

17 journeys per week into St Austell, and 26 made 60 weekly visits to Truro. In Northumberland 56 carriers in 1858 journeyed weekly to Alnwick, making 65 calls, while twenty made 41 journeys a week into Morpeth and 20 travelled into Berwick-upon-Tweed. In the North West there were almost 50 departures a week from Carlisle in the 1840s and 50s, some of them crossing the Scottish border to Annan and Lockerbie, while communities along the Cumbrian coast were served by about two dozen weekly departures from Whitehaven, and those in the northern Pennines by carriers to Appleby, Barnard Castle and Richmond (Yorks).

The principal carrying towns in the 1850s were Nottingham, to which 238 carriers made 559 weekly journeys, and Leicester, served in 1855 by 258 carriers, who made 489 journeys per week. Carrying services to larger industrial cities were elements within complex patterns of short distance transport. Leeds in 1847 was visited by 132 carriers making 326 journeys a week, but the city retained coach services to such places as Otley, Wetherby, and Dewsbury and omnibuses went to Bradford, Armley, Hunslet and elsewhere. Birmingham in 1850 was visited by 114 carriers making 327 journeys per week, but omnibuses made about 80 departures a day to destinations across the Black Country and to such places as Lichfield, Bromsgrove and Belbroughton. The city was linked with Wolverhampton, Tipton and Dudley by five fast canal packets per day, and two companies offered regional carrying services for small parcels. Manchester in 1853 was served by 80 country-style carriers, making 281 journeys per week, but many transport needs were met by other means. Coaches carried passengers to Bolton, Buxton, and Oldham, while omnibuses plied to the suburbs, providing half-hourly services to Broughton and to Old Trafford. Ten canal packet boats departed daily for Runcorn, Worsley and Warrington. Gore's locally-published directory of Liverpool in 1853 included a list of 'Country Carriers' but it totalled only 12 individuals making 49 weekly journeys. The city's links with its hinterland were maintained by specialist road carriers, and by general carrying companies, who operated by road, rail and water. Hull in 1851 was visited by 193 carriers making 312 journeys per week, but its local and regional transport services were diverse. Twenty six carriers crossed the River Humber on ferries, and were dependent on tides. Market boats made 20 journeys a week to the city while steam packets and sailing vessels served towns and villages along the navigable tributaries of the River Humber, coaches plied to Hornsea, Cottingham, Beverley and other towns up to 15 miles distant.