

## MAIL GUARDS.

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RETURN to an ORDER of the Honourable The House of Commons,  
dated 5 May 1841 ;—for,

A RETURN, to explain and amend a Return made to Orders of this House, dated 3 August 1840 and 18 February last, being No. 155 of the present Session; the said Return to show, in Columns, the NUMBER, the NAMES, and the WAGES (by the Week and Year), of those MAIL GUARDS who are prohibited from taking Fees from the Public, with the Sum Total paid to this Class of Servants annually; also the Lines of Road, in Alphabetical Order, to which these Guards are appointed; stating whether all the Guards on said Lines are paid solely with Public Money, or partly with Public Money and with Fees from Passengers, with the Number in each Class, where both are on the same Line.

A RETURN, as above, of MAIL GUARDS who are paid partly with Public Money and partly by Fees from Passengers, with the Reason for continuing this Distinction, and the Authority under which it is made; of the Number and Names of Mail Guards employed on each line of Road respectively, distinguishing Railroads from Common Roads; thus showing the whole Sum charged Annually in the Public Accounts for Mail Guards on each Line of Road, and for all Roads whatever, respectively:—To state the Sum Total paid by the Public for Mail Guards in 1838 and 1840 respectively, and distinguishing the Amount incurred in each Year for those on Common Roads and on Railroads; showing the Lines of Railroad and Common Road by which Mail Bags are sent with Carriages conveying Passengers, but without Mail Guards, and the reason why Mail Guards are not employed on these Roads; also the Hours and the Number of Times which Mails are sent on these Roads daily; and also, to state with whom the Appointment of Mail Guards rests, and the Numbers which have been appointed Annually in each of the last Five Years, with the Total Number appointed in that Period.

(*Mr. Wallace.*)

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*Ordered, by The House of Commons, to be Printed,*

*22 June 1841.*

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A RETURN showing the NUMBER, the NAMES, and the WAGES, by the Week and Year, of those MAIL GUARDS in *Great Britain and Ireland*, who are paid solely by PUBLIC MONEY, and are prohibited from taking Fees from the Public, with the Sum Total paid to this Class of Servants annually; also the Lines of Road, in Alphabetical Order, to which these Guards are appointed, with the Number of Guards attached to, and the Sum paid annually on, each Line of Road.

## GREAT BRITAIN.

—	NAME.	PLACES BETWEEN WHICH THE MAIL GUARDS TRAVEL.	WEEKLY WAGES PAID.			ANNUAL WAGES PAID.			TOTAL.		
			£.	s.	d.	£.	s.	d.	£.	s.	d.
4.	J. Pearson -	London and Brighton	1	6	10	70	-	-	370	-	-
	A. Swan -		1	18	4 $\frac{1}{4}$	100	-	-			
	S. Webb -		1	18	4 $\frac{1}{4}$	100	-	-			
	W. Willis -		1	18	4 $\frac{1}{4}$	100	-	-			
2.	J. Elvin -	London and Dover	1	18	4 $\frac{1}{4}$	100	-	-	200	-	-
	C. Wildey -		1	18	4 $\frac{1}{4}$	100	-	-			
3.	J. Goosey -	London and Melton	2	9	10	130	-	-	360	-	-
	D. Humberstone -		2	4	1 $\frac{1}{2}$	115	-	-			
	J. Thorne -		2	4	1 $\frac{1}{2}$	115	-	-			
2.	G. Mills -	London and Portsmouth	1	6	10	70	-	-	140	-	-
	T. Page -		1	6	10	70	-	-			
2.	J. Maule -	London and St. Leonards	1	18	4 $\frac{1}{4}$	100	-	-	200	-	-
	G. Thorne -		1	18	4 $\frac{1}{4}$	100	-	-			
3.	S. Braddock -	London and Worcester	1	18	4 $\frac{1}{4}$	100	-	-	300	-	-
	L. Marshall -		1	18	4 $\frac{1}{4}$	100	-	-			
	W. Watters -		1	18	4 $\frac{1}{4}$	100	-	-			
2.	J. Fairweather -	Aberdeen and Ballater.	2	9	10	130	-	-	260	-	-
	J. Steel -		2	9	10	130	-	-			
3.	W. Joass -	Aberdeen and Inverness	2	9	10	130	-	-	360	-	-
	J. McPherson -		1	18	4 $\frac{1}{4}$	100	-	-			
	J. Stewart -		2	9	10	130	-	-			
2.	J. Boyd -	Ayr and Portpatrick	1	18	4 $\frac{1}{4}$	100	-	-	200	-	-
	W. Templeton -		1	18	4 $\frac{1}{4}$	100	-	-			
5.	G. Barrett -	Basingstoke, Dorchester and Exeter	1	18	4 $\frac{1}{4}$	100	-	-	590	-	-
	G. Holden -		2	9	10	130	-	-			
	J. King -		1	18	4 $\frac{1}{4}$	100	-	-			
	H. Stark -		2	9	10	130	-	-			
	L. Tabor -		2	9	10	130	-	-			
2.	W. Sparks -	Bath and Cheltenham	2	9	10	130	-	-	245	-	-
	J. Warn -		2	4	1 $\frac{1}{2}$	115	-	-			
1.	W. Jenkins -	Begelly and Haverfordwest	1	18	4 $\frac{1}{4}$	100	-	-	100	-	-
2.	J. Allert -	Birmingham and Ludlow	1	18	4 $\frac{1}{4}$	100	-	-	230	-	-
	J. Banks -		2	9	10	130	-	-			
5.	W. Aldis -	Birmingham and Yarmouth	1	18	4 $\frac{1}{4}$	100	-	-	545	-	-
	S. Bennett -		2	4	1 $\frac{1}{2}$	115	-	-			
	W. Elvery -		2	4	1 $\frac{1}{2}$	115	-	-			
	H. Leete -		2	4	1 $\frac{1}{2}$	115	-	-			
	J. Seaman -		1	18	4 $\frac{1}{4}$	100	-	-			
2.	F. Martin -	Brighton and Southampton	1	18	4 $\frac{1}{4}$	100	-	-	200	-	-
	P. Taylor -		1	18	4 $\frac{1}{4}$	100	-	-			
3.	S. Bennett -	Bristol and Portsmouth	1	18	4 $\frac{1}{4}$	100	-	-	300	-	-
	W. Cooper -		1	18	4 $\frac{1}{4}$	100	-	-			
	A. Dare -		1	18	4 $\frac{1}{4}$	100	-	-			
6.	H. Burkby -	Carlisle and Glasgow	2	9	10	130	-	-	690	-	-
	N. Brown -		2	9	10	130	-	-			
	A. Calder -		2	9	10	130	-	-			
	T. Grieve -		1	18	4 $\frac{1}{4}$	100	-	-			
	T. Harrison -		1	18	4 $\frac{1}{4}$	100	-	-			
	D. Valentine -		1	18	4 $\frac{1}{4}$	100	-	-			

—	NAME.	PLACES BETWEEN WHICH THE MAIL GUARDS TRAVEL.	WEEKLY			ANNUAL			TOTAL.			
			WAGES PAID.			WAGES PAID.						
			£.	s.	d.	£.	s.	d.	£.	s.	d.	
4.	R. Corson -	Carlisle and Portpatrick	1	18	4 ½	100	-	-	430	-	-	
	H. Foster -		1	18	4 ½	100	-	-				
	J. Scaife -		2	9	10	130	-	-				
	T. Woodhouse		1	18	4 ½	100	-	-				
3.	R. Dunlop -	Cheltenham & Aberystwith	1	18	4 ½	100	-	-	315	-	-	
	W. Lambert -		2	4	1 ½	115	-	-				
	M. Nobbs -		1	18	4 ½	100	-	-				
2.	W. Carpenter -	Chester and Carnarvon	1	18	4 ½	100	-	-	230	-	-	
	S. Brasher -		2	9	10	130	-	-				
3.	G. Devonshire	Cirencester and Gloucester	2	9	10	130	-	-	345	-	-	
	R. Hudson -		1	18	4 ½	100	-	-				
	J. Tew -		2	4	1 ½	115	-	-				
1.	W. Turner -	Cirencester and Stroud	1	18	4 ½	100	-	-	100	-	-	
4.	J. Bradbury -	Crewe and Holyhead	1	6	10	70	-	-	370	-	-	
	R. Castle -		1	18	4 ½	100	-	-				
	B. Edmonds -		1	18	4 ½	100	-	-				
	J. Wallace -		1	18	4 ½	100	-	-				
1.	G. Fraser -	Edinburgh	1	18	4 ½	100	-	-	100	-	-	
3.	J. Baddon -	Edinburgh and Dumfries	2	4	1 ½	115	-	-	360	-	-	
	J. M'Intosh -		2	9	10	130	-	-				
	J. M'Vitie -		2	4	1 ½	115	-	-				
4.	J. Black -	Edinburgh and Glasgow	2	4	1 ½	115	-	-	445	-	-	
	J. Cooper -		2	9	10	130	-	-				
	J. Dugdale -		1	18	4 ½	100	-	-				
	W. Goodwin -		1	18	4 ½	100	-	-				
2.	W. Gibson -	Exeter and Barnstaple	1	18	4 ½	100	-	-	200	-	-	
	H. Godbeer -		1	18	4 ½	100	-	-				
3.	J. Compton -	Gloucester and Carmarthen	2	9	10	130	-	-	360	-	-	
	J. Jones -		1	18	4 ½	100	-	-				
	J. Pope -		2	9	10	130	-	-				
6.	R. Butters -	Inverness and Thurso	1	18	4 ½	100	-	-	570	-	-	
	J. Ford -		1	18	4 ½	100	-	-				
	J. Frank -		1	18	4 ½	100	-	-				
	J. Hodgson -		1	18	4 ½	100	-	-				
	A. M'Pherson		1	6	10	70	-	-				
	J. Wightman -		1	18	4 ½	100	-	-				
1.	G. Bignell -	Leeds and Skipton	1	18	4 ½	100	-	-	100	-	-	
1.	R. Emerson -	Lynn and Wells	1	18	4 ½	100	-	-	100	-	-	
2.	W. Field -	Oxford and Cheltenham	1	18	4 ½	100	-	-	230	-	-	
	C. Heaps -		2	9	10	130	-	-				
1.	J. Compton -	Oxford and Steventon	1	18	4 ½	100	-	-	100	-	-	
4.	J. Anderson -	Perth and Inverness	1	18	4 ½	100	-	-	445	-	-	
	W. M'Kay -		2	4	1 ½	115	-	-				
	A. M'Kay -		2	9	10	130	-	-				
	S. Stewart -		1	18	4 ½	100	-	-				
2.	G. Powell -	Shrewsbury & Aberystwith	1	18	4 ½	100	-	-	200	-	-	
	J. Rose -		1	18	4 ½	100	-	-				
2.	W. Hughes -	Shrewsbury and Chester	1	18	4 ½	100	-	-	200	-	-	
	J. Wadman -		1	18	4 ½	100	-	-				
1.	T. Landers -	Southampton and Portsmouth	2	4	1 ½	115	-	-	115	-	-	
1.	H. Parnham -	Worcester and Leominster	1	18	4 ½	100	-	-	100	-	-	
1.	E. Rands -	Worcester and Ludlow	2	9	10	130	-	-	130	-	-	
									£.	10,835	-	-

## I R E L A N D.

	NAME.	PLACES BETWEEN WHICH THE MAIL GUARDS TRAVEL.	WEEKLY WAGES PAID.			ANNUAL WAGES PAID.			TOTAL.		
			£.	s.	d.	£.	s.	d.	£.	s.	d.
3.	G. Armstrong	Dublin and Belfast	1	18	4½	100	-	-	330	-	-
	J. Hill		1	18	4½	100	-	-			
	J. M'Kenna		2	9	10	130	-	-			
5.	J. Connolly	Dublin and Cork, <i>via</i> Cashell	1	18	4½	100	-	-	500	-	-
	W. Downing		1	18	4½	100	-	-			
	T. Leacy		1	18	4½	100	-	-			
	P. Murray		1	18	4½	100	-	-			
	G. Sutcliffe		1	18	4½	100	-	-			
5.	A. Buttle	Dublin & Cork, <i>via</i> Clonmell	2	9	10	130	-	-	560	-	-
	J. Carroll		1	18	4½	100	-	-			
	A. Ewing		1	18	4½	100	-	-			
	W. Hackett		2	9	10	130	-	-			
	J. Mahony		1	18	4½	100	-	-			
4.	W. Hagan	Dublin and Derry	2	4	1½	115	-	-	415	-	-
	T. Russell		1	18	4½	100	-	-			
	J. Whelan		1	18	4½	100	-	-			
	F. White		1	18	4½	100	-	-			
3.	J. Dane	Dublin and Enniskillen	1	18	4½	100	-	-	300	-	-
	J. Doherty		1	18	4½	100	-	-			
	T. Walsh		1	18	4½	100	-	-			
4.	P. Caulfield	Dublin and Galway	1	6	10	70	-	-	370	-	-
	T. Collins		1	18	4½	100	-	-			
	E. Herbert		1	18	4½	100	-	-			
	S. Woods		1	18	4½	100	-	-			
4.	A. Cosgrave	Dublin and Limerick	2	4	1½	115	-	-	400	-	-
	M. Grant		1	6	10	70	-	-			
	M. M'Kenna		2	4	1½	115	-	-			
	P. Smith		1	18	4½	100	-	-			
4.	C. Bell	Dublin and Sligo	1	18	4½	100	-	-	415	-	-
	R. Darby		1	18	4½	100	-	-			
	W. Hagan		2	4	1½	115	-	-			
	T. Lloyd		1	18	4½	100	-	-			
3.	C. Boniface	Dublin and Waterford	1	18	4½	100	-	-	300	-	-
	P. Burke		1	18	4½	100	-	-			
	J. Dolan		1	18	4½	100	-	-			
3.	E. Conolly	Dublin and Wexford	1	18	4½	100	-	-	300	-	-
	P. M'Kenna		1	18	4½	100	-	-			
	T. O'Connor		1	18	4½	100	-	-			
5.	J. Bradbury	Dublin	-	13	-	33	16	-	169	-	-
	P. Campbell		-	13	-	33	16	-			
	F. Craig		-	13	-	33	16	-			
	J. Nutty		-	13	-	33	16	-			
	M. Whelan		-	13	-	33	16	-			
9.	H. Archer	Ballinasloe and Westport	2	9	10	130	-	-	230	-	-
	S. Percy		1	18	4½	100	-	-			
3.	J. M'Williams	Belfast and Derry	1	18	4½	100	-	-	315	-	-
	S. Middleton		1	18	4½	100	-	-			
	C. Mullhollan		2	4	1½	115	-	-			
3.	M. Fogarty	Belfast and Enniskillen	1	18	4½	100	-	-	300	-	-
	D. M'Carthy		1	18	4½	100	-	-			
	M. Meagher		1	18	4½	100	-	-			
1.	W. Carton	Belfast	-	13	-	33	16	-	33	16	-
2.	E. Butler	Cork and Bantry	2	9	10	130	-	-	260	-	-
	M. Tyre		2	9	10	130	-	-			
2.	T. Galvin	Cork and Tralee	2	4	1½	115	-	-	245	-	-
	O. Reilly		2	9	10	130	-	-			
1.	J. Badge	Cork	-	13	-	33	16	-	33	16	-
2.	M. Byrne	Derry and Sligo	1	18	4½	100	-	-	170	-	-
	T. Meighan		1	6	10	70	-	-			
1.	W. Carleton	Enniskillen and Ballyshannon	1	18	4½	100	-	-	100	-	-

—	NAME.	PLACES BETWEEN WHICH THE MAIL GUARDS TRAVEL.	WEEKLY WAGES PAID.			ANNUAL WAGES PAID.			TOTAL.		
			£.	s.	d.	£.	s.	d.	£.	s.	d.
2.	E. O'Connor -	} Limerick and Cork -	1	18	4 $\frac{1}{4}$	100	-	-	} 230	-	-
	D. Whelan -		2	9	10	130	-	-			
2.	W. Galvin -	} Limerick and Tralee -	2	4	1 $\frac{1}{2}$	115	-	-	} 245	-	-
	J. Purcell -		2	9	10	130	-	-			
2.	E. Keating -	} Limerick and Galway -	2	4	1 $\frac{1}{2}$	115	-	-	} 230	-	-
	P. Webb -		2	4	1 $\frac{1}{2}$	115	-	-			
1.	J. Williams -	Newry and Dungannon -	1	18	4 $\frac{1}{4}$	100	-	-	100	-	-
2.	J. Hagan -	} Sligo and Castlebar -	2	4	1 $\frac{1}{2}$	115	-	-	} 215	-	-
	T. Stothert -		1	18	4 $\frac{1}{4}$	100	-	-			
2.	J. Hatchett -	} Waterford and Cork -	1	18	4 $\frac{1}{4}$	100	-	-	} 200	-	-
	H. Shapton -		1	18	4 $\frac{1}{4}$	100	-	-			
2.	J. Doyle -	} Waterford and Limerick -	1	18	4 $\frac{1}{4}$	100	-	-	} 230	-	-
	D. Neill -		2	9	10	130	-	-			
1.	W. M'Lellan -	Waterford and Wexford -	1	18	4 $\frac{1}{4}$	100	-	-	100	-	-
						£.	7,296	12	-		

A RETURN showing the NUMBER, the NAMES, and the WAGES, by the Week and Year, of the MAIL GUARDS employed on the several RAILROADS in the United Kingdom, who are paid solely by PUBLIC MONEY, and are prohibited from taking Fees from the Public, with the Sum Total paid to this Class of Servants annually; also the Lines of Railroad, in Alphabetical Order, to which these Guards are appointed, with the Number of Guards attached to, and the Sum paid annually on, each Line of Railroad.

—	NAME.	PLACES BETWEEN WHICH THE MAIL GUARDS TRAVEL.	WEEKLY WAGES PAID.			ANNUAL WAGES PAID.			TOTAL.		
			£.	s.	d.	£.	s.	d.	£.	s.	d.
4.	L. Barrett -	} London and Bristol -	1	18	4 $\frac{1}{4}$	100	-	-	} 430	-	-
	T. Cox -		2	4	1 $\frac{1}{2}$	115	-	-			
	T. Richards -		2	4	1 $\frac{1}{2}$	115	-	-			
	G. Tomkins -		1	18	4 $\frac{1}{4}$	100	-	-			
11.	R. Baker -	} London and Lancaster -	1	6	10	70	-	-	} 1,130	-	-
	C. Battock -		1	6	10	70	-	-			
	N. Farmer -		1	18	4 $\frac{1}{4}$	100	-	-			
	T. Ireland -		1	18	4 $\frac{1}{4}$	100	-	-			
	H. Laycock -		1	18	4 $\frac{1}{4}$	100	-	-			
	M. Pascoe -		1	18	4 $\frac{1}{4}$	100	-	-			
	J. Peters -		2	9	10	130	-	-			
	W. Pridgeon -		2	9	10	130	-	-			
	P. Salt -		1	18	4 $\frac{1}{4}$	100	-	-			
	J. Sudbury -		1	18	4 $\frac{1}{4}$	100	-	-			
	J. Wood -		2	9	10	130	-	-			
2.	J. Charles -	} London and Rugby -	1	18	4 $\frac{1}{4}$	100	-	-	} 200	-	-
	C. Pike -		1	18	4 $\frac{1}{4}$	100	-	-			
5.	J. Cheshire -	} London and Southampton -	1	6	10	70	-	-	} 515	-	-
	W. Black -		2	4	1 $\frac{1}{2}$	115	-	-			
	F. Teacham -		1	18	4 $\frac{1}{4}$	100	-	-			
	W. Mills -		2	4	1 $\frac{1}{2}$	115	-	-			
	E. Spicer -		2	4	1 $\frac{1}{2}$	115	-	-			
2.	J. Clean -	} Birmingham and Derby -	2	9	10	130	-	-	} 260	-	-
	J. Mearns -		2	9	10	130	-	-			
2.	J. Passy -	} Birmingham -	1	6	10	70	-	-	} 170	-	-
	R. Robinson -		1	18	4 $\frac{1}{4}$	100	-	-			
4.	J. Allison -	} Birmingham and Gloucester -	1	18	4 $\frac{1}{4}$	100	-	-	} 415	-	-
	J. Delve -		1	18	4 $\frac{1}{4}$	100	-	-			
	E. Evans -		2	4	1 $\frac{1}{2}$	115	-	-			
	J. Rennel -		1	18	4 $\frac{1}{4}$	100	-	-			
2.	C. Bullock -	} Birmingham and Liverpool -	2	9	10	130	-	-	} 230	-	-
	T. Dalton -		1	18	4 $\frac{1}{4}$	100	-	-			

## NUMBER, NAMES, AND WAGES OF MAIL-GUARDS,

—	NAME.	PLACES BETWEEN WHICH THE MAIL GUARDS TRAVEL.	WEEKLY WAGES PAID.			ANNUAL WAGES PAID.			TOTAL.		
			£.	s.	d.	£.	s.	d.	£.	s.	d.
	W. Bellerby -	} Carlisle and Newcastle	2	9	10	130	-	-	} 390	-	-
3.	J. Hunter -		2	9	10	130	-	-		-	-
	W. Smith -		2	9	10	130	-	-		-	-
1.	H. Johnson -	Crewe and Birkinhead	1	18	4½	100	-	-	100	-	-
1.	J. Rose -	Derby and Nottingham	2	9	10	130	-	-	130	-	-
	J. Gibson -	} Leeds and Hull	2	9	10	130	-	-	} 260	-	-
2.	T. Robinson -		2	9	10	130	-	-		-	-
	G. Jones -	} Liverpool and Manchester	2	9	10	130	-	-	} 530	-	-
	J. Leahear -		2	9	10	130	-	-		-	-
	J. Lloyd -		2	9	10	130	-	-		-	-
	F. Needle -		1	6	10	70	-	-		-	-
5.	J. Vincent -		1	6	10	70	-	-		-	-
	J. Robinson -	} Liverpool and Warrington	2	4	1½	115	-	-	} 230	-	-
2.	W. Vickers -		2	4	1½	115	-	-		-	-
	B. Penfold -	} Manchester and Leeds	1	18	4½	100	-	-	} 430	-	-
	T. Poole -		1	18	4½	100	-	-		-	-
	G. Stubbs -		1	18	4½	100	-	-		-	-
4.	L. Vickers -		2	9	10	130	-	-		-	-
	W. Bell -	} Manchester and Warrington	1	18	4½	100	-	-	} 200	-	-
2.	W. Rhodes -		1	18	4½	100	-	-		-	-
1.	C. Parker -	Masbro' and Sheffield	2	9	10	130	-	-	130	-	-
	T. Bishop -	} Rugby and Leeds	1	6	10	70	-	-	} 500	-	-
	R. Challoner -		1	18	4½	100	-	-		-	-
	G. Jones -		1	18	4½	100	-	-		-	-
	F. Nevill -		1	18	4½	100	-	-		-	-
5.	R. Sidebotham -		2	9	10	130	-	-		-	-
1.	W. Nix -	Stockton and Darlington	2	9	10	130	-	-	130	-	-
	W. Chaplin -	} Wakefield and Darlington	1	18	4½	100	-	-	} 605	-	-
	T. Peacock -		2	9	10	130	-	-		-	-
	W. Oxlade -		2	9	10	130	-	-		-	-
	T. Smith -		2	4	1½	115	-	-		-	-
5.	T. Straker -		2	9	10	130	-	-		-	-
IRELAND:											
	G. Deane -	} Dublin and Kingstown	2	9	10	130	-	-	} 360	-	-
	T. Dunham -		1	18	4½	100	-	-		-	-
3.	C. M'Donald -		2	9	10	130	-	-		-	-
						£.			6,985 - -		

A RETURN showing the NUMBER, the NAMES, and the WAGES, by the Week and Year, of those MAIL GUARDS in *England, Wales, and Scotland*, who are paid partly by PUBLIC MONEY, and partly by FEES received from Passengers, with the Sum Total paid to this Class of Servants Annually; also the Lines of Road, in Alphabetical Order, to which these Guards are appointed, with the Number of Guards attached to, and the Sum paid annually on, each Line of Road.

—	NAME.	PLACES BETWEEN WHICH THE MAIL GUARDS TRAVEL.	WEEKLY WAGES PAID.			ANNUAL WAGES PAID.			TOTAL.		
			£.	s.	d.	£.	s.	d.	£.	s.	d.
	J. Allen -	} London and Dover	-	10	6	27	7	6	} 109	10	-
	J. Carden -		-	10	6	27	7	6		-	-
	J. Marshall -		-	10	6	27	7	6		-	-
4.	J. Turner -		-	10	6	27	7	6		-	-
	N. Attfield -	} London and Louth	-	10	6	27	7	6	} 109	10	-
	W. Breeton -		-	10	6	27	7	6		-	-
	W. Hills -		-	10	6	27	7	6		-	-
4.	W. Symonds -		-	10	6	27	7	6		-	-
	S. Hyssett -	} London and Lynn	-	10	6	27	7	6	} 54	15	-
2.	T. Webb -		-	10	6	27	7	6		-	-

—	NAME.	PLACES BETWEEN WHICH THE MAIL GUARDS TRAVEL.	WEEKLY WAGES PAID.			ANNUAL WAGES PAID.			TOTAL.		
			£.	s.	d.	£.	s.	d.	£.	s.	d.
4.	W. Bacon -	London and New Holland	-	10	6	27	7	6	109	10	-
	G. Freeborne -		-	10	6	27	7	6			
	J. Neale -		-	10	6	27	7	6			
	J. Slin -		-	10	6	27	7	6			
3.	T. Brotherton -	London, Bury, and Norwich	-	10	6	27	7	6	82	2	6
	J. Cole -		-	10	6	27	7	6			
	R. Griffith -		-	10	6	27	7	6			
3.	R. English -	London, Ipswich, and Nor- wich	-	10	6	27	7	6	82	2	6
	W. Ray -		-	10	6	27	7	6			
	J. Rodford -		-	10	6	27	7	6			
8.	J. Allen -	London	-	12	-	31	4	-	249	12	-
	W. Crofts -		-	12	-	31	4	-			
	A. Earce -		-	12	-	31	4	-			
	H. Goddard -		-	12	-	31	4	-			
	J. Hunter -		-	12	-	31	4	-			
	W. Johnson -		-	12	-	31	4	-			
	C. Paul -		-	12	-	31	4	-			
J. Spelling -	-	12	-	31	4	-					
1.	T. Bowman -	Aberdeen	-	10	6	27	7	6	27	7	6
4.	J. Holl -	Basingstoke, Yeovil, and Exeter	-	10	6	27	7	6	109	10	-
	R. M'Adam -		-	10	6	27	7	6			
	S. Pope -		-	10	6	27	7	6			
	G. White -		-	10	6	27	7	6			
7.	W. Brice -	Basingstoke, Devonport, and Falmouth	-	10	6	27	7	6	191	12	6
	R. Dunn -		-	10	6	27	7	6			
	F. Falkner -		-	10	6	27	7	6			
	D. Hall -		-	10	6	27	7	6			
	J. Seaman -		-	10	6	27	7	6			
	J. Smith -		-	10	6	27	7	6			
	S. Spooner -		-	10	6	27	7	6			
4.	J. Hodgson -	Birmingham and Holyhead	-	10	6	27	7	6	109	10	-
	R. Moore -		-	10	6	27	7	6			
	J. Mottershead -		-	10	6	27	7	6			
	W. Price -		-	10	6	27	7	6			
1.	G. Dunn -	Birmingham	-	10	6	27	7	6	27	7	6
2.	J. Hook -	Boston and Hull	-	10	6	27	7	6	54	15	-
	G. Ruddock -		-	10	6	27	7	6			
4.	J. Coker -	Bristol and Devonport	-	10	6	27	7	6	109	10	-
	N. Rowe -		-	10	6	27	7	6			
	T. Taylor -		-	10	6	27	7	6			
	H. Weston -		-	10	6	27	7	6			
1.	R. Baker -	Bristol and Hereford	-	10	6	27	7	6	27	7	6
4.	O. Balls -	Bristol and Pembroke	-	10	6	27	7	6	109	10	-
	T. Baugham -		-	10	6	27	7	6			
	R. Harris -		-	10	6	27	7	6			
	J. Hopkins -		-	10	6	27	7	6			
1.	J. Banks -	Bristol	-	10	6	27	7	6	27	7	6
2.	T. Berridge -	Cambridge and Holbeach	-	10	6	27	7	6	54	15	-
	G. Buck -		-	10	6	27	7	6			
6.	J. Alderson -	Carlisle and Edinburgh	-	10	6	27	7	6	164	5	-
	A. Burgess -		-	10	6	27	7	6			
	W. Kimber -		-	10	6	27	7	6			
	G. M'Leod -		-	10	6	27	7	6			
	W. M'Intyre -		-	10	6	27	7	6			
	G. Miller -		-	10	6	27	7	6			
6.	J. Archbold -	Carlisle and Lancaster	-	10	6	27	7	6	164	5	-
	J. Baldwin -		-	10	6	27	7	6			
	G. Bloom -		-	10	6	27	7	6			
	G. Needle -		-	10	6	27	7	6			
	W. Taylor -		-	10	6	27	7	6			
	G. Trow -		-	10	6	27	7	6			
2.	T. Doughall -	Carlisle	-	10	6	27	7	6	54	15	-
	A. Mitchell -		-	10	6	27	7	6			

(continued)

—	NAME.	PLACES BETWEEN WHICH THE MAIL GUARDS TRAVEL.	WEEKLY WAGES PAID.			ANNUAL WAGES PAID.			TOTAL.			
			£.	s.	d.	£.	s.	d.	£.	s.	d.	
5.	A. Burgess -	Darlington and Edinburgh	-	10	6	27	7	6	136	17	6	
	C. Clear -		-	10	6	27	7	6				
	T. Day -		-	10	6	27	7	6				
	W. Gambles -		-	10	6	27	7	6				
	W. Warby -		-	10	6	27	7	6				
7.	W. Anderson	Edinburgh and Aberdeen	-	10	6	27	7	6	191	12	6	
	E. Campbell -		-	10	6	27	7	6				
	J. Clark -		-	10	6	27	7	6				
	W. Forrester -		-	10	6	27	7	6				
	J. M'Lorgan -		-	10	6	27	7	6				
2.	D. Stewart -	Edinburgh and Perth	-	10	6	27	7	6	54	15	-	
	W. Whiteman		-	10	6	27	7	6				
2.	F. Batters -	Edinburgh	-	10	6	27	7	6	54	15	-	
	R. Turnbull -		-	10	6	27	7	6				
2.	J. Andrews -	Exeter and Bristol	-	10	6	27	7	6	54	15	-	
	J. Simpson -		-	10	6	27	7	6				
3.	T. Carpenter -	Exeter and Falmouth	-	10	6	27	7	6	82	2	6	
	J. Storer -		-	10	6	27	7	6				
	J. Warr -		-	10	6	27	7	6				
1.	C. Crowhurst	Exeter	-	10	6	27	7	6	27	7	6	
1.	T. Hooper	Glasgow	-	10	6	27	7	6	27	7	6	
2.	G. Dyer -	Hull and Scarborough	-	10	6	27	7	6	54	15	-	
	J. Giles -		-	10	6	27	7	6				
2.	G. Cutts -	Ipswich and Yarmouth	-	10	6	27	7	6	54	15	-	
	J. Glasscock -		-	10	6	27	7	6				
2.	J. Arnold -	Kendal and Whitehaven	-	10	6	27	7	6	54	15	-	
	J. Burdett -		-	10	6	27	7	6				
2.	H. Lettern -	Manchester and Skipton	-	10	6	27	7	6	54	15	-	
	W. Miles -		-	10	6	27	7	6				
2.	S. Byrne -	Manchester	-	10	6	27	7	6	54	15	-	
	G. Greathead		-	10	6	27	7	6				
2.	G. Davidson -	Perth and Glasgow	-	10	6	27	7	6	54	15	-	
	D. Weir -		-	10	6	27	7	6				
2.	R. Francis -	Reading and Bath	-	10	6	27	7	6	54	15	-	
	G. Moore -		-	10	6	27	7	6				
2.	J. Clay -	Shrewsbury and Hereford	-	10	6	27	7	6	54	15	-	
	J. Coldrey -		-	10	6	27	7	6				
2.	J. Becket -	York and Scarborough	-	10	6	27	7	6	54	15	-	
	L. Vickers -		-	10	6	27	7	6				
									£.	3,151	7	-

From motives of economy, the guards have not been placed upon the scale of salary, except when absolutely necessary from the refusal on the part of the public to give them the fees they formerly used to receive. The measure was sanctioned by the Lords of the Treasury.

AMOUNT of MAIL GUARDS' WAGES paid during the Years 1838 and 1840.

	£.	s.	d.
1838	13,127	13	-
1840	24,598	5	9

The amount incurred in each year for those on common roads and on railroads cannot be distinguished.



A RETURN showing the LINES of RAILROAD and COMMON ROAD in *Great Britain*, by which MAIL BAGS are sent with Carriages conveying Passengers, but without Mail Guards, and the reasons why Mail Guards are not employed on these Roads; also the Hours and Number of Times which Mails are sent on these Roads daily.

## GREAT BRITAIN.

TOWNS BETWEEN WHICH THE COACHES RUN. COMMON ROAD.	DEPART FROM.	ARRIVE AT.	NUMBER OF TIMES DAILY.
MAIL COACHES:	H. M.	H. M.	
Aberdeen and - - - - }	7 15 a. m.	12 20 p. m.	To and from, once daily.
Peterhead - - - - }	8 15 a. m.	11 20 a. m.	
Bangor and - - - - }	4 53 a. m.	7 0 p. m.	
Pwllheli - - - - }	3 0 p. m.	8 53 a. m.	
Barnstaple and - - - - }	11 14 a. m.	2 50 p. m.	
Ilfracombe - - - - }	1 5 p. m.	12 59 p. m.	
Bridgewater and - - - - }	11 30 a. m.	10 20 a. m.	
Minchhead - - - - }	7 0 a. m.	2 50 p. m.	
Bridport and - - - - }	7 5 a. m.	5 42 p. m.	
Taunton - - - - }	2 0 p. m.	10 45 a. m.	
Canterbury and - - - - }	4 0 a. m.	9 30 p. m.	
Deal - - - - }	6 30 p. m.	7 0 a. m.	
Carlisle and - - - - }	10 3 a. m.	3 4 p. m.	
Whitehaven - - - - }	9 45 a. m.	3 22 p. m.	
Carmarthen and - - - - }	5 15 a. m.	8 30 p. m.	
Cardigan - - - - }	3 15 p. m.	10 15 a. m.	
Carnarvon and - - - - }	6 15 a. m.	4 30 p. m.	
Barmouth - - - - }	8 45 a. m.	1 55 p. m.	
Coventry and - - - - }	1 45 p. m.	8 31 a. m.	
Warwick - - - - }	7 0 a. m.	3 16 p. m.	
Chesterfield and - - - - }	5 30 a. m.	7 30 p. m.	
Buxton - - - - }	4 30 p. m.	8 30 a. m.	
Chipping Norton and - - - - }	4 50 a. m.	9 11 p. m.	
Birmingham - - - - }	3 15 p. m.	10 51 a. m.	
Derby and - - - - }	5 0 p. m.	9 15 a. m.	
Alfreton - - - - }	7 30 a. m.	6 50 p. m.	
Devizes and - - - - }	8 0 a. m.	7 10 p. m.	
Salisbury - - - - }	3 30 p. m.	11 40 a. m.	
Devonport and - - - - }	1 30 p. m.	12 30 p. m.	
Launceston - - - - }	8 54 a. m.	5 6 p. m.	
Doncaster and - - - - }	1 30 p. m.	10 46 a. m.	
Leeds - - - - }	7 45 a. m.	4 31 p. m.	
Exeter and - - - - }	8 30 a. m.	5 35 p. m.	
Barnstaple - - - - }	11 20 a. m.	2 45 p. m.	
Exeter and - - - - }	4 30 p. m.	9 55 a. m.	
Budleigh Salterton - - - - }	7 30 a. m.	6 55 p. m.	
Exeter and - - - - }	8 30 a. m.	5 38 p. m.	
Dartmouth - - - - }	12 20 p. m.	1 48 p. m.	
Fraserburgh and - - - - }	6 55 a. m.	1 0 p. m.	
Burnes - - - - }	10 0 a. m.	9 55 a. m.	
Glasgow and - - - - }	5 0 p. m.	2 15 a. m.	
Ayr - - - - }	10 30 p. m.	9 3 p. m.	
Gloucester and - - - - }	4 0 a. m.	8 0 p. m.	
Chepstow - - - - }	4 30 p. m.	7 30 a. m.	
Glossop and - - - - }	3 45 p. m.	9 15 a. m.	
Manchester - - - - }	7 15 a. m.	5 45 p. m.	
Grantham and - - - - }	8 0 a. m.	4 39 p. m.	
Nottingham - - - - }	1 45 p. m.	10 54 a. m.	

TOWNS BETWEEN WHICH THE COACHES RUN. COMMON ROAD.	DEPART FROM.		ARRIVE AT.		NUMBER OF TIMES DAILY.
<i>MAIL COACHES—continued.</i>					
Grimsby and - - - - }	10	0 a. m.	2	15 p. m.	To and from, once daily.
Louth - - - - }	12	15 p. m.	12	0 noon.	
Hereford and - - - - }	8	0 a. m.	3	20 p. m.	
Brecon - - - - }	10	30 a. m.	12	50 p. m.	
Hull and - - - - }	9	30 a. m.	4	0 p. m.	
Hornsea - - - - }	1	20 p. m.	12	10 p. m.	
Hull and - - - - }	9	30 a. m.	4	0 p. m.	
Patrington - - - - }	1	45 p. m.	11	55 a. m.	
Kingsbridge and - - - - }	10	0 a. m.	1	41 p. m.	
Totnes - - - - }	12	0 noon.	11	41 a. m.	
Lancaster and - - - - }	8	20 a. m.	4	45 p. m.	
Settle - - - - }	1	10 p. m.	11	55 a. m.	
Lancaster and - - - - }	8	30 a. m.	4	45 p. m.	
Ulverstone - - - - }	11	45 a. m.	1	30 p. m.	
Launceston and - - - - }	3	0 a. m.	10	0 p. m.	
Barnstaple - - - - }	3	45 p. m.	9	15 a. m.	
Liverpool and - - - - }	8	0 a. m.	5	50 p. m.	
Southport - - - - }	3	0 p. m.	10	50 a. m.	
Louth and - - - - }	10	40 a. m.	2	40 p. m.	
Gainsborough - - - - }	10	0 a. m.	3	18 p. m.	
Manchester and - - - - }	7	15 a. m.	5	44 p. m.	
Blackburn - - - - }	2	30 p. m.	10	29 a. m.	
Manchester and - - - - }	4	30 p. m.	10	0 p. m.	
Staleybridge - - - - }	9	0 p. m.	5	30 p. m.	
Merthyr and - - - - }	6	45 a. m.	2	15 p. m.	
Abergavenny - - - - }	11	15 a. m.	9	45 a. m.	
Merthyr and - - - - }	7	0 a. m.	4	10 p. m.	
Cardiff - - - - }	1	15 p. m.	9	55 a. m.	
Newport and - - - - }	2	0 p. m.	11	0 a. m.	
Abergavenny - - - - }	7	45 a. m.	5	15 p. m.	
Newtown and - - - - }	2	0 p. m.	11	15 a. m.	
Welchpool - - - - }	9	40 a. m.	3	35 p. m.	
Northallerton and - - - - }	9	25 a. m.	3	30 p. m.	
Guisborough - - - - }	12	7 p. m.	12	48 p. m.	
Nottingham and - - - - }	5	0 a. m.	8	19 p. m.	
Lincoln - - - - }	4	0 p. m.	9	19 a. m.	
Norwich and - - - - }	9	30 a. m.	4	40 p. m.	
Cromer - - - - }	1	40 p. m.	12	30 p. m.	
Sheffield and - - - - }	5	30 a. m.	7	48 p. m.	
Gainsborough - - - - }	3	38 p. m.	9	40 a. m.	
Southampton and - - - - }	6	30 a. m.	7	36 p. m.	
Lynnington - - - - }	5	30 p. m.	8	36 a. m.	
Stilton and - - - - }	3	56 a. m.	9	35 p. m.	
Doncaster - - - - }	11	20 a. m.	1	23 p. m.	
Stranraer and - - - - }	10	0 a. m.	2	39 p. m.	
Newton Stewart - - - - }	7	30 a. m.	4	55 p. m.	
Stroud and - - - - }	5	30 a. m.	8	45 p. m.	
Bristol - - - - }	4	24 p. m.	9	51 a. m.	
Swansea and - - - - }	4	30 p. m.	7	10 a. m.	
Llanelly - - - - }	5	30 a. m.	6	5 p. m.	
Swansea and - - - - }	8	20 a. m.	7	15 p. m.	
Merthyr - - - - }	2	45 p. m.	12	50 p. m.	
Taunton and - - - - }	2	0 p. m.	10	45 a. m.	
Sidmouth - - - - }	7	15 a. m.	5	30 p. m.	
Truro and - - - - }	4	45 a. m.	7	45 p. m.	
Penzance - - - - }	3	45 p. m.	8	45 a. m.	
Weymouth and - - - - }	5	45 p. m.	8	15 a. m.	
Dorchester - - - - }	7	15 a. m.	6	45 p. m.	
Wolverhampton and - - - - }	6	0 a. m.	7	45 p. m.	
Bridgenorth - - - - }	6	0 p. m.	7	45 a. m.	

TOWNS BETWEEN WHICH THE COACHES RUN. COMMON ROAD.	DEPART FROM.	ARRIVE AT.	NUMBER OF TIMES DAILY.
<i>MAIL COACHES—continued.</i>			
	H. M.	H. M.	
Wolverton and - - - - - } Banbury - - - - - }	12 noon. 7 0 a.m.	10 39 a.m. 3 39 p.m.	} To and from, once daily.
Worcester and - - - - - } Upton-on-Severn - - - - - }	7 0 a.m. 5 0 p.m.	6 30 p.m. 8 30 a.m.	
Yarmouth and - - - - - } Norwich - - - - - }	1 45 p.m. 9 30 a.m.	12 20 p.m. 4 35 p.m.	
York and - - - - - } Ripon - - - - - }	7 30 a.m. 3 0 p.m.	5 38 p.m. 10 8 a.m.	

The Postmaster-general has not considered it necessary to resort to the expense of mail guards on these lines of road.

ENGLAND:

CONVEYANCES, NOT BEING MAIL COACHES :

Abergavenny and - - - - - } Hereford - - - - - }	8 0 a.m. 4 0 p.m.	7 0 p.m. 11 0 a.m.	} To and from, once daily.
Barnsley and the - - - - - } Railway Station (1st despatch) - - - - - }	4 30 a.m. 5 16 a.m.	5 50 a.m. 5 0 a.m.	
Barnsley and - - - - - } Railway Station (2d despatch) - - - - - }	7 0 p.m. 7 57 p.m.	8 30 p.m. 7 30 p.m.	} To and from, twice daily.
Bedale and - - - - - } Masham - - - - - }	11 10 a.m. 1 20 p.m.	2 0 p.m. 11 50 a.m.	
Brighton and - - - - - } Worthing - - - - - }	4 30 p.m. (*)	6 0 p.m. —	} To and from, once daily.
Brighton and - - - - - } Lewes - - - - - }	4 30 p.m. 9 0 a.m.	5 30 p.m. 10 0 a.m.	
Broomsgrove and - - - - - } Railway Station (1st despatch) - - - - - }	12 45 a.m. 1 35 a.m.	1 50 a.m. 1 5 a.m.	} To and from, four times daily.
Broomsgrove and - - - - - } Railway Station (2d despatch) - - - - - }	3 10 a.m. 4 0 a.m.	4 20 a.m. 3 30 a.m.	
Broomsgrove and - - - - - } Railway Station (3d despatch) - - - - - }	8 30 p.m. 9 10 p.m.	9 25 p.m. 8 45 p.m.	
Broomsgrove and - - - - - } Railway Station (4th despatch) - - - - - }	10 15 p.m. 10 54 p.m.	11 9 p.m. 10 30 p.m.	
Cheltenham and - - - - - } Railway Station (1st despatch) - - - - - }	2 25 a.m. 3 5 a.m.	3 20 a.m. 2 40 a.m.	
Cheltenham and - - - - - } Railway Station (2d despatch) - - - - - }	4 45 a.m. 5 30 a.m.	5 45 a.m. 5 0 a.m.	
Cheltenham and - - - - - } Railway Station (3d despatch) - - - - - }	7 0 p.m. 7 45 p.m.	8 0 p.m. 7 15 p.m.	
Cheltenham and - - - - - } Railway Station (4th despatch) - - - - - }	8 45 p.m. 9 30 p.m.	9 45 p.m. 9 0 p.m.	
Coventry and - - - - - } Stratford-on-Avon - - - - - }	2 0 p.m. 6 0 a.m.	8 30 a.m. 4 30 p.m.	
Cowes and - - - - - } Newport (Isle of Wight) - - - - - }	5 0 p.m. (†)	6 0 p.m. —	
Cowton Railway Station and - - - - - } Richmond (1st despatch) - - - - - }	9 0 a.m. 7 10 a.m.	8 40 a.m. 10 30 a.m.	
Cowton Railway Station and - - - - - } Richmond (2d despatch) - - - - - }	3 35 p.m. 2 0 p.m.	3 30 p.m. 5 5 p.m.	} To and from, twice daily.
Dewsbury and - - - - - } Railway Station (1st despatch) - - - - - }	10 30 a.m. 11 10 a.m.	11 45 a.m. 11 0 a.m.	
Dewsbury and - - - - - } Railway Station (2d despatch) - - - - - }	12 45 p.m. 1 25 p.m.	2 0 p.m. 1 15 p.m.	} To and from, three times daily.
Dewsbury and - - - - - } Railway Station (3d despatch) - - - - - }	7 30 p.m. 8 9 p.m.	8 39 p.m. 8 0 p.m.	

(continued)

(\*) The coach is employed one way only, as there is no bag back from Worthing in the morning.  
 (†) The coach is employed one way only, as there is no bag back from Newport in the morning.

TOWNS BETWEEN WHICH THE COACHES RUN. COMMON ROAD.	DEPART FROM.	ARRIVE AT.	NUMBER OF TIMES DAILY.
CONVEYANCES, NOT BEING MAIL COACHES— <i>continued.</i>			
	H. M.	H. M.	
Droitwich and - - - - - } Railway Station (1st despatch - - - - - }	3 20 a. m. 4 15 a. m.	4 35 a. m. 3 40 a. m.	To and from, twice daily.
Droitwich and - - - - - } Railway Station (2d despatch) - - - - - }	8 10 p. m. 8 55 p. m.	9 10 p. m. 8 25 p. m.	
Falmouth and - - - - - } Helstone - - - - - }	7 30 a. m. 8 0 p. m.	9 40 p. m. 9 10 a. m.	To and from, once daily.
Gloucester and - - - - - } Cheltenham - - - - - }	8 15 a. m. 6 15 p. m.	7 15 p. m. 9 15 a. m.	
Haydonbridge and - - - - - } Alstone - - - - - }	8 10 a. m. 3 10 p. m.	6 0 p. m. 11 0 a. m.	To and from, twice daily.
Huddersfield and - - - - - } Cooperbridge Station (1st despatch) }	10 45 a. m. 11 19 a. m.	11 50 a. m. 11 15 a. m.	
Huddersfield and - - - - - } Cooperbridge Station (2d despatch) }	12 40 p. m. 1 15 p. m.	1 45 p. m. 1 10 p. m.	To and from, four times daily.
Huddersfield and - - - - - } Cooperbridge Station (3d despatch) }	7 40 p. m. 8 18 p. m.	9 0 p. m. 8 10 p. m.	
Huddersfield and - - - - - } Cooperbridge Station (4th despatch) }	11 0 p. m. 11 45 p. m.	12 15 a. m. 11 30 p. m.	To and from, twice daily.
Huddersfield and - - - - - } Holmfirth (1st despatch) - - - - - }	10 0 a. m. 8 0 a. m.	9 0 a. m. 11 0 a. m.	
Huddersfield and - - - - - } Holmfirth (2d despatch) - - - - - }	6 0 p. m. 3 30 p. m.	4 30 p. m. 7 0 p. m.	To and from, twice daily.
Lichfield and - - - - - } Stafford - - - - - }	8 0 a. m. 3 0 p. m.	5 0 p. m. 10 0 a. m.	
Liverpool and - - - - - } Southport - - - - - }	8 0 a. m. 3 15 p. m.	6 0 p. m. 10 45 a. m.	To and from, once daily.
Ludlow and - - - - - } Knighton - - - - - }	2 0 p. m. 9 0 a. m.	11 40 a. m. 4 40 p. m.	
Macclesfield and - - - - - } Congleton - - - - - }	5 45 p. m. 7 45 a. m.	8 45 a. m. 6 45 p. m.	To and from, twice daily.
Newport and - - - - - } Tredegar - - - - - }	2 30 p. m. 7 30 a. m.	10 50 a. m. 5 50 p. m.	
Oxford and - - - - - } Cirencester - - - - - }	9 0 a. m. 2 0 p. m.	6 30 p. m. 1 30 p. m.	To and from, three times daily.
Rochdale and - - - - - } Railway Station (1st despatch) - - - - - }	11 50 a. m. 12 38 p. m.	12 50 p. m. 12 0 noon.	
Rochdale and - - - - - } Railway Station (2d despatch) - - - - - }	9 15 p. m. 9 37 p. m.	9 50 p. m. 9 25 p. m.	To and from, twice daily.
Rochdale and - - - - - } Railway Station (3d despatch) - - - - - }	10 15 p. m. 10 34 p. m.	10 45 p. m. 10 25 p. m.	
Ross and - - - - - } Hereford - - - - - }	8 23 a. m. 3 0 p. m.	4 50 p. m. 10 13 a. m.	To and from, twice daily.
Rotherham and - - - - - } Railway Station (1st despatch) - - - - - }	4 0 a. m. 4 43 a. m.	5 0 a. m. 4 15 a. m.	
Rotherham and - - - - - } Railway Station (2d despatch) - - - - - }	8 0 p. m. 8 30 p. m.	8 45 p. m. 8 15 p. m.	To and from, once daily.
Sheffield and - - - - - } Chesterfield - - - - - }	9 0 a. m. 5 0 p. m.	6 45 p. m. 10 45 a. m.	
Tewkesbury and - - - - - } Ashchurch (1st despatch) - - - - - }	1 40 a. m. 2 40 a. m.	3 0 a. m. 2 0 a. m.	To and from, twice daily.
Tewkesbury and - - - - - } Ashchurch (2d despatch) - - - - - }	8 40 p. m. 9 40 p. m.	10 0 p. m. 9 0 p. m.	
Thirsk and - - - - - } Ripon - - - - - }	4 40 p. m. 6 53 a. m.	8 15 a. m. 6 0 p. m.	To and from, twice daily.
Thirsk and - - - - - } Railway Station (1st despatch) - - - - - }	8 12 a. m. - - - - -	- - - - - 8 22 a. m.	
Thirsk and - - - - - } Railway Station (2d despatch) - - - - - }	4 26 p. m. - - - - -	- - - - - 4 36 p. m.	

TOWNS BETWEEN WHICH THE CARRIAGES RUN. COMMON ROAD.	DEPART FROM.	ARRIVE AT.	NUMBER OF TIMES DAILY.
CONVEYANCES, NOT BEING MAIL COACHES— <i>continued.</i>			
	H. M.	H. M.	
Wolverhampton and - - - - - } Bridgenorth - - - - - }	6 0 a.m. 6 0 p.m.	8 0 p.m. 8 0 a.m.	} To and from, once daily.
Worcester and - - - - - } Spetchley (1st despatch) - - - }	1 0 a.m. 2 11 a.m.	2 46 a.m. 1 45 a.m.	
Worcester and - - - - - } Spetchley (2d despatch) - - - }	3 25 a.m. 4 35 a.m.	5 20 a.m. 4 10 a.m.	} To and from, four times daily.
Worcester and - - - - - } Spetchley (3d despatch) - - - }	7 35 p.m. 8 35 p.m.	9 10 p.m. 8 25 p.m.	
Worcester and - - - - - } Spetchley (4th despatch) - - - }	9 15 p.m. 10 21 p.m.	10 56 p.m. 9 50 p.m.	
Yarm and - - - - - } Railway Station (1st despatch) - }	7 30 a.m. - - - - -	7 40 a.m.	
Yarm and - - - - - } Railway Station (2d despatch) - }	2 40 p.m. - - - - -	2 50 a.m.	} To and from, once daily.
Yarm and - - - - - } Railway Station (3d despatch) - }	9 50 a.m. - - - - -	10 0 a.m.	
Yarm and - - - - - } Railway Station (4th despatch) - }	4 0 p.m. - - - - -	4 10 p.m.	
Preston and Fleetwood Railway : Preston - - - - - } Fleetwood - - - - - }	8 0 a.m. 3 40 p.m.	5 0 p.m. 9 30 a.m.	
Brynmaur and Newbridge Tram Road : Brynmaur - - - - - } Newbridge - - - - - }	6 15 a.m. 4 15 p.m.	6 15 p.m. 8 15 a.m.	
SCOTLAND:			
Aberdeen and - - - - - } Banff (1st despatch) - - - - - }	7 0 a.m. 2 30 p.m.	8 35 p.m. 1 5 p.m.	} To and from, twice daily.
Aberdeen and - - - - - } Banff (2d despatch) - - - - - }	5 30 p.m. 8 0 a.m.	2 5 p.m. 11 35 a.m.	
Ayr and - - - - - } Newton Stewart - - - - - }	10 0 a.m. 8 0 a.m.	4 30 p.m. 6 - p.m.	} To and from, once daily.
Banff and - - - - - } Fochabers - - - - - }	12 55 a.m. 8 15 a.m.	12 15 p.m. 4 55 p.m.	
Beany and - - - - - } Cromarty - - - - - }	3 30 a.m. 7 0 p.m.	10 40 p.m. 7 10 a.m.	
Dingwall and - - - - - } Kyleakin - - - - - }	1 0 a.m. 7 45 a.m.	2 30 p.m. 6 45 p.m.	
Dumfries and - - - - - } Kirkcudbright - - - - - }	10 0 a.m. 4 0 p.m.	8 0 p.m. 2 0 p.m.	} To and from, 3 times p' week.
Dunkeld and - - - - - } Kenmore - - - - - }	2 30 p.m. 7 0 a.m.	11 5 a.m. 7 0 p.m.	
Edinburgh and - - - - - } Dunbar - - - - - }	4 0 p.m. 7 0 a.m.	11 0 a.m. 5 0 p.m.	
Edinburgh and - - - - - } Peebles - - - - - }	9 0 a.m. 9 0 a.m.	12 0 noon. 12 0 noon.	
Edinburgh and - - - - - } Dalkeith - - - - - }	4 0 p.m. - - - - -	- - - - - 4 45 p.m.	} To and from, once daily.
Edinburgh and - - - - - } Stirling - - - - - }	4 0 p.m. 7 0 a.m.	11 0 a.m. 8 0 a.m.	
Edinburgh and - - - - - } Musselburgh - - - - - }	- - - - - 8 0 p.m.	8 45 p.m. - - - - -	
Edinburgh and - - - - - } North Berwick - - - - - }	4 0 p.m. 8 0 a.m.	11 0 a.m. 7 0 p.m.	
Glasgow and - - - - - } Lennox Town - - - - - }	4 0 p.m. 9 0 a.m.	11 0 a.m. 6 0 p.m.	} To and from, once daily.
Glasgow and - - - - - } Milngavie - - - - - }	4 0 p.m. 9 45 a.m.	11 0 a.m. 5 15 p.m.	

(continued)



## IRELAND.

TOWNS BETWEEN WHICH THE COACHES RUN.	DEPART FROM.	ARRIVE AT.	NUMBER OF TIMES DAILY.
<b>MAIL COACHES:</b>			
	H. M.	H. M.	
Dublin and - - - - - }	8 30 a.m.	6 0 p.m.	To and from once daily.
Belfast (Day) - - - - - }	6 10 a.m.	8 20 p.m.	
Dublin and - - - - - }	8 30 a.m.	5 45 p.m.	
Kilkenny - - - - - }	8 30 a.m.	5 45 p.m.	
Ballina and - - - - - }	8 30 a.m.	6 30 p.m.	
Castlebar - - - - - }	3 30 p.m.	11 30 a.m.	
Belfast and - - - - - }	9 0 a.m.	6 0 p.m.	
Larne - - - - - }	2 45 p.m.	12 15 p.m.	
Cork and - - - - - }	4 0 p.m.	12 0 noon.	
Cloughnakilly - - - - - }	7 25 a.m.	8 35 p.m.	
Galway and - - - - - }	7 45 a.m.	8 15 p.m.	
Tuam - - - - - }	5 15 p.m.	10 45 a.m.	

The Postmaster-general has not considered it necessary to resort to the expense of mail guards on these lines of roads.

## CONVEYANCES, NOT BRING MAIL COACHES.

MAIL CARS ON COMMON ROADS.	DEPART FROM.	ARRIVE AT.	NUMBER OF TIMES DAILY.
	H. M.	H. M.	
Antrim and - - - - - }	10 45 a.m.	3 50 p.m.	To and from, once daily.
Ballymena - - - - - }	2 20 p.m.	12 15 p.m.	
Antrim and - - - - - }	10 45 a.m.	3 20 p.m.	
Randalstown - - - - - }	2 30 p.m.	11 35 a.m.	
Armagh and - - - - - }	7 30 a.m.	7 0 p.m.	
Monaghan - - - - - }	4 0 p.m.	10 30 a.m.	
Athlone and - - - - - }	6 0 a.m.	9 0 p.m.	
Roscommon - - - - - }	6 10 p.m.	9 0 a.m.	
Ballina and - - - - - }	3 50 p.m.	12 2 p.m.	
Crosmolina - - - - - }	10 45 a.m.	5 2 p.m.	
Ballina and - - - - - }	3 45 p.m.	12 0 noon.	
Kilala - - - - - }	10 40 a.m.	5 5 p.m.	
Ballina and - - - - - }	3 45 p.m.	12 0 noon.	
Twinford - - - - - }	9 0 a.m.	6 45 p.m.	
Ballinasloe and - - - - - }	7 40 a.m.	7 0 p.m.	
Parsonstown - - - - - }	2 45 p.m.	11 55 a.m.	
Ballinrobe and - - - - - }	12 0 noon.	4 0 p.m.	
Hollymount - - - - - }	3 10 p.m.	12 50 p.m.	
Ballymoney and - - - - - }	7 0 a.m.	7 10 p.m.	
Ballycastle - - - - - }	4 30 p.m.	9 40 a.m.	
Ballyshannon and - - - - - }	1 20 p.m.	1 30 p.m.	
Donegal - - - - - }	11 15 a.m.	3 35 p.m.	
Bandon and - - - - - }	11 20 a.m.	3 40 p.m.	
Dunmanway - - - - - }	1 45 p.m.	1 20 p.m.	
Belfast and - - - - - }	9 0 a.m.	5 15 p.m.	
Bangor - - - - - }	3 0 p.m.	11 0 a.m.	
Belfast and - - - - - }	9 0 a.m.	Uncertain - -	
Donaghadee - - - - - }	Uncertain - -	11 10 a.m.	
Belfast and - - - - - }	10 0 a.m.	5 45 p.m.	
Portaferry - - - - - }	1 15 p.m.	2 30 p.m.	
Buttevant and - - - - - }	2 30 p.m.	12 30 p.m.	
Kanturk - - - - - }	10 30 a.m.	4 30 p.m.	

MAIL CARS ON COMMON ROADS.	DEPART FROM.	ARRIVE AT.	NUMBER OF TIMES DAILY.	
<i>CONVEYANCES, NOT BEING MAIL COACHES—continued.</i>				
	H. M.	H. M.		
Carlow and - - - - }	5 30 a. m.	8 0 p. m.	} To and from, once daily.	
Ballyragget - - - - }	4 45 p. m.	8 41 a. m.		
Corlow and - - - - }	5 30 a. m.	8 8 p. m.		
Newtown Barry - - - - }	4 45 p. m.	8 53 a. m.		
Carrick-on-Shannon and - - - - }	8 10 a. m.	7 20 p. m.		
Ballinamore - - - - }	4 30 p. m.	11 0 a. m.		
Castlebar and - - - - }	3 20 p. m.	12 20 p. m.		
Newport Mayo - - - - }	10 20 a. m.	5 20 p. m.		
Cavan and - - - - }	6 0 a. m.	8 30 p. m.		
Killeshandra - - - - }	6 30 p. m.	7 50 a. m.		
Clogheen and - - - - }	11 5 a. m.	4 35 p. m.		
Lismore - - - - }	2 45 p. m.	1 0 p. m.		
Clonmel and - - - - }	9 17 a. m.	6 5 p. m.		
Limerick - - - - }	11 45 a. m.	3 33 p. m.		
Clonmel and - - - - }	9 20 a. m.	2 37 p. m.		
Roscrea - - - - }	5 30 a. m.	7 20 p. m.		
Clonmel and - - - - }	3 0 p. m.	7 0 p. m.		
Waterford - - - - }	3 0 p. m.	7 0 p. m.		
Coleraine and - - - - }	6 0 a. m.	10 0 a. m.		} To and from, twice daily.
Portrush (1st despatch) - - - - }	8 30 a. m.	7 30 a. m.		
Coleraine and - - - - }	5 20 p. m.	9 0 p. m.	} To and from, twice daily.	
Portrush (2d despatch) - - - - }	7 30 p. m.	6 50 p. m.		
Cootehill and - - - - }	7 30 p. m.	6 30 a. m.	} To and from, once daily.	
Lavy Strand - - - - }	4 30 a. m.	9 30 p. m.		
Cork and - - - - }	8 30 a. m.	8 0 a. m.	} To and from, twice daily.	
Carrigaline (1st despatch) - - - - }	6 0 a. m.	10 30 a. m.		
Cork and - - - - }	4 30 p. m.	4 0 p. m.	} To and from, twice daily.	
Carrigaline (2d despatch) - - - - }	2 0 p. m.	6 30 p. m.		
Carrigalow and - - - - }	10 6 a. m.	6 24 a. m.	} To and from, twice daily.	
Cove (1st despatch) - - - - }	6 0 a. m.	10 30 a. m.		
Carrigalow and - - - - }	6 6 p. m.	2 24 p. m.	} To and from, twice daily.	
Cove (2d despatch) - - - - }	2 0 p. m.	10 30 a. m.		
Cork and - - - - }	4 0 p. m.	8 0 a. m.	} To and from, twice daily.	
Ballincollig - - - - }	7 0 a. m.	5 0 p. m.		
Derry and - - - - }	2 40 p. m.	10 12 a. m.	} To and from, twice daily.	
Buncrana - - - - }	8 0 a. m.	4 52 p. m.		
Derry and - - - - }	2 40 p. m.	10 0 a. m.	} To and from, twice daily.	
Dungiven - - - - }	6 45 a. m.	6 40 p. m.		
Derry and - - - - }	2 40 p. m.	10 0 a. m.	} To and from, twice daily.	
Moville - - - - }	7 0 a. m.	5 40 p. m.		
Derry and - - - - }	2 40 p. m.	11 45 a. m.	} To and from, twice daily.	
Newtown Limavady - - - - }	9 0 a. m.	5 35 p. m.		
Donegal and - - - - }	4 20 p. m.	10 0 a. m.	} To and from, twice daily.	
Killybegs - - - - }	6 50 a. m.	7 30 p. m.		
Drogheda and - - - - }	6 30 a. m.	6 30 p. m.	} To and from, once daily.	
Louth - - - - }	2 40 p. m.	10 0 a. m.		
Drogheda and - - - - }	5 0 p. m.	8 30 a. m.	} To and from, once daily.	
Navan - - - - }	6 0 a. m.	7 30 p. m.		
Dublin and - - - - }	8 0 a. m.	6 40 p. m.	} To and from, once daily.	
Drogheda - - - - }	2 0 p. m.	12 40 p. m.		
Dublin and - - - - }	8 0 a. m.	6 30 p. m.	} To and from, once daily.	
Howth - - - - }	5 0 p. m.	9 30 a. m.		
Dublin and - - - - }	8 0 a. m.	5 20 p. m.	} To and from, once daily.	
Celbridge - - - - }	3 45 p. m.	9 35 a. m.		
Dublin and - - - - }	8 0 a. m.	5 30 p. m.	} To and from, once daily.	
Enniskerry - - - - }	3 30 p. m.	10 0 a. m.		
Dundalk and - - - - }	8 30 a. m.	4 30 p. m.	} To and from, once daily.	
Carrickmacross - - - - }	2 0 p. m.	11 0 a. m.		
Dungannon and - - - - }	9 0 a. m.	6 0 p. m.	} To and from, once daily.	
Coleraine - - - - }	10 30 a. m.	4 30 p. m.		



MAIL CARS ON COMMON ROADS.	DEPART FROM.		ARRIVE AT.		NUMBER OF TIMES DAILY.
CONVEYANCES, NOT BEING MAIL COACHES— <i>continued.</i>					
	H.	M.	H.	M.	
Dungannon and Omagh - - - - }	9	15 a. m.	5	15 p. m.	To and from, once daily.
	12	0 noon.	2	45 p. m.	
Enniscorthy and Wexford - - - - }	8	0 a. m.	5	0 p. m.	
	3	0 p. m.	10	0 a. m.	
Ennis and Kilrush - - - - }	12	50 p. m.	2	25 p. m.	
	10	10 a. m.	5	5 p. m.	
Ennis and Miltown Malbay - - - - }	12	50 p. m.	12	5 p. m.	
	8	0 a. m.	4	55 p. m.	
Enniskillen and Pettigo - - - - }	9	30 a. m.	5	15 p. m.	
	2	15 p. m.	12	45 p. m.	
Enniskillen and Sligo - - - - }	9	20 a. m.	5	30 p. m.	
	12	20 p. m.	2	30 p. m.	
Eyrecourt and Portunna - - - - }	9	40 a. m.	5	10 p. m.	
	3	30 p. m.	11	20 a. m.	
Fermoy and Youghal - - - - }	5	40 a. m.	8	45 p. m.	
	4	45 p. m.	9	40 a. m.	
Galway and Clifden - - - - }	12	15 p. m.	3	0 p. m.	
	7	0 a. m.	8	15 p. m.	
Garvagh and Ballymoney - - - - }	3	45 p. m.	11	45 a. m.	
	10	0 a. m.	5	30 p. m.	
Glenbower and Piltown - - - - }	7	50 a. m.	7	20 p. m.	
	6	0 p. m.	9	10 a. m.	
Half-way House and Kinsale - - - - }	9	43 a. m.	1	35 p. m.	
	12	30 p. m.	10	38 a. m.	
Kilbeggan and Banagher - - - - }	5	0 a. m.	8	20 p. m.	
	4	0 p. m.	9	20 a. m.	
Kilkenny and Thurles - - - - }	6	0 a. m.	7	40 p. m.	
	2	30 p. m.	11	10 a. m.	
Killarney and Kenmare - - - - }	7	0 p. m.	8	42 a. m.	
	5	30 a. m.	10	12 p. m.	
Killarney and Tralee - - - - }	9	50 a. m.	6	15 p. m.	
	2	45 p. m.	12	37 p. m.	
Kilrush and Kilkee - - - - }	5	35 p. m.	9	45 a. m.	
	8	15 a. m.	7	5 p. m.	
Kilkenny and Ross - - - - }	5	37 a. m.	9	30 p. m.	
	5	30 p. m.	9	37 a. m.	
Kingstown and Newtown Mount Kennedy - - - - }	9	0 a. m.	6	0 p. m.	
	3	34 p. m.	11	36 a. m.	
Larne and Ballycastle - - - - }	12	35 p. m.	2	40 p. m.	
	7	0 a. m.	8	0 p. m.	
Letterkenny and Dunfanaghy - - - - }	3	30 p. m.	10	0 a. m.	
	6	0 a. m.	7	30 p. m.	
Letterkenny and Ramelton - - - - }	3	30 p. m.	12	0 noon	
	10	30 a. m.	5	0 p. m.	
Limerick and Tulla - - - - }	10	0 a. m.	5	30 p. m.	
	2	30 p. m.	1	0 p. m.	
Longford and Ballaghaderin - - - - }	5	40 a. m.	9	0 p. m.	
	4	0 p. m.	10	40 a. m.	
Loughbrickland and Portadown - - - - }	5	40 a. m.	8	30 p. m.	
	6	45 p. m.	7	25 a. m.	
Loughrea and Gort - - - - }	9	30 a. m.	6	15 p. m.	
	4	0 p. m.	11	45 a. m.	
Magherafelt and Portglenon - - - - }	12	30 p. m.	11	15 a. m.	
	9	30 a. m.	2	15 p. m.	
Malin and Quigley's Point - - - - }	6	0 a. m.	6	40 p. m.	
	4	15 p. m.	8	30 a. m.	
Mallow and Mitchelstown - - - - }	3	15 p. m.	7	40 a. m.	
	4	20 a. m.	6	35 p. m.	
Maryborough and Kilkenny - - - - }	6	0 a. m.	7	47 p. m.	
	2	30 p. m.	11	17 a. m.	

MAIL CARS ON COMMON ROADS.	DEPART FROM.	ARRIVE AT.	NUMBER OF TIMES DAILY.	
CONVEYANCES, NOT BEING MAIL COACHES— <i>continued.</i>				
	H. M.	H. M.		
Monaghan and Newry - - - - }	3 45 a. m. 4 0 p. m.	9 30 p. m. 9 15 a. m.	To and from, once daily.	
Mullingar and Athlone - - - - }	4 0 a. m. 2 0 p. m.	7 45 p. m. 9 45 a. m.		
Mullingar and Kilbeggan - - - - }	3 0 a. m. 8 40 p. m.	10 40 p. m. 5 0 a. m.		
Newry and Armagh - - - - }	4 0 p. m. 6 0 a. m.	9 0 a. m. 7 0 p. m.		
Newry and Belfast - - - - }	4 45 a. m. 1 10 p. m.	9 40 p. m. 1 15 p. m.		
Newry and Kilkeel - - - - }	4 45 a. m. 6 50 p. m.	9 50 p. m. 7 45 a. m.		
Omagh and Enniskillen - - - - }	10 20 a. m. 12 0 noon.	4 30 p. m. 3 0 p. m.		
Rathcormack and Killeagh - - - - }	6 20 a. m. 3 45 p. m.	7 30 p. m. 10 16 a. m.		
Rathkeale and Listowell - - - - }	12 30 p. m. 9 30 a. m.	3 0 p. m. 6 0 p. m.		
Roscrea and Portumna - - - - }	5 30 a. m. 3 30 p. m.	8 0 p. m. 10 0 a. m.		
Roscrea and Parsonstown - - - - }	5 45 a. m. 6 0 p. m.	7 51 p. m. 7 36 a. m.		
Ross and Fethard - - - - }	10 20 a. m. 1 25 p. m.	4 36 p. m. 1 21 p. m.		
Ross and Enniscorthy - - - - }	10 20 a. m. 1 48 p. m.	5 0 p. m. 1 32 p. m.		
Skibbereen, Skull, and Crookhaven - - - - }	3 40 p. m. 3 0 a. m.	8 0 a. m. 8 40 p. m.		To and from Skibbereen and Skull six days in the week, and to and from Skibbereen and Crook- haven three days.
Strabane and Castlederg - - - - }	4 0 p. m. 10 0 a. m.	12 0 noon. 6 0 p. m.		
Strabane and Letterkenny - - - - }	12 50 p. m. 12 30 p. m.	3 0 p. m. 3 16 p. m.		
Strabane and Stranorlar - - - - }	12 50 p. m. 1 15 p. m.	3 15 p. m. 2 50 p. m.		
Thurles and Killynaule - - - - }	8 42 a. m. 2 0 p. m.	3 48 p. m. 10 30 a. m.		
Tarbert and Tralee - - - - }	6 0 a. m. 3 0 p. m.	8 30 p. m. 11 30 a. m.		
Tralee and Ballyheigue - - - - }	6 20 p. m. 7 30 p. m.	9 18 a. m. 8 8 p. m.		
Tralee and Dingle - - - - }	6 20 p. m. 5 30 a. m.	9 30 a. m. 10 20 p. m.	To and from, once daily.	
Tralee and Caherciveen - - - - }	4 15 p. m. 2 15 p. m.	9 30 p. m. 11 45 p. m.		
Tuam and Dunmore - - - - }	11 25 a. m. 3 0 p. m.	4 27 p. m. 12 52 p. m.		
Tuam and Headford - - - - }	11 25 a. m. 2 32 p. m.	4 20 p. m. 1 13 p. m.		
Tullamore and Mountmellick - - - - }	6 15 a. m. 3 36 p. m.	6 0 p. m. 8 39 a. m.		
Waterford and Tramore - - - - }	9 30 a. m. 4 20 p. m.	5 30 p. m. 10 40 a. m.		
Westport and Castlebar - - - - }	7 31 a. m. 6 30 p. m.	8 14 p. m. 9 15 a. m.		

The Postmaster-general has not considered it necessary to resort to the expense of mail guards on these lines of road.

RETURN of the NUMBER of MAIL GUARDS appointed in *Great Britain and Ireland* in the Years ended 5 April 1837, 1838, 1839, 1840, and 1841.

1837.	1838.	1839.	1840.	1841.	TOTAL.
55	39	25	19	11	149

The appointment of Mail Guards rests with the Postmaster-general.

General Post-office, }  
21 June 1841. }

(signed) *Geo. Stow,*  
Surveyor and Superintendent of Mail Coaches.

W. L. MABERLY,  
Secretary.

MAIL GUARDS.

RETURN of the NUMBER, NAMES, and WAGES  
of MAIL GUARDS, employed by the Post-  
Office.

(*Mr. Wallace.*)

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*Ordered, by The House of Commons, to be Printed,  
22 June 1841.*

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431.

*Under 3 oz.*