of October last.

It also receives some illustration from certain regulations which the general post-office has adopted since the foregoing table was written.

By the re-  
cent regu-  
lation of  
the Leeds  
mail for the  
accommo-  
dation to  
Sheffield.  
Still very  
defective  
and incon-  
venient.

The Leeds mail has been expedited so as to make it arrive at Sheffield soon after eight o'clock at night, instead of ten, and a partial delivery of letters is permitted the same evening, after its arrival. But the letters are not received by the persons to whom they are addressed till about nine o'clock, and as the up mail departs to London at three in the morning, it must, even now, be a very imperfect accommodation to Sheffield. Defective as the accommodation is, it is, however, siezed with great avidity by the inhabitants; which is manifest from the number of persons who are always seen at the post-office waiting the



arrival of the mail, and the impatience shown in the competition for priority in being served. The interim in the night, between the arrival of the down mail, at eight or nine o'clock, and the departure of the up mail, at three, can afford no facility for operations consequent from the contents of letters, and which may require communication with the work people in the factories, or with other persons on business.

The arrival of the mail at an hour in the afternoon past the usual time of business, always gives a very imperfect accommodation to the public.

The Manchester mail, which did arrive from London at twenty minutes past eleven o'clock, is now made to arrive at ten o'clock in the evening, but no delivery of letters is permitted that evening at Manchester after the arrival of the mail. The inhabitants of Manchester have, however, some hope that, by great exertions, they shall be able to induce the conductors of the mail to bring it in so early as between eight and nine o'clock, and to prevail on the post-office to deliver out mercantile letters of importance the same evening; so that they may be answered before the departure of the return mail at two o'clock the following morning,—an interval of five hours, in the middle of the night. By this effort only one day can be saved, instead of two, which would be gained by the extra post.

Same to Manchester would drive business into the middle of the night, as at Sheffield. And, even then, could save only one post instead of two, which is done by the extra post.

To bring the contrast of the convenience which The accom-

modation of  
 an extra  
 post to  
 Manchester  
 contrasted  
 with the  
 utmost that  
 can be ef-  
 fected by  
 the Mail  
 Coaches.

would be afforded to the people of Manchester by such a regulation, and that by the projected extra post, into a clearer point of view, it may be stated thus. By the regular mail, which leaves London at eight o'clock on monday evening, being made to arrive in Manchester at nine o'clock on tuesday evening, those persons who chose to be in business between nine and two o'clock in the night, have the advantage of answering letters by the mail which returns from Manchester at two on wednesday morning, and arrives at London at six o'clock on thursday morning; gaining one day out of three in the passing of the mail. The extra post, which leaves London at six o'clock on monday evening arrives in Manchester at twenty minutes after ten o'clock on tuesday morning. It returns from Manchester at forty minutes after five o'clock on tuesday afternoon, and arrives in London at ten o'clock on wednesday morning. Consequently this regulation of the mail gains one day out of three in the transit of the post, and obliges people to be in business from nine to two in the night; while the extra post gains two days out of three, and admits of people being in their business from before eleven in the morning till after five in the afternoon.

Therefore, though these regulations of the mails, for the accommodation of the people of Sheffield and Manchester, would give an advan-

tage of some importance if no other could be had, they must be considered valuable, chiefly, as an indication of what is desired by the public. For, to suppose that wealthy persons will be in their business after nine o'clock at night to avail themselves of one half the advantage given them by the plan of an extra post, is to presume a degree of avidity for such an accommodation infinitely greater than that which suggested the plan of an extra post, and from which the foregoing estimate and calculations have been drawn. Transactions in business are frequently consequent upon the receipt of letters before they can be answered. And how can it be supposed that persons can have interviews with their neighbours, for the purposes of business, or communication with their own manufactories, between nine and two o'clock in the night. Therefore, any delivery of letters after nine o'clock at night, must be a very partial and imperfect accommodation.

Transactions in business consequent upon the receipt of letters. These impossible when the Mail does not arrive before nine o'clock at night.

It must not escape observation, that it is only to towns situated like Manchester and Sheffield that even this advantage can, by great exertion, be obtained by the present mail coaches.

Sheffield and Manchester only that ever can have, by the mail, the partial and defective accommodation of a delivery of letters before nine o'clock at night.

It will be quite impossible, by the regular mail, ever to gain a single day in the passing of the post between London and the following towns; Liverpool, Bolton, Bury, Rochdale, Halifax, Bradford, Huddersfield, Leeds, York, and Hull;

Quite impracticable to Liverpool, Bolton, Leeds, Halifax, Hull, &c.

while two days will be gained to each of these places by the extra post.

In one point of view, the advantage derived by the establishment of an extra post must be regarded by all with the greatest satisfaction.

All foreign letters for the tuesday night's mail from London, must go to the offices at Liverpool, Manchester, Leeds, Hull, &c. at the latest, on Sunday night. Occasions the practice of writing foreign letters on a sunday.

All foreign letters, for the mail which leaves London on tuesday night at twelve o'clock must be put in the post-offices at Liverpool, Manchester, and throughout that line of country to Hull, at the latest, on sunday. The desire of receiving the last intelligence from their correspondents has induced the habit with many merchants throughout this district, to write their foreign letters on a sunday; which is a practice all must deprecate. The extra post, which will leave the whole of this line of country, from Liverpool to Hull, sometime in the afternoon of monday, will bring all letters in time for the foreign mail, and give the writers an additional day for the receipt of intelligence from abroad.

A branch extra post twice a week from Market Harbro' to Harwich, would be a great accommodation for the foreign correspondence of the merchants of the north

A regulation of great moment to the merchants of the north, might be made, if the government regard it proper to permit its adoption.

A branch extra post, twice a week from Market Harbro' to Harwich, a distance of one hundred and twenty miles, would convey all letters written at Liverpool, Manchester, &c. on tuesday afternoon, to Harwich direct, where they would arrive on wednesday at one or two o'clock and meet the foreign letters written in London on tuesday.

The time to effect this would perfectly accord with the time of the up extra post, which would arrive in London at ten o'clock in the morning.

But if, for political reasons, the government should withhold consent to this regulation, the necessity for writing foreign letters on a Sunday will still be superseded by the extra post.

Besides the Northern, or No. 1, it will probably be considered eligible to establish the following extra posts. Six extra posts requisite.

No. 2. The Dublin, through Coventry, Birmingham, Shrewsbury, to Holyhead.

3. The Western, through Bath, Bristol, Exeter, to Plymouth and Falmouth.

4. The North-western, from Falmouth and Plymouth, through Exeter, Bristol, Birmingham, to Manchester and Liverpool.

5. The Eastern, from Liverpool, through Manchester, Rochdale, Halifax Bradford, Oldham, Huddersfield, Leeds, to York and Hull.

6. The Irish, from Manchester and Liverpool, through Chester, to Holyhead.

These, it is presumed, will be requisite, and all of them yield an ample revenue. Whether any other could be supported must remain for subsequent inquiry to determine. But it is apprehended an extra post into Norfolk, or any other part of the eastern district of England, south of Hull, would not pay the expence of working it: there being but little commerce in that One into Norfolk would not answer.

part of the country, and the distance from London too short to render the time gained an object of paramount importance.

The revenue from these six, £300,000 per annum.

Respecting the total revenue likely to be derived from the establishment of these six extra posts, it is presumed that *three hundred thousand pounds per annum* will not exceed the actual result.

The writer has not sufficient local information to enable him to give a circumstantial estimate of the whole, similar to that detailed in the northern, No. 1. The improving intercourse with Ireland, connected with the extreme anxiety which appears to actuate the irish people for an increased celerity of communication with London, warrants the conclusion that the Dublin and irish extra posts will yield a sum equal to two thirds of the northern. But in the absence of more specific data, there can be no danger in taking the sum at one half the northern extra post. It is presumed, moreover, that a similar spirit of moderation will be discerned in the estimates made of the other extra post mails as they stand in the annexed column.

GENERAL ESTIMATE OF THE REVENUE OF THE  
EXTRA POSTS.

No. 1. Northern Extra Post . . . . .	£150,000
2 & 6. Dublin and Irish together. . . . .	75,000
3. Western . . . . .	40,000
4. North Western . . . . .	20,000
5. Eastern . . . . .	15,000
	<hr/>
	£300,000

Net annual revenue estimated to arise from the establishment of an extra post, *three hundred thousand pounds.*

A fourfold rate of postage forms the basis of these calculations. By lowering the rate of postage a greater number of letters would of course be sent by the extra post. And though a quadruple postage would probably produce an ample revenue, the writer is strongly of opinion that both the objects of the revenue and the public convenience will be best attained by a double postage. It may, it is thought, be confidently assumed, that, with merely a double postage, more than one third of all the letters that pass between London and the great commercial towns, and between the great commercial towns, distinct from London, would be sent by the extra post. If this be the case, the number of letters sent from the general post-office to the principal towns, for a given period, will form a good criterion by which to judge of the actual results of an extra post establishment.

A double rate of postage preferred to a fourfold.

No deduction for a second delivery of extra post letters, and some small incidental charges, because they are covered by excesses arising out of the foregoing calculations.

There has been no deduction made for the expences of an additional delivery of extra post letters, and some other small incidental charges; because it is thought these are fully covered by excesses arising from the calculations in the general establishment. Thus, in the northern extra post there is an excess of nearly four thousand pounds over the amount stated. In the establishment of a Dublin extra post, a saving in expence of nearly five thousand pounds per annum arises from the circumstance of the two routes for the Dublin and the northern extra posts being on the same road as far as Stoney Stratford; consequently, both mails may be carried fifty two miles by the northern extra post. So with the north-western. The Plymouth and Falmouth mails to Liverpool, Manchester, and the north of England, may be carried as far as Bristol by the western extra post, up to London; and the same mail, from the north to Falmouth and Plymouth, may be carried by the down western from London.

A second delivery of letters requisite in London. By some improvement in the management, the extra post letters may be delivered in the prin-

The hours of arrival and departure of the extra post varying from those of the general establishment, there must be a second delivery of extra post letters. In order, indeed, to obtain for this establishment the utmost possible promptitude in all its operations, it may, perhaps, be practicable to introduce some improvements to facilitate the assorting and delivering of extra post letters. By an exact classification of duty, and minute sub-



division of labour, the writer believes the general delivery of most of the extra post letters may be effected in all the principal parts of London and Westminster within about an hour after the arrival of the mail at the general post-office.

principal parts of London and Westminster in an hour after arrival at the general post-office.

In all commercial towns merchants and large traders send for their letters soon after the mails arrive. They usually pay something per annum to the post master for the advantage of having their letters given to them without delay. And a little hole or box, numbered or lettered, is kept for the exclusive use of each firm. Therefore no additional delivery, in the country, would be required for the far greater number of extra post letters. Where it would be requisite, a charge of one penny upon each letter, for delivery, would meet the object.

Merchants in the large towns send to the post-office for their letters.

It is presumed the establishment of an extra post would be no mean auxiliary of the present post office revenue, in a point of view entirely distinct from any extra charge: viz by increasing the number of letters from the facility of communication. From London the present post communication with Yorkshire and Lancashire, the most wealthy, populous, and important part of England, is completed *in four days*. It will be completed by the extra post *in two days*. Many additional letters would be written, pending important negotiations and occurrences, if there were time to obtain an answer. The extra post

The extra post would aid the present revenue from the increased number of letters arising from quickening the communication.

The communication

doubled with all parts of Yorkshire and Lancashire and Devonshire. Augmented with all places beyond 110 miles from London.

gives this advantage by *doubling the number of communications* in a year with Yorkshire and Lancashire, as well as Devonshire, and increasing the number of postage communications with all parts of the country exceeding one hundred and ten miles from London.

Consequently all letters absolutely created by this quickened mode of postage will yield a sum in addition to the present revenue, which ought to be placed to the credit of the extra post scheme.

Another effect would also result from the extra post in aid of the present revenue, but certainly one of very inferior importance to the preceding.

The present revenue also aided by the extra post taking away all inducement to send letters by coaches for the purpose of saving time.

Whoever has observed the advertisements of the general post-office, so frequently inserted in the public papers, warning people against sending letters privately or in parcel by coaches, must know that the practice exists to some extent, and that it is an object to check it. The reason this mode of sending letters is so often resorted to, is not, in general, to save the postage, for they cost actually more in a parcel by coach than by post; but because a few hours of time is gained, which, for some pressing consideration of convenience has induced a violation of the law. There would be no such inducement after the establishment of an extra post, in those parts through which it passes.

Which may be effected

Many of the coaches which leave London at

from one to three o'clock in the afternoon, arrive at the great towns, situated about two hundred miles from London, in time to give to persons who use great diligence and celerity an opportunity of answering a letter, and by this means save one post.

with the  
largetowns  
in the north  
by sending  
letters by  
coaches  
leaving  
London  
earlier than  
4 o'clock in  
the after-  
noon.

In answer to the objection that the security will be less by this conveyance than by the regular mail, there being only one person to guard the extra post, it must not be forgotten that it is intended that the extra post should be distinguished as a mail for intelligence, and not as a mail for remittance. Notwithstanding this, remittances will undoubtedly sometimes be made by the extra post; and, if the suggestion respecting foreign letters be fully acted upon, remittances must necessarily form a part of its mail. Yet, it is presumed, any objection grounded on the insecurity of the plan will be found to be of trifling importance. Bills of exchange will in general be the only remittances made by the extra post; and they are a species of property which offers the least temptation to robbery. The robber could make no use whatever of them, and their value it is also known could, by giving an indemnity, be substituted by the person sustaining the loss.

The securi-  
ty of an ex-  
tra post  
considered.

Bills of ex-  
change only  
remitted by  
the extra  
post; the  
robber  
could make  
no use of  
these, and  
their value  
would be  
substituted  
by indem-  
nity.

The irish mail from Manchester and Liverpool, carrying all the letters from Lancashire and Yorkshire and the whole of the north of Eng-

The irish  
mail from  
Chester,

with all letters from Liverpool, Manchester &c. &c. is now conveyed by a boy and a little cart. Same, during the night, throughout a very populous and wealthy part of Yorkshire and Lancashire.

land, therefore one of the most important mails in the kingdom, to commerce, is still conveyed from Chester to Holyhead by a boy in a little cart.

The whole of the mail bags for London and the south of England, are also at present conveyed, in the evening or night, either with a little cart and one man, or by a man upon horseback, from Dewsbury, Halifax, Huddersfield, Saddleworth, Ashton, Oldham, Rochdale, and Bury. Any one acquainted with the extensive trading establishments in these towns and the circumjacent villages, will know that it is one of the most wealthy manufacturing districts in the kingdom.

Same throughout Sussex and many other parts of Britain.

At the present time there is not a single mail coach into the county of Sussex. The whole of the post-office duty being performed by little carts:—which, indeed, or saddle horses, is the mode by which the mail is still conveyed into no inconsiderable portion of Great Britain.

The crime of robbing mails much diminished.

It may be shown that the present manner of conducting the mails, with light carts or with saddle-horses, offers much greater facilities to theft than can obtain in the extra post; and the temptation from their mail infinitely exceeds any that the contents of the extra post will in general present. Still there are few robberies of the mail in any part of the kingdom; and the recurrence of this crime is much diminished, even upon cross roads. The reason, it is presumed, is, that

Reasons for this.

property in the mail bags is the most hazardous and the least profitable that can be stolen; because, generally, every thing sent by post is copied, therefore traceable, and this circumstance is the principal cause that mail robberies have usually proved disastrous to the criminals. The risk and difficulty of theft being much increased from the number of persons interested in the detection of the offender. The great publicity given to mail robberies renders the whole community vigilant as to their receipt of bank notes, which of course adds much to the difficulty of using such as have been stolen.

If, however, the consideration of security be deemed of great importance, it will be easy to send two guards, instead of one, by the extra post: which would entirely obviate the objection.

If the security be an object, send two guards instead of one, by the extra post.

The commercial advantages which would result from the establishment of an extra post are manifest. The opportunity it would also give of transmitting the earliest account of civil commotion, or intelligence of any kind to the government, must not be disregarded. Any event occurring in the great manufacturing towns of Manchester, Leeds, Sheffield, &c. so late as five o'clock in the afternoon might be known in all the public offices in London at eleven the succeeding morning; which is a consideration of great weight, the manufacturing part of the population being collected into large masses at that distance from

The importance to government of having intelligence conveyed to London in one night only, from all the manufacturing districts in the kingdom.

the seat of government. The extra post may possibly supersede the necessity of keeping relays of horses for the purpose of express, or government dispatches, between Dublin and London.

THE PRACTICABILITY OF THE  
PLAN OF AN EXTRA POST.

Practicability of the plan.

That the plan recommended may readily be carried into execution, admits of but little doubt; and this conclusion is founded on the presumption that the highest attainable point of attention will constantly be given to the three great requisites; viz. the lightness of the machine, the quality of the horses, and the promptitude and dispatch of the conductors.

The difference in the quality of horses is much greater than is generally regarded, even by coach proprietors, and men conversant with such matters. Twelve miles in an hour no more exceeds the natural pace of some horses than seven miles exceeds that of others: and you sometimes see drawing in the same coach a horse to whom the rate of twelve miles an hour is natural and easy matched against a horse which cannot go seven miles and perform his portion of work without difficulty and oppression.

Trotting must be the only pace permitted in the extra post. This, of course, is not intended to operate to the *absolute* exclusion of the use of blood horses, because cantering is as natural and easy to them as trotting. On light stages of but

little draught, horses nearly thorough bred may be occasionally used to advantage. But as a general position, it may be stated that trotting only can be allowed ; because in that pace the animal can exert his powers in drawing most effectually. Practicability of the plan.

It is known that some horses can trot sixteen, and even seventeen, miles within an hour. It would, however, be difficult to obtain one thousand horses that would be able to trot fourteen miles in an hour ; but not so difficult to obtain a number that could trot at the *rate* of fourteen miles for a short space of time. A horse that could effect only thirteen miles in an hour might trot at the *rate* of fourteen for thirty or forty minutes. If then, it appears within probability that horses might be obtained that would be able, for thirty or forty minutes, to go at the *rate* of fourteen miles in an hour without much difficulty ; how impossible it is to dissent from the conclusion that horses may be found in plenty that will be able to go, with a weight so trifling, at the *rate* of twelve miles per hour for a space of time in no instance exceeding forty five minutes in every twenty four hours. The *rate* of twelve miles somewhat exceeds the pace proposed in the extra post, after deducting for the time lost in changing &c.

It is not usual to change four horses in a mail or stage coach, in a space of time less than from four to eight minutes ; because at every stoppage either the bill has to be examined, some passen-

Practicability of the plan.

gers or parcels to be left or taken up, or the passengers detain it by running into the inn, or making calls. The writer has, however, seen four horses in a stage coach completely changed, in one instance, in forty three seconds; and in another, in thirty six seconds. It is quite safe to say that completely to adjust the whole harness in an extra post machine would not occupy so much time as is required merely for the buckling of the reins of four horses. Consequently, not more than fifteen minutes would be requisite for all the changes between London and Manchester. More time would probably be lost at the different post-offices than in changing; but that would entirely depend upon the promptitude of the post masters.

By having a light machine constructed with a particular view to strength and speed: selecting horses of a quality suited to the pace; keeping an adequate *and very ample number* of such horses; and regulating the stages so as to prevent the same horses going, on any one day, more than from seven to nine miles, the extra post will, it is believed, be conducted entirely to the satisfaction of the public and the government.

Those who know the writer will not be very ready to accuse him of wanting humanity. He states, strongly, from a thorough conviction that the plan he proposes may be executed without the least deviation from humane principle; and



if there be any persons who doubt of this, they may be assured that his opinion, given so decidedly in this manner, is not formed at random, or upon slight reflection, but upon the evidence of very long experience and knowledge of the subject. From his earliest years, every thing appertaining to horses, their various powers, the adaptation of different breeds to different purposes, their food, their condition for service, has been of peculiar interest to him. And, during the last ten years, he has had a singular opportunity of improving and confirming his knowledge by the most extensive observation in all parts of the kingdom.

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He does not, therefore, hesitate to affirm that, by an exactness and cleverness of management, such as he is contemplating, the extra post work may be performed at the rate of eleven miles, or eleven miles and a half, in the hour with much less oppression to the horses than now frequently exists in the regular mails. He repeats it, with less difficulty and oppression; and pledges to that point his character and knowledge of this subject to bear him out in the sequel.

The Brighton fast coaches, carrying fifteen persons and luggage, often, by fair trotting, perform the distance from the London bridges to Brighton, fifty four miles, in five hours and fifty minutes. Out of this time must be deducted seventeen to twenty minutes always lost in stop-

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ping for the refreshment of passengers; add also the time lost in taking up occasionally on the road passengers and luggage, and changing four horses, it will be found that the Brighton coaches, while in motion, go faster than the utmost speed proposed in the extra post.

An example precisely similar to this exists between Manchester and Liverpool; and these instances are not cited as being of occasional occurrence, but what usually takes place when the drivers have a full load of what they call their regular prime passengers. Contrasting the weight of a stage coach, with luggage and fifteen passengers, with an extra post machine, it is perfectly safe to say that it would be more easy to perform eleven miles in the extra post, than nine in the best appointed stage coach.

The Leeds coaches, while in competition on the north road, frequently performed the distance from Leeds to London, one hundred and ninety six miles, in seventeen, eighteen, and nineteen hours: but as that was effected under many disadvantages, by racing in the most shameful and dangerous manner on some stages, with occasional long detentions on account of the horses being unharnessed at a time so much earlier than usual: the fact is alluded to only to show that the two instances mentioned of the Brighton and Manchester and Liverpool coaches, are performances in the regular course of business, and without danger, though under many disadvantages.

Oppression to the horses would be most certainly produced by attempting to obtain great speed with great weight and long stages : which will be the effect of increasing the speed of the mail coaches much beyond the present rate. And this is precisely what, as in the instance of Manchester and other towns, is now endeavoured to be accomplished. Practicability of the plan.

Consequently, by instituting a conveyance in which the weight, the quality of the horses, and the length of the stages, are all correspondent to the object of dispatch, the present existing necessity for forcing the horses in the regular mails beyond their natural powers, will be superseded.

The mails are eminently excellent for all the purposes they were intended to accomplish ; but they are not adapted to speed. Therefore, it is presumed, the extra post will diminish, in some degree, the partial oppression which may exist, by forcing time in an establishment not suited to the object.

The Bristol mail at present performs the distance from the general post-office to Bristol, one hundred and twenty two miles and a half, in fifteen hours, including all stoppages. Deducting from this the time lost in delivering and taking up passengers and parcels, stopping for the convenience of passengers, changing coachmen and guards &c. that mail cannot travel at a rate less than nine miles in the hour. Observe

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the weight of the mail coach; sometimes nine persons upon it, all the luggage, and the horses in some instances going long stages. Still they perform their work, in the Bristol mail, at the rate of nine miles in the hour.

All the mail coaches carry seven passengers. So that, with coachman and guard, there may be nine persons upon the coach. Taking them, however, at an average of seven persons, and allotting to each person (with coats and appendages) thirteen stones of fourteen pounds each,

	Cwt.	qr.	lb.
there will be in weight of human beings	11	1	0
The weight of the luggage and the mail bags are presumed equal to the weight of three men; making	5	0	0
The mail coach weighs about	19	3	0
	36 0 0		

Thirty six hundred weight is consequently apportioned to four horses, not always selected with the best judgement with a view to the pace, the weight, and the quality of the road upon which they have to work; and not unfrequently, also, entrusted to negligent or unskilful coachmen. Yet the mail coach duty is executed with a degree of punctuality that excites our astonishment,

An extra post machine may be so constructed as to have all requisite strength and security, and

	Cwt.	qr.	lb.	Practicability of the plan.
weigh not more than. . . . .	6	2	0	
The guard and his coats rather exceed. . . . .	1	2	0	
The post bags much less than. . . . .	1	0	0	
			<u>9</u>	<u>0</u>
			<u>0</u>	<u>0</u>

So that the weight which *two* horses will have to draw in the extra post machine, is exactly the same as must be drawn, on the average, by *one* horse in the regular mails. But the resistance to the progress of the wheels, which is given by the road, is not, it is presumed, in the same ratio: but still more in favour of the light machine.

The want of skill and proper attention in the surveyors, on many of our roads, occasion great irregularities in the quality, and unpardonable inequalities in the surface: these circumstances operate in favour of the light machine.

From the inequality of the road, it may be stated, that nearly the whole weight of the loaded coach while in motion is, at single points of time, thrown upon one of the four wheels. Such a weight thrown, even for the least portion of time, upon a point of bearing so small as the wheel of a coach, must drive it with great force into the soft part of the road. The constant succession of this motion, in certain states of the roads, occasions the greatest impediment to the progress of the coach. In the light extra post machine, the two wheels themselves form so great a pro-

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portion of the weight of the whole, that they receive but little increase of force from the superincumbent pressure of the load when inequalities of the road occur.

It has been shown that in the Bristol mail, in the Brighton, and in the Manchester and Liverpool coaches, from nine to ten miles an hour is effected, in a manner perfectly satisfactory, in the ordinary course of business. And whoever observes the horses in the quickest and the best appointed coaches, will know that they have less appearance of oppression than any other stage coach horses whatever: because more attention is given to the selection and management of them.

To bring the labour of the horses which work in these coaches to an exact parallel in the scale of exertion with those which will have to work in the extra post, it may be stated thus. A rate of speed of nine miles in the hour is supported by the coaches, after deducting the regular time allowed for the refreshment of the passengers. As the extra post carries no passengers, they are both, in that respect, precisely alike; and the extra post having to maintain eleven miles in the hour, we must start from this point in the case with two miles per hour against the extra post. It may, however, be stated, that one mile of the two which constitute the difference must be struck off in favour of the extra post by the difference of time lost in the coaches

having to change four horses, instead of two, (the Practicability of the plan. greater simplicity in the form and fastening of the harness, for two horses, being very material) —in stopping to take up or set down passengers and parcels—and in adjusting the bill. The remaining mile against the extra post may fairly be balanced, indeed over balanced, by the best possible selection of horses, confining every stage to within nine miles, and the weight for two horses to draw, in the extra post, being less than the weight which one horse has to draw in the mail or stage coach. Any impartial person must therefore be convinced there can be no necessity for distressing the horses in the extra post.

It is presumed that the rate of speed which has been recommended may readily be accomplished; and that the extra post will arrive with exact punctuality at the regulated time, even with some allowance for occasional detention from trifling incidents or the state of the roads. Because, on all ordinary occasions, and during the far greater part of the year, the *rate* of fourteen miles in the hour, running the same horses in no instance more than forty minutes per day, might, without the least oppression, be effected. The speed of the extra post is, consequently, not twelve fourteenths, or six sevenths, of that which, on all ordinary occasions, might be accomplished. It would be improper to establish a

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rate of speed which would admit of no detention whatever for trifling casualties.

By great attention to the constructing of the machine, to the selecting of proper horses, to the number, condition, and general appointment of those horses, and habits of dispatch in the conductors, there cannot be a doubt that the extra post will be able to accomplish eleven miles, or, in the single instance of the Liverpool extra post, eleven miles and a half in the hour.

The population and wealth of Yorkshire and Lancashire render that district of great importance, even on a comparison with London.

Previous to introducing a summary of the foregoing observations, the writer must rest for a moment upon the reflection of the infinite national importance of the interests comprised in a rapid survey of country from Leeds to Liverpool: because that is a part of England which will be most benefited by the establishment of an extra post. No part of the world affords an example in which the same number of square miles contains a population of equal extent, and so distinguished as the inhabitants of this district are for talent, enterprise, skill, and industry. Regarding also the vast accumulation of capital actively and usefully employed throughout this line of country, we must be impressed with the necessity of doing all that is practicable to foster interests of such importance and magnitude:—interests which, though they are great beyond any precedent, are, as the writer believes, still in their infancy.

A circumference of seventy miles round Man-



Chester contains a population of about two millions. And what a population it is for the regard of a statesman; all employed upon the productions which constitute individual and national wealth;—all actively engaged in manufactures and commerce.

A circumference of seventy miles round London does not, *including the metropolis*, equal this in population: and, though a great proportion of the inhabitants of this circle are employed in agriculture and commerce; in the manufactures connected with ship building; and in divers manufacturing trades connected with the refinements and luxuries of life; such as silks, carriages, furniture, paper printing, stationary, books &c. still a considerable part of the people in, and seventy miles surrounding London, are of the consuming classes only.

Consequently, any thing which promotes the interests of the former, living in the line of country under our observation, must, in a comparison even with the metropolis, and in a political point of view, as effecting the most abundant source of the nation's power, be of the greatest consideration.

**A SUMMARY OF THE FOREGOING OBSERVATIONS;**  
for the purpose of showing, at one point of view,  
the objects the writer has endeavoured to ac-  
complish.

Summary.

To vary the quality of every commodity or convenience, to adapt it to the varying desires of the people, with a corresponding variation in its price, is a principle of political science recognized in all commercial transactions.

There is no matter or convenience purchaseable by man, in which the truth of this principle would be so manifest as in that of a power to obtain quick or slow intelligence by post: while it would be quite satisfactory for one man to receive his letter in forty hours, and pay for the postage tenpence, another man would gladly give twenty, or even forty pence to receive his letter in twenty hours.

Eminently excellent as is the establishment of our mail coaches, it does not, in regard to the bringing of this principle of accommodation to our various wants and circumstances, afford all attainable convenience to the public. On the contrary, the operation in the arrival and departure of the mails, at many of our most important commercial towns, is, in point of accommodation, remarkably defective.

This results, chiefly, from the very principle of the mail coach establishment; which is regulated with the best skill and management for the

circumstances of the whole kingdom : therefore Summary.

no particular points of defect in its operation can be effectually remedied without forcing a corresponding sacrifice in other parts of the system. And it results partly from the construction and weight of the loaded mail coach ; which was adopted not for the conveyance of letters merely, but for property in small valuable packages, legal writings, and persons travelling on important affairs.

Those parts of the country where the operation in the mail coach system is the most defective, would be best described by two lines drawn at one hundred and sixty and two hundred and thirty miles from London. The districts circumscribed within these lines comprise, however, the most commercial and important part of England. And the great inconvenience arising from the defect in the present postage communication will be fully exemplified by a reference to the time of arrival and departure of the mails at Liverpool, Warrington, Manchester, Stockport, Bolton, Bury, Rochdale, Halifax, Huddersfield, Bradford, Leeds, Wakefield, Sheffield, York, and Hull; and will be clearly understood by repeating in this place the circumstances as they exist in Manchester.

The mail coach which leaves London at eight o'clock on monday evening, arrives in Manchester at ten on tuesday evening. The return mail

**Summary.** departs from Manchester to London at two o'clock on wednesday morning. There is no delivery of letters in Manchester, at night, after the mail arrives; and if there were, the arrival of the mail at so late an hour of the night as ten, would preclude the possibility, in general business, of answering a letter after the arrival of the mail, at ten, and before the departure of the next return mail up to London, at two o'clock in the morning: four hours only intervening, in the middle of the night. The answer to a letter must therefore remain in Manchester till two o'clock on thursday morning, viz. twenty eight hours, before it can be dispatched for London, and, consequently, will arrive in London on friday morning; making the postage communication with London complete in four days. This will describe the circumstances (with some unimportant variations) regarding the post of all towns situated at distances from one hundred and sixty to two hundred and thirty miles from London; and including Liverpool, Warrington, Stockport, Manchester, Bolton, Bury, Rochdale, Halifax, Huddersfield, Bradford, Leeds, Wakefield, Sheffield, York, and Hull, as well as Devonshire.

It has been shown that the establishment of mail coaches never can attain the desired accommodation. But there are reasons of indispensable force and urgency which render it desirable that

mail coaches should be continued on their present system, and that they should be improved to have all practicable usefulness. Summary.

Preserving, therefore, that establishment precisely as it is at present regulated, and in every respect the same, it is recommended that a new establishment be instituted, called the extra post, to carry letters only; and those, letters of importance. The characteristics of this conveyance will be an augmentation in the prices of postage, greatly increased speed, more prompt dispatch, and some regulation as to the time of arrival and departure; by which means the great object of public convenience will be more nearly attained.

That it shall be perfectly optional with the writers to send their letters by the extra post, or by the present mail coach establishment.

The number of postage communications per annum, between London and all places situated at a distance from London exceeding one hundred and ten miles, will, by this extra post, be greatly augmented, and with the most important part of England they will be increased precisely twofold.

To exemplify. No town situated at a distance from London exceeding one hundred and ten miles (excepting Bristol only) can, by the regular mail, have a communication with London with the loss of only one day in the passing of the post. And even at one hundred and ten miles, the time

Summary. of arrival of the down mail is so near to the time of departure of the up mail as to afford an accommodation very inadequate for the general correspondence of the place.

All the manufactures of any consequence, and the principal commercial towns, being situated at a distance exceeding one hundred and ten miles from London, the whole of the great interests of the kingdom will be included in the operation of an extra post. Consequently, the postage communications in a year with the metropolis and all places exceeding one hundred and ten miles from London, will, by this conveyance, be greatly increased, and with the interesting and highly important districts in Yorkshire and Lancashire, as well as in Devonshire, the postage communications in a year will be precisely doubled; which must here be more circumstantially stated.

The post communication between the metropolis and all places situated about two hundred miles from London, as seen in the example just cited of Manchester, is completed, by the regular mail coaches, *in four days*. The same will be completed, by the extra post, *in two days*. And by repeating the circumstances of an extra post arrangement with Manchester, the relative accommodation will be manifest.—The extra post which leaves London at six o'clock on Monday evening, will arrive in Manchester at twenty

minutes after ten on tuesday morning. It will depart from Manchester, on its return, at forty minutes after five o'clock on tuesday evening, and arrive in London at ten o'clock on wednesday morning; thus completing the postage communication with Manchester in two days, instead of four days; which is the time the regular mail occupies in effecting it.

But, though a correspondence between Yorkshire Lancashire &c. and London, may, by the extra post, be completed in two days, instead of four, the advantage of time gained, by this mode, is more than double. Because it will be obvious, that in perfecting the postage communication between these most important parts of the kingdom, by the regular mail, which occupies from monday to friday, *tuesday*, *wednesday*, and *thursday* are wholly lost; whereas, in completing the same communication by the extra post, from monday to wednesday, *tuesday* only is lost in the operation.

This quickened means of communicating intelligence must greatly increase the number of letters: it will very much accelerate the operations of commerce; and will tend, consequently, to increase individual and national wealth. The subject must, therefore, in this regard, be of great importance to the government; while in regard to the revenue it is one of urgent consideration.

For these reasons, it may be repeated, it will

**Summary.** be perfectly sound in political principle, and eminently salutary in practice, to have two establishments for the conveyance of the mail to all the populous and wealthy districts. The one already established to remain exactly as it is. Another, recommended to be established, with a great increase of speed, more prompt dispatch, some variation in the time of arrival and departure, and an augmentation in the prices of postage.

That this projected new establishment, besides being highly beneficial to commerce and the public interests, will yield a revenue of three hundred thousand pounds per annum; and that this revenue will be paid by the contributors of the tax in a manner perfectly voluntary.

That this measure is evidently practicable. That it may be carried into execution without injury to any existing establishment; and would receive, *in every point of view*, when completed and in regular operation, the most decided approbation of the community.





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