

There were direct services to Banbury from Gaginwell in Enstone parish between 1815 and 1830, and from nearby Radford between 1861 and 1874. From 1829 until 1835 a carrier travelled to the *White Horse* from Wolvercote and a service from Kidlington and Wolvercote was listed between 1841 and 1856. There were intermittent services between 1828 and 1847 over the 16 miles from Hampton Poyle. Carriers from west of Chipping Norton went to Banbury, 16 miles from Churchill between 1828 and 1836 and 17 miles from Kingham between 1861 and 1873.

Decline.

William Potts succeeded his father as editor and proprietor of the *Banbury Guardian* in 1892, took over the Rusher family's *Banbury List & Directory* in 1897 and published it until 1906. He recorded meticulously the carriers visiting Banbury and the calls that they made each week. Rusher in 1890 listed 166 carriers making 410 calls, and in 1897 when Potts took over there were 171 making 406 calls, suggesting that the trade was buoyant. Subsequently Potts recorded a gradual process of decline until in the last list he published in 1906 there were 145 carriers making 365 journeys, a fall of 11 per cent since 1890. Potts regarded the establishment of the parcels post in 1883 as a reason for the decline. Subsequent developments can be traced through Kelly's directories which in 1907 recorded 133 carriers making 358 journeys, and in 1911 listed 122 carriers making 307 calls.

This slow decline was reflected in most other towns in the region. In the two decades after 1890 the number of calls made by carriers to Brackley fell from 28 to 10, to Chipping Norton from 33 to 16, to Coventry from 148 to 122, to Daventry from 75 to 67, to Leamington from 86 to 76, to Northampton from 368 to 315, to Rugby from 63 to 53, to Stratford from 100 to 84 and to Warwick from 64 to 38. Decline was not universal however. The number of carriers serving Oxford grew from 108 to 118 and the number of journeys they made increased from 258 to 268. While this increase might be explained by the prosperity of a city whose population increased from 46,000 in 1891 to 53,000 in 1911, where many carriers served the outer suburbs, there were also increases in the number of journeys made to Bicester, from 37 to 51, to Towcester, from 43 to 50, and to Witney, from 31 to 36.

After 1918 privately-owned motor cars and delivery vans proliferated reducing the demand for common carriers. The Birmingham & Midland Motor Omnibus Co (Midland Red) opened a garage in Canal Street in