

the twentieth century, although the village had a direct rail link. William Shepherd from Napton-on-the-Hill, on the Oxford Canal, began to carry to the *Angel* at Banbury in 1868, and in the early 1870s was joined by two other carriers from the village. He survived the competition and was still travelling to the *Angel* every Thursday in 1907. Services, from Lighthorne were maintained in most years from 1825, from Tachbrook between 1828 and 1862, and from Whitnash, between 1836 and 1857. Chesterton, celebrated for its seventeenth-century windmill, had a service in 1857 only, and a carrier from Hatton travelled 26 miles to Banbury only in 1865. On the other flank of Warwickshire carriers travelled regularly from Long Compton from 1831, and from Great Wolford between 1857 and 1867. Samuel Parker from Ettington carried to the *Plough* on Thursday from the early 1880s and services from Pillerton Priors were constant, with short interruptions, from 1833.

The north-eastern extremity of Banbury's hinterland was Grandborough, a village 20 miles distant on the fenny plain from which emerge the tributaries of the River Leam. William Timms, born in 1805, appears in Rusher's List in 1840 as carrier from Grandborough, travelling to Warwick and Leamington on Tuesdays and through Dunchurch to Rugby on Saturdays. He is not mentioned in Rusher again until 1846 after which he is recorded as travelling to the *Waggon & Horses* on Thursdays until 1859. He was still carrying, if not to Banbury, in 1871. William Hudson, born in 1823, shopkeeper and carrier at Grandborough in 1861, appears to have taken over the Thursday journey from Grandborough to the *Waggon & Horses* in 1864.

Apart from Bugbrooke, whose carriers linked Banbury with Northampton, the most distant Northamptonshire village from which carriers travelled to Banbury was Syresham, 13 miles distant, which had regular services from 1836. From the 1880s carriers also made regular journeys over the 16 miles from Farthingstone and the 17 miles from Greens Norton.

Several Buckinghamshire villages enjoyed direct services to Banbury, Tingewick between 1815 and 1852, Preston Bissett in 1844-47 and Lillingston Dayrell in 1823. Carriers travelled 20 miles to Banbury in 1821 from Thornborough and in 1823-27 from Gawcott. John Busby, born in 1827, was recorded as the village carrier at Shalstone in the 1871 census and Rusher records him making the 15-mile journey to Banbury between 1872 and 1874, but his occupation was listed as farm labourer in 1881 and 1891.