Street was never a calling place for carriers, but in Abingdon, Truro, Hexham and Oswestry carriers were based at temperance hotels and six of the 22 carriers to Chester in 1902 went to the *Nag's Head* cocoa house. In some towns, including Farnham and Peterborough, carriers called at Post Offices or railway stations.

Banbury's Hinterland.

In the mid-1850s the printer Henry Stone published a map of the area ten miles round Banbury, which he evidently perceived to be the hinterland of his business and those of his neighbours. Every significant community within these bounds was consistently served by carriers to Banbury for the century up to the outbreak of the First World War, and there were equally regular services from sizeable villages up to 12 miles from the town, from Enstone, Priors Hardwick and Woodford Halse, for example. Carriers also travelled from more distant villages, some of them quite small places. Some services lasted only for short periods but the fluctuating frontier of Banbury's carrying hinterland testifies to the magnetic power of the town's market. The increasing length of Rusher's *Lists* in the late nineteenth century did not reflect an expansion of the hinterland but simply the inclusion of calls at places which had always been served by passing carriers, such as Baynard's Green, Clifton, Twyford Wharf and Hornton quarries.

The carriers travelling to Banbury can be divided into four principal categories. First those from large villages near to the town mostly visited on five or six days a week and did not travel to other towns. Adderbury, Bloxham, Middleton Cheney and King's Sutton all lay within five miles of Banbury. All had populations in excess of a thousand, and each enjoyed between 10 and 20 weekly carrier services to Banbury. In 1911 a Bloxham carrier visited the *Coach & Horses* twice daily. Carriers of this kind tended not to have other occupations, although some were also coal merchants.

The second group came from small towns, mostly between nine and seventeen miles from Banbury. Significantly carriers travelled to Banbury from such places, but no Banbury-based carriers went in the opposite directions. Such carriers provided connections to more distant places. Rusher in 1851 records that John Brightwell, the Daventry carrier who visited Banbury on Mondays and Thursdays forwarded goods to Northampton, Leicester and Lutterworth. These services were particularly subject to competition from railways which provided direct links to Oxford, Buckingham and Brackley in 1850, to Southam,