

honest and natural inference this; and no less natural the pride with which Mr. Wales has been assured that old Crafer, the tailor, would boast, after the battle of the Nile, that he had many a time thrashed the great hero.

The Society will pardon me, I trust, for such recitals, and will allow me to close this long letter by stating, that a feeling, very similar to that which led Nelson to present the city of Norwich with the sword of the Spanish Admiral, also induced me to place within the very room where you hold your meetings, models of my inventions for the preservation of the sailor's life, and pictures illustrative of the success with which it has pleased the Almighty to crown my efforts—a blessing that I do indeed feel most deeply, and for which I trust the last words of my dying lips will be the utterance of humble thanksgiving.

I am, my dear Sir,

Very truly yours,

GEO. W. MANBY, Capt., F.R.S.

Southtown,

29th August, 1846.

QUEEN'S MESSENGERS' BILLS,

1558 & 1562;

COMMUNICATED IN A LETTER FROM THE REV. JAMES BULWER.

To the Secretaries of the Norfolk and Norwich Archaeological Society.

DEAR SIRS,

Since the publication of the last part of the Society's papers, Mr. Dawson Turner has very kindly sent me transcripts of the two following memorials in his collection on the same subject as the bill of John Sharpe, printed

at p. 71. These copies I enclose, hoping that they may add to the interest of my former contribution. They are signed by Lord Winchester; one in the fourth year of Mary, and the other in the fourth of Elizabeth, and are as follows.

V^{to} Mensis Iunii, A^o Regni Regine Marie quarto.

Rychard Mynsterley, on of the messyngers of the quyn's mat^{is} chamber, askethe allowaunce for Rydyng in hast be the comāndement of the Ryght-honnorabull lord hyghe tresorare of Inglande fro hys plase at London to Yermothe to S^r Thom̄s Woodhus, & to hym delyverd my Lord's lr̄s: wherefore the seyde Rychard prȳthe fore to have alowaunce fore hys charges and peyns, to be ratted be my lorde tresorar at ijs. viij*d*. the day, & payd be won of the tellers of the quyn's matie's receypts at Westmest^r. I was out in that journey the space of x days; xxvjs. viij*d*.

I pray you mak payment of this byll.

Winchester

V^{to} die mens. Septembr̄, anno Regni Elizabethhe
Regine quarto.

Robert Richman, one of the ordynarye Messengers of the Quene's mat^{is} Chamber, asketh a lowaunce for Rydinge in hast wth lr̄s from my Lorde Tresorer's place at London, by the comaundement of the Quene's mat^{is} most honorable privie counsell, in to Norff., To Willm Mynne, receaver of Norff. and Cambridge, and to hym delyvered a lr̄e at Norwiche;

and a lrē to Thomas Hast in the hundrethe of ffrebrigge besydes lynne in Norff.; A lrē to Christopher Daubeney at Chureton * in Norff.; A lrē to John Baynyarde in the hundrethe of Northegrenehowe in Norff.; A lrē to Thomas Grenne in Norff.; A lrē to Thomas Knevet at Buckingham in Norff.; A lrē to the Lady Dacres of the Southe; A lrē to the Ladye, the counties of Surre, in Norff.; A lrē to John Appliarde Esquier in Norff.; A lrē to Robert Winckefielde knight in Norff.; A lrē to the Bushoppe of Norwiche; A lrē to the Deane & chapter of Norwich; A lrē to John Millecent, customer of the porte of Yarmouth; A lrē to Richard Lee, customer of the porte of lynne; A lrē to Jeames Bigott, collector of the subsidie in the hundreth of fforehow in Norff.; A lrē to Thomas Pepes, collector of the seconde paiement of the subsidie in the hundrethe of Gallowe; A lrē to the Shriefes of the counties of Suff. and Norff.; and delyvered there all the saide severall lrēs, and so wth like spede retorned agayne to London; wherefore the saide Robert Richman prayeth for to have a loweaunce for his charges and payenes, to be ratyd by the Right honorable counsell, and payed by one of the tellers of the Quene's maties receipt at Westm^r.—I was oute in this journey xij daies at xxxij*l*.

Wm. R. G. G.

It appears from these bills that the remuneration was estimated at two shillings and eightpence a day; but whether Her Majesty or the messenger found the horse can only be

* Quere, Clenchwarton.

inferred, although most probably the cost of the whole equipment was borne by the messenger.

The *Northumberland Household Book* (begun in 1512) tells us that the allowance for maintenance to a messenger and horse, on an errand of this kind in the Earl's service, was eightpence a day in winter and fivepence in summer. The above sum must therefore have been ample, forty years later, to cover wages, horsemeat, and all "wear and tear."—It may be about equal to twenty shillings at the present day.*

One thing is certain, that the difficulty of ordinary communication was much greater and more tardy than we are apt to conclude. The messenger to Yarmouth was out ten days, and the other to Lynn, Norwich, and Yarmouth took twelve; giving an average rate of travelling of little more than twenty miles a day, although they "rode in haste" and with "like speede" returned.

In the former paper signed by Lord Buckhurst, four pounds are ordered to be paid, which, at the same rate of allowance, would be payment for thirty days or a journey of six hundred miles, more than the distance travelled by the messenger to Bletzo, West Harling, and Laughton, and back to London; making it doubtful whether his "haste" reached twenty miles a day, or whether the remuneration forty years later had increased.

This slow rate of travelling seems to have continued for a very long time. Hollinshed† describes the journey of Richard the Second and Henry of Lancaster, two centuries earlier, from Conway to London. And the Itinerary, at the end of Stowe's *Chronicle*, enables us to ascertain the number

* In 1568 *Post-horses* were established in Norwich, and it was expressly provided that no horse was to be used for more than twelve or fourteen miles together; and the hire of a *hackney* for a journey was fixed at twelvepence the first day, and eightpence each day after. (See Blomefield's *Norwich*, folio edition, p. 209.)

† Vol. III., p. 501, edit. 1587.

of miles accomplished each day: "And meeting thus together they came forth of the Castell, and the King there called for wine; and after they had dronke, they mounted on horsebacke and rode that nyght to Fflint, 24 miles; and the next daie unto Chester, 10 miles; the third unto Nantwich, 14 miles; the fourth to Newcastle: from Newcastle they rode to Stafford, and the sixth daie unto Lichfield, 20 miles from Newcastle, and there rested Sundaie all daie. After this they rode forth and lodged at these places insuing; Coventrie, 20 miles, Dantrie, 14 miles, Northampton, Dunstable, 44 miles from Coventrie, St. Albons, 10 miles from Dunstable, and so came to London, 20 miles." Thus they were twelve days riding from Conway to London, actually on the road; for, as we have seen, they passed one whole day at Lichfield. It was besides the Duke's object to travel with as little delay as possible: so much so, that Hollinshed tells us "neither was the King permitted all this while to change his apparell, but rode still through all these townes simplie clothed in one sute of raiment, &c." Here the greatest distance accomplished in any one day was twenty-four miles; but fourteen miles was the usual average.

I am unwilling to trespass further upon the Society's indulgence by multiplying examples unconnected with the county. It may fairly be assumed that, for three centuries, about twenty miles a day was the average rate of ordinary communication throughout England; and this rate, notwithstanding our improved roads and breed of horses, is still as much, had we no other appliances, as the same animal with the same rider could sustain for any considerable time.*

There are, however, instances of quick travelling on record

* At the Crown at Rougham is preserved a portrait of a mare which was driven, with few exceptions, *daily* in the mail cart to Swaffham for sixteen years. And this effort of sixteen miles a day, for so long a time, stands alone in the annals of travelling.

which would not be considered contemptible efforts in these days of steam and railway. Sir Robert Carey carried the news of Queen Elizabeth's death to King James at Edinburgh, four hundred miles, in sixty hours, transacting business as he went along; and this notwithstanding a bad fall which detained him on the road. And Stowe relates, folio 1032, edition 1631, that "On Saturday, the seaventeenth of July, 1619, Bernard Calvert of Andover, about 3 aclock in the morning, tooke horse at Saint Georges Church in Southwarke, and came to Dover about seaven of the clocke the same morning, where a barge with eight oares, formerly sent from London thither, attended his suddaine comming: he instantly tooke barge and went to Callice, and in the same barge returned backe to Dover about three of the clocke the same day, where as well there as in divers other places he had layed sundry swift horses, besides guides, he rode backe from thence to St. Georges Church in Southwarke the same evening, a little after eight of the clocke, fresh and lusty."

I also take leave to enclose a copy of

AN ORIGINAL ORDER FOR FORTIFYING
NORWICH CASTLE IN 1643.

The Parliament, having expressed the necessity of preserving the kingdom against the "insolences and outrages," as they were called, of the soldiers of the King's army, and having succeeded in gaining to their interests and *associating* seven of the Eastern Counties, issued, under date of Dec. 22nd, 1642, particular instructions to the Lord Lieutenants, Deputy Lieutenants, and other Officers and Magistrates in Norfolk, Suffolk, Essex, Cambridge, Isle of Ely, Hertford, and the County of the City of Norwich; and among other