

DERBY'S FLYING MACHINES AND EARLIEST COACHES.

By H. S. TWELLS.

IN the Derbyshire Archaeological Society's *Journal* of a year ago I summarised the information contained in the Derby Mercury for the years from 1732 to 1800 concerning the Derby Wagons: those stout vehicles my forbears built that carried men and goods over the English roads, wagons that were not driven by a driver but conducted by a wagoner either on foot or mounted on a pony. I write to-day of the faster traffic that the improved roads, created by the Turnpike Trusts, made possible drawing my information once more from the yellow pages of Mr. Samuel Drewry's Derby Mercury and ending my extracts towards the end of the century. This traffic, whether in Flying Machines or Coaches was not led but driven, the evidence showing that frequently the coachman had the assistance of a postillion. The great work that the Turnpike Trusts did for England has been forgotten by the people, neglected by the chroniclers, partly I suspect, because not being elected bodies, they did not conform to the political fashions of Victorian times. The improvement in the roads, however, was not in itself sufficient to bring about the revolutionary changes that took place before the coaching days were done. No one can rightly estimate the difficulties of travel in the days of the two first Georges who does not realise that up to the year 1754 no coach had springs. To say that the

invention of steel springs for coaches was as momentous, was comparable, to the coming of Stephenson's Rocket or the internal combustion engine would arouse amused, slightly contemptuous astonishment but the fact remains that the Flying Machines improved on all previous records by travelling from London to Manchester in sixty-two hours while at the close of the coaching days the Telegraph was covering the hundred and eighty-six miles in eighteen hours, fifteen minutes, or a fraction better than ten miles an hour. The average, in truth, was still greater than this, for included in the eighteen hours and a quarter were twenty minutes at Northampton for breakfast, five minutes at Leicester for business and twenty minutes at Derby for dinner. Now in the words of Mr. Astley, whose circus delighted our ancestors, let me

“Cut the cackle and come to the 'osses.”

In the Mercury for Jan. 11th, 1760, we read:

“Manchester, Stockport, Buxton, Ashbourne and Derby
FLYING MACHINES

From London to Manchester in three days.

Will begin on Monday March 3d., 1760 From the Swan with Two Necks in Lad-Lane London; and from the Royal Oak Inn, in Market-Street-Lane Manchester, every Monday and Thursday mornings at Four o'clock, and will be at the Swan with Two Necks Lad-Lane, London and the Royal Oak Inn, in Market-Street-Lane, Manchester, every Wednesday and Saturday Evenings at Six o'clock.

Performed if God permit	{	John Hanforth
by		Mathew How
		Samuel Glanville
		William Richardson

N.B. They will carry passengers from Derby to Buxton and Manchester at reasonable Rates.”

This advertisement is repeated six weeks later but with an addition that lets us into the secret that the Flying

Machines from Manchester 'lay' at the George Inn, Derby, then kept by Mathew How one of the promoters of the service, every Monday and Thursday night setting off again at four o'clock for London every Tuesday and Friday mornings. The fare from Derby to London was One Pound Eight Shillings, each passenger being allowed fourteen pounds of luggage and paying twopence for every additional pound.

By the end of July, the roads being drier than in the winter, the same four promoters from the same inns in London and Manchester were running a service every Monday, Wednesday and Friday mornings and travelling so rapidly that their Flying Machines were reaching their destinations, in two days, by Tuesday, Thursday and Saturday evenings, though their advertisement is not so explicit as to enable us to reckon the hours the journey took.

1761, 1762 and 1763 were to see a change for though the service was maintained on three days a week and all through the ensuing winters yet it was no longer a two but a three day service. The fare for the whole journey was given in March of this last year. It cost 2*l.* 5*s.* to go from Manchester to London and with the difference in monetary values 2*l.* 5*s.* was quite a considerable sum.

A change was at hand. Three of the promoters, How Glanville and Richardson, whom we have previously named, together with three fresh associates, Stokes, Oliver and Tenant inserted in the Mercury for the eleventh of May, 1764 an advertisement that ran:

" London, Leicester, Nottingham and Derby.

FLYING MACHINE

(Begins May 21st, 1764)

In ONE DAY on STEEL SPRINGS Sets out from the Swan Inn, Lad-Lane, London every Monday, Wednesday and Friday to the Blackmores Head in Nottingham the same

evening and returns from Nottingham every Tuesday, Thursday and Saturday to London.

Also sets out from the same Inn every Tuesday, Thursday and Saturday to the Talbot Inn, Derby and returns from Derby every Monday, Wednesday and Friday to London.

Carries no outside passengers. Has very good Conveniences for carrying Luggage, Parcels, and Game, which will be delivered in London the same Night. Each passenger from Nottingham and Derby to pay 1*l.* 13*s.* and from Leicester 1*l.* 6*s.* and to be allowed 14 lbs. of luggage all above to pay twopence per Pound. The Manchester and Leeds machines will continue to go in three days, twice a week as usual”

June of this same year saw printed an advertisement dealing with the road through Derby that was next in importance to the London and Manchester route, the highway from Birmingham to Sheffield.

This notice ran:

“ Birmingham, Lichfield, Burton, Derby, Matlock, Bath, Chesterfield and Sheffield Machines in two days. Sets out from the Castle in Birmingham every Tuesday and Friday morning at Five o'clock, breakfasts at Lichfield, dines at Burton and lies at Derby, breakfasts the next day at Matlock Bath, dines at Chesterfield and lies at Sheffield.

Returns from Sheffield every Wednesday and Saturday evening to Birmingham. Each Passenger from Birmingham to Sheffield to pay 1*l.*

Children on lap and outsides half price.”

The four promoters are known to us and very obligingly they tell us that the fares were 4*s.* from Birmingham to Lichfield, 3*s.* from Lichfield to Burton, as much from Burton to Derby, and Derby to Matlock, 4*s.* from Matlock

to Chesterfield (and if they went by the Slack it was worth it) and a final 3s. from Chesterfield to Sheffield to make up a total of 1*l*.

Now in the Mercury comes an item concerning not vehicles plying for the use of the public but suggests the pace at which a nobleman travelled. We read: "We hear from Chesterfield, that at the Races which began there on Wednesday the 10th instant, four horses started for Fifty Pounds, which was won by Mr. Isaac Cape's Chestnut Horse Britons strike home; there being three fine heats. On Friday four horses started for fifty pounds which was won by Mr. Man's Bay Horse Alpha who unexpectedly won the first two heats by which many of the Sporting Gentlemen were taken in. There was a great appearance of Nobility and Gentry each day on the Race Course; amongst whom was his Grace the Duke of Devonshire who on Tuesday morning last, about six o'clock, came to the George Inn here", Derby that is, "on his way to London, where he stopt for fresh horses and was expected would be there the same evening."

The pace seems to me incredible and I don't think his Grace could have seen London the same evening well though I know that it was 'money that made the mare to go.'

The Mercury up to its final notice of the Flying machines gives us not a single item save of a strictly business nature but it does end with a human touch for on the 28th of November, 1766 we read:

"Last Sunday morning a young man (who came the night before as an outside passenger by the Manchester machine) was taken before Mr. Alderman Smith on a strong suspicion of having robbed another young man (who happened to be his bedfellow at the Talbot Inn here) of six guineas in gold which was taken out of his purse afterwards found in the bed. On searching him two guineas were found in one of his Boots and four more

in a Pocket Book which was found flung into a dark entry which he had to pass. He was the same day Committed for further Examination and on Monday he was examined before the same Magistrate and afterwards Committed to the Town Gaol. The young man who was robbed is the son of Wm. Mellor of Quarn near this town and had been servant to Sir James Lowther."

The Flying Machines fade from the pages of the Mercury and there appear in their places the Post Coaches for in April, 1765 there was advertised:

"Manchester and Derby: new Post Coaches
(Calculated for Pleasure and Safety on the Genteelst Construction and most elegant Taste).

To and From Manchester in Two days.

Will set out from the Swan with Two Necks, Lad Lane and from ditto in Manchester every Monday, Wednesday and Friday mornings at four o'clock. Lies at Leicester both up and down. Each Passenger to Manchester 2*l.* 10*s.* and to Derby 1*l.* 8*s.* . . ."

Glanville, How, Richardson and Tenant were responsible for the service and though they speak of it as being 'Manchester and Derby,' yet in fact it was Manchester, Derby and London:

The pace was improving and by April, 1767 it was possible for the public to make use of the Post-Coach:

"From Derby to London in one Day. Sets out from the Talbot in Derby every Sunday, Tuesday and Thursday evenings at Nine o'clock; gets to London every Monday, Wednesday and Friday at Seven o'Clock; sets out again at nine o'clock the same Nights. Also the Manchester Machine in Two Days.

Sets out of London and Manchester on Monday, Wednesday and Friday mornings at six o'Clock and comes to each place on Tuesday, Thursday and Saturday at Nine in the Evening. To begin the 6th of April."

A year later the above advertisement was repeated with the additional information that the fare was one pound eight shillings. I refrain from repeating the advertisement and what is much harder I pass over the hanging of Mr. Charles Pleasants who retains the 'Mister' before his name in the Mercury's account, even if he had to be turned off for forgery.

Three years pass and then we come to an account of one of the travellers' menaces. "On Friday morning early the Derby Coach was stopp'd near Kitts Inn, not far from St. Alban's by two Highwaymen, who collected a considerable sum of money from the Passengers and wished them a good morning, but afterwards thinking their Booty insufficient they returned and demanded their watches, with which the Company complied, though at first they endeavoured to conceal them. Two watches of great value were taken from Lord Scarsdale's Steward, who was one of the Passengers and as the Seals were very remarkable, it is hoped it may be a means of the Villains being discovered. Notice being sent to Sir John Fielding immediately after the Robbery. One of the Highwaymen was seen at the Inn just before the Coach set out."

This pious hope was gratified for the very next week the Mercury records how the two highwaymen had been taken up when trying to sell one of the watches and had appeared before Sir John Fielding, the blind half-brother of Henry Fielding, the great novelist, whose valuable work as a police magistrate he was carrying on.

Not only was less time being taken over the journeys as the years passed, but services became more frequent:

"The Derby, London and Manchester Coach for the Summer Season, Sets out from the Talbot Inn in Derby every Sunday, Monday, Tuesday, Wednesday, Thursday and Friday evenings at 7 o'Clock

Sets off for Manchester by Way of Buxton every

Monday, Wednesday and Friday mornings and by way of Leek every Tuesday, Thursday and Saturday mornings.

The Coach by way of Leek will come out of London and Manchester every Sunday, Tuesday and Thursday evenings and meet at Derby Monday, Wednesday and Friday evenings and by way of Buxton the Contrary days.

Performed by Hanfort and Co."

This advertisement of 1772 deals with a through Manchester to London service on six days a week but, if quicker, travelling was still not very safe and it was in the same year that on:

" Thursday morning, near one o'clock, as the Nottingham coach was going for London, it was stopped by a single highwayman on Wanlip Hill, near Belgrave Toll Gate, who rode round the coach and told the Postillion to stand; the boy took little notice, on which he rode round a second time and commanded the Coachman to stand, which accordingly he did; he then rode up to the Coach door and ordered the window to be let down, but the Passengers did not immediately obey his order upon which the Highwayman threatened if they did not instantly obey he would fire upon them; accordingly they let them down and he said 'Your Money Directly,' the Passengers then collected him 4*l.* 14*s.* 6*d.*

A Female Passenger had a guinea and two shillings to defray her Expences who cried out:

'Oh, Sir, don't take my Silver,' and to her agreeable Surprise when she arrived at Northampton found she had given a Shilling to the Highwayman instead of the Guinea."

The Derby Coach was stopped the same morning by the same Highwayman soon after the said Coach was got out of the Lane from Roadley House towards Leicester who took from the Passengers upwards of 27*l.*, afterwards fired his pistol and bid the Coachman drive on. He was a

little fat man in a light coloured great-coat (with the Cape of which he had covered part of his face) and rode upon a large bay horse."

Roadley I imagine is now spelt Rothley by the way and has, I fancy, literary associations.

Improvements were manifest, but I imagine there was still a difference made between summer and winter traffic.

The London and Derby Fly is the subject of the next advertisement to be found in the Mercury. It ran three times a week, set out from the Talbot at seven o'clock at night and reached London the next night. The same advertisement informs us that the Manchester-London coach from the Talbot 'began on Monday April the fifth,' the year being 1773, so we must conclude the coach service during the winter had been suspended or at least curtailed:

Once more highwaymen intrude themselves upon us.

"Early on Monday morning last the Derby and Nottingham stage coaches were robbed about three miles beyond Leicester by two Highwaymen who took from the Passengers in the Derby Coach about Seven pounds and from the Nottingham forty pounds. One of the Passengers in the Derby Coach told the Highwayman he had no money upon which they insisted upon having his Pocket Book but on looking into it and finding nothing to their mind they returned it to the owner."

A week later the Mercury gave the following description of the Highwaymen:

"One of them was an elderly lusty broad set man, with a blue greatcoat, was mounted upon a black mare with a long tail of the race kind. The other was a middle sized man pitted with the small pox and mounted on a brown horse or mare, had on brown cloathes but no great Coat, his Hat slouched and part of his face blufted. Mr. Nicholls, a passenger, knew his voice the instant he

demanded their money and recollected that at the time he was paying his fare to the Bookkeeper, that the same man came up and asked if the Coach was full; upon being told that it was he then asked if the other Coach was also full and was answered in the affirmative. The Highwaymen examined the Contents of their Prize at the latter Coach before it moved on when one said to the other, *dam such gentry; I've a great mind to give them their money again.* He handed up a shilling to an outside passenger for the Coachman and bid him look at him so that he might know him again:

They are supposed to be gamblers let down at Nottingham Cocking."

Some day, perhaps I may try and write of the great sport of the XVIIIth century, cock fighting; a sport that has given us so many phases current in our daily speech.

I regret the repetitions but it is once again a threat of robbery that brings the Coach into the news:

"On Tuesday morning about five o'clock the Derby Stage Coach was stopped on the New Road near Islington but as there were no inside passengers they mist of their expected Booty.

There were some outside Passengers but they made no demand on them."

A year later luckily for the chronicler the Mercury does contain news of another type and we hear of an important road as follows:

"Sp. I, 1774

Sheffield and Birmingham Post Coach In one day Twice a week for the Winter season Will begin on Monday the 12th of September: Sets out from the Angel Inn in Sheffield and the Hen and Chickens in Birmingham every Monday and Thursday morning at four o'Clock; both Coaches meet at the new Inn in Derby and return from thence for the respective places aforesaid the same night.

They also meet the Bristol Machines at Birmingham on the above days, which returns to Bristol the morning after and at Sheffield there is a Post Coach every day North by way of Wakefield, Leeds, Harrowgate, etc., etc., etc. to Carlisle."

The fare from Sheffield to Birmingham was 19/- and no parcel was carried for less than a shilling and all parcels above 12 lbs. were one and sixpence.

The six proprietors were all inn keepers on the route and included the famous Jonathan Kendall whose house, the Peacock was so famous that no town's name was added to it.

I am afraid lack of space prevents me from attempting to distinguish between the varied forms of vehicles but here is mention of one type:

"The Nottingham and Derby Diligence Or Post Coach three Times a week. To Carry Three Passengers. Sets out from Mr. Grays, Nottingham every Monday, Thursday and Friday morning at six o'clock (at noon meets the Sheffield Flys at Derby which goes to Birmingham the same day) returns from Mr. Gambles the Wheat Sheaf Derby the same afternoon to Nottingham."

The same advertisement tells how another Diligence went once a week from Nottingham to Mansfield, Worksop and Doncaster but this is not worth mention save as one more sign of the linking up of the road traffic.

The Coach Proprietors, like the owners of the Wagons before them were everlastingly in trouble over parcels:

"The Manchester Coach

In two days for the Winter season Sets out from the Bell Inn every Monday, Wednesday and Friday at four o'clock in the morning for London and for Manchester at five o'clock in the Morning * * The Masters will not be accountable for Money, Watches, Jewels, Plate or Writings unless paid for as such and entered accordingly."

Hanforth's were the proprietors and though parcels were received and places taken at the Coach Office in the Bell yard yet nine o'clock the night before was the latest time of reception and leather or parchment directions were insisted on. Hanforth's were not alone for John Foster & Co. within six months were warning the public in connection with the Manchester Coach for London from the Bell that "As the damage of all goods that is occasioned by Carriage will appear upon the package of the Parcels it is required of all Persons to give notice to the Book-keeper to see parcels opened and that within one month after it is entered and all losses to be claimed within the time above Limited otherwise no Damage or Loss will be allowed by the Company nor will the Company be accountable for any Damage or Loss above 15*l*."

I have in the construction of this article been faced with the necessity of making choice between a chronological arrangement of the facts upon which it is based or of arranging them under different headings. I have chosen to set down the extracts from the Mercury in the order in which they are to be found so once more I go back to the thieves who infested our roads.

It was the Diligence from London that one December morning in 1776 had trouble:

"Yesterday morning the Derby and Manchester Diligence coming out of London was stopped at the end of Goswell Street by three footpads.

The guard fired and shot one of the fellows whose hat was found tho the man was not.

It is supposed that the whole discharge of the blunderbus entered either his Neck or Breast."

I saw a blunderbuss as a child and considering the standard of eighteenth century surgery I should imagine the footpad's chance of recovery was not very good.

My next two entries are redolent of the eighteenth century: the first for its Sabbatarianism and the second

for that cheerful neglect of cleanliness, according to modern standards, which distinguish it.

“ Borough of Derby

Whereas the Practice of travelling on the Lords day with Waggon and Carts through our said Borough of Derby hath lately become very frequent and Whereas the Persons travelling with such carriages on the Lords Day are liable and subject to the Penalty of 20s. each for such Offence;

This is to give Notice

That if any Person or Persons shall from and after Sunday next travel with any Waggon or Waggon, Cart or Carts, through the said Borough on the Lords day he or they will be prosecuted as the law directs.

R. Hope, Mayor.

S. Crompton } Aldermen.
W. Leaper }

N.B. Proper persons will be appointed to give Information.”

“ On Monday night as the Manchester Coach was on its return from London it was thrown over in St. Peters Parish, occasioned it is said by some rubbish which was left in the Street. Several Passengers were much hurt but it is hoped they will soon recover so as to be able to resume their journey.”

Lost, stolen or strayed was the phrase of the town crier of Victorian days recalled by the Mercury's next record. Incidentally the basket attached to coaches may be seen, by those sufficiently interested, in some of Hogarths pictures and I merely record that there was:

“ Lost or Stolen out of the Basket of the Manchester Coach between Derby and Leicester on Friday evening, February 7th, 1783

A TRUSS

Containing 49 lbs. of China Silk, Two Thread Tram, directed to Mr. Lewis Jouenne, Bishop Gate, London.

Also was missing at the same time a Trunk directed to Mr. Lowdham, Leicester."

The reward on recovery of the goods was five guineas to be paid by Mr. John Campion of the Bell, Derby (whose initials are to be seen on the metal plate on the pump in the Bell Yard to-day) or by Mr. Bruce the Full Moon, Leicester.

The conclusion of the notice promising any accomplice in the robbery who might turn king's evidence pardon, the first five guineas and a further five on a conviction being obtained seems hardly cricket to modern eyes, but quite in accordance with current usage in the eighteenth century.

The length of the Coaches journeys steadily increased and a notable instance of this is seen in the notice of:

" Ap. 28th, 1784.

George Inn, Derby.

The London and Lancaster Coach will begin on Tuesday morning the 4th of May and will continue to set out from the above Inn every Tuesday, Thursday and Sunday mornings at 9 o'Clock for London, will dine at the White Hart Inn, Leicester and lie at the Angel, Northampton and will arrive at the Blossoms Inn, Lawrence Lane, London, on Monday, Wednesday and Friday to dinner.

The above coach will set out of London every Monday, Wednesday and Saturday evenings at 6 o'Clock; breakfast at Northampton, dine at Leicester and lie at Derby; sets off next morning at 4 o'Clock for Manchester and will arrive in Lancaster every Thursday, Saturday and Tuesday afternoons. Also sets out from the King's Arms, Lancaster every Monday, Wednesday and Saturday mornings at 7 o'Clock, dine at the Black Bull Inn, Preston and from the Lower Swan Inn, Manchester the same evening for Derby."

John Campion I feel sure was not a man to be

out-distanced in matters relating to business and his answer to this challenge in April came on Jy. 5th, 1784, when from the Bell Inn, Derby:

“ The Manchester, Preston, Lancaster, Kendal and Carlisle Coaches

Sets out from the above Inn every morning (except Sunday) sleeps at Manchester and arrives at Lancaster and Carlisle every Afternoon (Sunday excepted).

The Coaches for London set out from the above Inn every evening (Sunday excepted) as usual and Places certain

John Campion.”

My reader will notice that the challenger went no further than Lancaster but in the reply the journey was carried on for nearly another seventy miles over some of the heaviest pulling in all England and through some sparsely inhabited country.

This same year, 1784, was memorable in coaching annals as seeing the first of the Palmer coaches for carrying mails and within a year “ The Mails from London to Manchester through this Town are contracted for with Government by Mess. Holland and Gray. It is said they will begin on the 27th of June and are to carry four Passengers with the Coachman and Guard both armed. The Coach will leave London at Seven each Evening and arrive here about twelve the next day,” so stated the Mercury in May and by July there followed the confident statement “ We can now assure our Readers from the best authority that the Mail Coach for this town, Manchester, etc. sets out from London on Monday next, the 25th Instant and in consequence thereof this paper will in all probability be published many hours sooner than usual; of this our advertising friends will do well to take notice which may prevent disappointment.”

The year 1786 brings us only one mention of Derby's Coaches.

Mr. John Champion's daughter Rebecca had married a Wallis and going from the Bell to the New Inn had to announce that though widowed she, the public's most obedient, humble servant, would carry on all the business that centred round the New Inn, a stopping place for the London and Manchester Coaches.

These coaches carried, it would appear, booty worth stealing for the Mercury announced, very shortly after Mrs. Wallis' notice, that a box containing £1,000 in notes and money had been abstracted between Derby and Manchester.

The choice of conveyances for London grew steadily greater and the reader can now choose for on Aug. 7, 1787 we read:

“Derby, Leicester, London Coach

Sets out from Derby on Sunday the 12th Instant and will continue to set out from Mr. Wartnaby's the George Inn, Derby every Sunday, Tuesday and Thursday at three o'Clock in the Afternoon, sleeps at Leicester and sets out from there the next morning at four o'Clock arrives at the Swan, Lad Lane, London the same evening at eight o'clock.

The Manchester Coach sets out from the Bell Inn, Derby every Monday, Wednesday and Friday about four o'Clock in the afternoon and arrives in London early the next evening. The Light Manchester Coach sets out from the George Inn, Derby every Sunday, Tuesday and Thursday about five o'Clock in the afternoon and arrives in London next day to dine. The Mail Coaches set out from the New Inn, Derby every day about ten o'Clock in the forenoon and arrive in London early the next morning.” and with an assurance by the proprietors, Holland and Wilson, that the utmost Care Regularity

and Dispatch will be strictly attended to in all the above Coaches the notices end, only to be repeated twelve months later with practically no alteration save Wilsons were no longer part proprietors and Hollands refused to be responsible for parcels valued at above Five Pounds unless entered as such and paid for accordingly.

The end of the year 1793 saw the beginning of a fresh coach service not North and South but East and West for Mr. G. Gourde announced that he was instituting a coach service between Derby and Uttoxeter that would set out from the Green Dragon twice a week and that he himself, G. Gourde, would drive. The following spring he had taken unto himself a partner and the service, having supplanted the Newcastle Wagon, was to travel from Nottingham to Newcastle-under-Lyme then a far more important centre than any of the five towns.

This we may presume from the following advertisement:

“ Stage Coaches

G. Gourde and C. Wasse take this opportunity of returning their Thanks for the many Favors conferred on them in the Hackney and Stage Coach business between Derby and Newcastle and hope for a Continuance of them and at the Same Time inform them that the Newcastle Wagon being laid by in Favour of the Coach they will go through to the Spread Eagle in Nottingham from Derby every Wednesday and Saturday morning at Eight o’Clock and return the same evenings for the Conveyance of Passengers and Parcels which will be conveyed from Nottingham to Newcastle at the same price as by the Waggon. The time of the Coaches setting out from the Green Dragon Inn, Derby will be every Monday morning at eight o’clock and dine at the Black Swan, Uttoxeter and through to the Red Lion Inn, Newcastle the same evening. Will return every Tuesday morning at Eight o’Clock and arrive at Derby the same evening.”

From Derby to Nottingham and back every Wednesday and Saturday and from Derby to Newcastle on Thursday and the return to Derby on Friday completed the week's programme. The fares from Nottingham to Newcastle were 15/- or 8/6 outside, Derby to Nottingham 4/- and 2/6, Derby to Newcastle 11/9 and 6/- and Derby to Uttoxeter 5/6 and 3/-."

Mr. Gourde was not left in undisputed possession of the Nottingham to Newcastle business for long for within a month Mr. John Campion, of the Bell, was running an opposition Coach in partnership with a certain John Ward, of whom one had not heard before, and Charles Wasse who, apparently, had deserted Gourde and gone over to the opposition.

I am drawing towards the end of the century. I should like to place before my readers the furious quarrel that broke out between the rival coach proprietors but space, in war time, is not unlimited.

Close I must but writing in the fifth year of a war that England is winning because of the power of His Majesty's Royal Navy let me end with an extract from the Mercury in October, 1798.

The London and Manchester Mail brought news. Men dragged the coach into town, men decorated with blue ribbons. The bells rang and Mr. Samuel Drewry set up his biggest, boldest type, to announce Admiral Nelson's Glorious Victory.

Mr. Drewry printed the Extraordinary Gazette in full, every one of its many thousands of words so that the document might be read, studied and understood, so that every reader might know the facts and think for himself. The Mercury did not give extracts and a summary written to convey a certain view and surely their way was good. They printed the list of the enemy's line of battle-ships that had been in action. Against two there had to be printed the word escaped. Against the others there

came with monotony the word "taken" save where that changes to "burnt." The news, that stirred all England, had taken two months to come for Nelson had fought his battle of the Nile in August and it was October before the Mail, all beflagged, received the "acclamations of the people" of Derby.

And not Derby only. At Ashbourne for instance there "was a splendid illumination, parties of ladies and gentlemen paraded the streets until a late hour accompanied by music and a large quantity of ale was distributed to the populace." So did the coaches carry the glad tidings.

A Noble Lord added a verse to the National Anthem that was received with rapture at Drury Lane Theatre:

"Fame, let thy Trumpet sound
Tell all the World around
Great George is King.
Tell Holland, France and Spain
All their Vile Arts are vain
Nelson now rules the Main
And George is King."

We do not wait for the mail coach to bring us the news these days; in truth there has been no sound of coaches these hundred years but life in England is still founded upon a rock for to-day, as in the days of the Nile and Trafalgar, "it is upon the Navy, under the good providence of God, that the wealth, safety and strength of this Kingdom do chiefly depend."