

same horses they set out with, and not travel more than thirty miles a day in summer, and twenty-five in winter. His arguments in support of these proposals were, that coaches and caravans were mischievous to the public, destructive to trade, and prejudicial to lands; because, firstly, they destroyed the breed of good horses, and made men careless of horsemanship; secondly, they hindered the breed of watermen, who were the nursery of seamen; thirdly, they lessened the revenue.

In 1682, a journey from Nottingham to London occupied four whole days, and this was considered expeditious travelling, for a describer of England, a few years afterwards, speaks of it as excelling all other nations in the conveniency of coaches, but especially that of stage-coaches, which he praises for their commodiousness and ease, and particularly for their expedition. He says, "Here one may be transported without over-violent motion, and sheltered from the injuries of the air, to the most noted places in England, with so much speed, that some of these coaches will reach above fifty miles in a summer day." We may now go in a stage nearly double that distance before stopping to dine; and on a summer day between sunrise and sun-set, a fast coach travels nearly three times the distance.

The state of the roads in the South of England, in 1703, may be inferred from the following statement in December of that year, by an attendant on the King of Spain, from Portsmouth to the Duke of Somerset's, at Petworth, in Sussex; for they were fourteen hours on the journey:—"We set out at six o'clock in the morning to go to Petworth, and did not get out of the coaches, save only when we were overturned or stuck fast in the mire, till we arrived at our journey's end. 'Twas hard service for the Prince to sit fourteen hours in the coach that day, without eating anything, and passing through the worst ways that ever I saw in my life; we were thrown but once, indeed, in going, but both our coach which was leading, and his Highness's body coach, would have suffered very often, if the nimble hoors of Sussex had not frequently poised it, or supported it with their

shoulders, from Godalmin almost to Petworth; and the nearer we approached the Duke's, the more inaccessible it seemed to be. The last nine miles of the way cost six hourstime to conquer." In the lifetime of the proud Duke of Somerset, who died in 1748, the roads in Sussex were so bad, that in order to arrive at Guildford from Petworth, persons were obliged to make for the nearest point from the great road from Portsmouth to London, and the journey was a work of so much difficulty, as to occupy the whole day. The distance between Petworth and London is less than fifty miles, and yet the Duke had a house at Guildford which was regularly occupied as a resting place for the night by any part of his family travelling to the metropolis.

The *Exact Dealer's Daily Companion*, published in 1720, says—

"By stage-coaches one may be transported to any place, sheltered from foul weather and foul ways, free from endamaging one's health or body, by hard jogging or over-violent motion, and this not only at a low price, as about a shilling for every five miles, but with such velocity and speed, as that the posts, in some foreign countries, make not more miles in a day; for the stage-coaches called flying-coaches make forty or fifty miles in a day, as from London to Oxford or Cambridge, and that in the space of twelve hours, not counting the time for dining, setting forth not too early, nor coming in too late." The method and rate of driving, or rather dragging, (for the boasted "velocity and speed" may be estimated at something like four miles an hour,) the writer esteems "such an admirable commodiousness both for men and women of better rank, to travel from London, and to almost all the villages near this great city, that the like hath not been known in the world!"

Mr. Pennant, in his "Journey from Chester to London," says—

"In March 1739-40, I changed my Welsh School for one nearer to the Capital, and travelled in the Chester stage, then no despicable vehicle for country gentlemen. The first day, with much labour, we got from Chester to Whitchurch, twenty