

THE ROYAL POST-HORSE ROUTES OF HAMPSHIRE IN THE REIGN OF ELIZABETH I

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ABSTRACT

Although sixteenth century roads were poor, post horse travel and the delivery of letters 'by the post' could be remarkably rapid. Speed depended on plentiful numbers of horses available for hire at 'post stages' located at regular intervals along principal routes. Royal postmasters were periodically employed on Exchequer wages at the customary post stages of Hampshire to ensure the efficient, speedy and unhampered delivery of royal packets of letters and the unimpeded passage of gentlemen ordered to travel by post horse 'on her majesty's special affairs'. This article examines the circumstances which prompted the Privy Council to order the engagement of Hampshire postmasters, the stages at which they offered their services, and the daily wages they received. Though the original establishment of Elizabethan royal posts in Hampshire was closely linked to military considerations and political events outside England, especially in Ireland, Spain and France, by the end of Elizabeth's reign they were commercially successful in offering posting services to private citizens which encompassed the entire county.

INTRODUCTION

Good communications within the realm of Elizabeth I were fundamentally important not only in facilitating trade and economic interaction, but also in enabling the Queen and her Privy Council to exercise political control and to maintain national security. Though sixteenth-century commentators condemned the poor state of English roads, paradoxically it seems that urgent journeys and the despatch to distant destinations of important letters and messages could be undertaken with remarkable speed (Camden 1586; Fordham 1927; Armstrong 1948). This depended on a supply of fresh post horses available for hire in a succession of post-stage towns located at intervals of between ten and twenty miles along the key thoroughfares of the country. Indeed, from

the time of Henry VIII, Exchequer-paid royal postmasters known as 'standing posts' were engaged on daily wages at customary post stages on several of the country's most important routes (Walker 1938; Robinson 1948; Willcocks 1975). These local men were required to guarantee post horses for hire to courtiers riding on government business and to employ 'post-boys' to ride with royal packets of letters to the next post stage. In return postmasters were legally accorded a monopoly of all other commercial horse hiring at their particular stage (Brayshay 1991b). While the employment of a relay of men intimately acquainted with the roads between their own stage and the next helped to maximise the potential for the speedy delivery of royal correspondence, the assured availability at each stage of post horses for both royal and ordinary riders also opened the prospect of relatively rapid personal travel.

England's first royal standing post route ran from London to Dover and provided fast and reliable contacts with Calais and Europe. But there were soon comparable lines of post rooms on the roads to Berwick and to Holyhead (Brayshay 1991a). Elsewhere, however, until the late 1570s, royal standing posts were employed only temporarily as need arose. Thus, for example, when the Queen travelled on summer progress, posts were hired briefly in towns lying between her itinerant Court and London. The engagement in royal service of provincial postmasters and the payment of their wages was the responsibility of the Crown's 'Master General and Controller of the Posts'. Fortunately, from the mid-1560s, his accounts of expenditure on royal post routes have been preserved (PRO AO1/1950-3). These documents provide not only a crucial

and unique glimpse of all the royal itineraries, but also the names and wage costs of each provincial postmaster engaged by the sovereign at any particular time.

In Hampshire as elsewhere, before royal postmasters were engaged, Tudor travellers sought to hire post horses from innkeepers and livery stables at 'customary stages' en route. Writing in the 1570s, William Harrison reports that despite some exceptions facilities at customary stages on England's major thoroughfares were usually plentiful (Edelen 1968). Horse-hire charges varied between two pence and three pence per mile and all travellers were required by law to hire at least two mounts, the second one to be ridden by a guide who was paid a statutory fee of one groat (four pence). It was the guide's job to show the way, to take charge of the traveller's baggage and afterwards to return with the horses to the

home stage. Thus, in sixteenth-century Hampshire, to undertake the eighteen-mile journey by post horse from the well-known customary stage at Andover to that at Basingstoke would cost up to 9s. 4d. Travel by this means was clearly extremely expensive and beyond the resources of all but the wealthiest members of society. Ordinarily, therefore, most people travelled on foot, or occasionally with the waggons of a common carrier, at speeds of only a few miles a day (Crofts 1967; Chartres 1977). Royal messengers of the chamber, however, as well as important gentlemen riding on 'her majesty's special service', carried signed Privy Council warrants which obliged local mayors, constables or justices of the peace to hire horses on their behalf without undue delay and at half price (BL Lansdowne, 78/92-100). Thus official journeys could be undertaken quickly and relatively cheaply. Even so, when

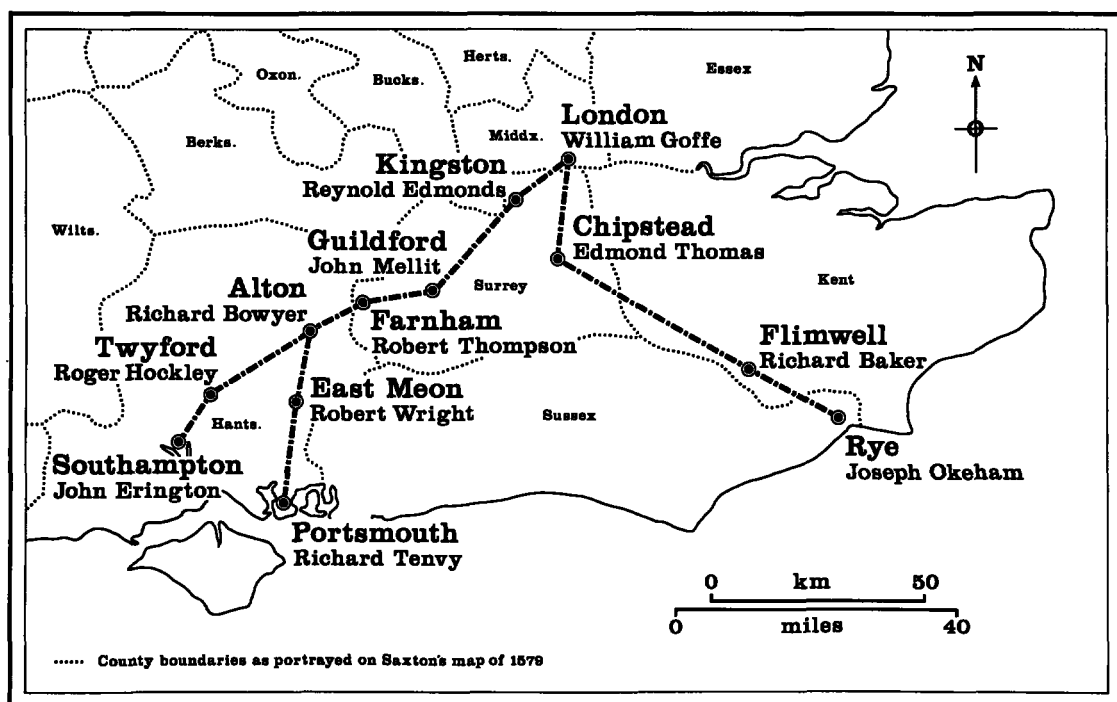


Fig 1. Exchequer-funded postmasters and the post routes towards the south coasts established to ensure reliable communications between England and France. The route to Rye was funded from September 1589, that to Portsmouth and Southampton in February 1593.

the flow of royal riders increased, either the supply of local horses ran out, or horse owners objected to the Queen's low level of payment and refused to make their animals available. Delays and disputes inevitably occurred. In these circumstances the Privy Council ordered the engagement of royal postmasters.

ROYAL POST STAGES IN HAMPSHIRE

William Harrison lists three customary Hampshire post stages located on the road between London and South-West England. These were at Hartfordbridge, Basingstoke and Andover. Richard Grafton's *Chronicles of England* indicate that there were other customary stages elsewhere in the county (Grafton 1569; Fordham 1924) but none were 'laid' with royal posts until 1579. That year a rebellion against English rule occurred in Ireland and the Privy Council resolved to establish better links between London and the ports of Devon to which intelligence from Waterford, Wexford and Cork was brought. A warrant was issued to Henry Killigrew, a messenger of the Queen's chamber, to enable him to hire horses at customary stages and to find men willing to serve as royal postmasters. In Hampshire he engaged Christopher Abraham of Hartfordbridge, John Hopkins of Basingstoke, and John Smith of Andover. All three received 20 pence per day to serve the Queen between 1 August and 10 November 1579 (PRO AO1/1950/2A). Because all packets of royal letters were then conveyed by the post-boys employed by these men, significant savings accrued to the Exchequer from the horse-hire charges of messengers whose services would otherwise have been required. In addition, because all those travelling on government business now found a supply of post horses available from the royal postmaster for hire at the Queen's special rate, her majesty's affairs were attended to with greater speed and efficiency.

Postmasters were obliged to record on the outer covering or 'parcel' in which each packet of letters was wrapped the time of its arrival at

their stage and to ensure its despatch within fifteen minutes. Post-boys were then required to travel at average speeds of not less than six miles per hour during the summer, and four miles per hour in winter (BL Stowe, I/100; PRO SP12/41/71). Thus letters sent to the Privy Council from Ireland via the ports of South-West England at any time between August and November 1579 would have been carried across Hampshire between the stages at Andover and Hartfordbridge via Basingstoke in less than five hours. And if, say, John Smith of Andover had received a royal packet at 11.00 am, it would have been expected in the post room of London, 57 miles away, before 10.00 pm on the same day. But the emergency in Ireland was brief and thereafter neither the volume of government correspondence, nor the number of royal riders directed to and from the South West justified the continuance of daily wages to the Hampshire posts who were all 'discharged' and consequently disappear from the accounts of the Queen's Master of the Posts for sixteen years.

Notwithstanding the acknowledged strategic importance and vulnerability of Portsmouth, Southampton and the Solent, there were no royal postmasters in Hampshire in receipt of daily wages from the Exchequer in 1588, the year of the Spanish Armada. During the crisis all urgent letters were carried as usual by messengers of the Queen's chamber. Although these messengers could invoke the terms of their Privy Council placards and oblige mayors to find post horses on their behalf at half price, such official couriers were in effect competing with all other travellers for whatever mounts happened to be available. As early as March 1587, anticipating delays to royal riders and royal packets in the event of a Spanish attack, Sir Francis Walsingham issued instructions that extra horses should be placed on stand-by for the use of all those riding along the 'sea coasts in her majesty's special service' and we may deduce that these orders were obeyed in the customary stages of Hampshire (PRO AO1/1950/4).

EMERGENCY ROYAL POST STAGES TO THE SOUTH COASTS

Less than a year after the defeat of the Spanish Armada another emergency occurred which prompted the Privy Council this time to consider seriously the engagement of royal postmasters between London and the south coast. On 2 August 1589 a fanatical Dominican friar named Jacques Clement assassinated King Henry III of France (Grant 1931). This regicide presented a potential threat to English security. While Elizabeth supported the claims to the French throne of Henry of Navarre, because he was a hugenot sympathiser, she risked provoking further aggression by catholic Spain (Bindoff 1950). Intelligence-gathering on the Continent became critical and the rapid conveyance of that intelligence from coastal ports to the Court in London meant the immediate establishment of a royal post route.

Although customary post stages between London and Portsmouth and between London and Southampton were used in the sixteenth century by ordinary travellers, rather surprisingly, following receipt of the news of the murder of Henry III, the Privy Council chose not to engage royal posts towards the Solent, but instead selected the route to Rye in Sussex (PRO AO1/1950/6). While the Rye road, via Chipstead and Flimwell, was another well-known itinerary from London to the south coast, the volume of shipping was far greater in the Hampshire ports. However, an explanation of the Privy Council's choice appears to be that news of the royal death may have first reached England via the port of Rye. A ship carrying the information had crossed from Boulogne and thereafter a stream of news from France arrived at Court by this route. The accounts of the Master of the Queen's Posts indicate that royal postmasters were engaged in London, Chipstead, Flimwell and Rye for 197 days between 15 September 1589 and 31 March 1590 (Fig 1):

Extraordinary posts laid between London and Rye for the more speedy advertisement of the

affairs of France upon the slaughter of the late French king . . . and for the conveyance of sundry packets of letters concerning her majesty's affairs sent from places beyond the seas.

London's postmaster, William Goffe, received extra wages amounting to 12 pence per day during this period 'for service done by him in carriage of her majesty's packets from London to Chipstead'. The men engaged at Chipstead and Flimwell each received a daily wage of 30 pence while John Okeman, the postmaster in Rye, received 20 pence. These differences in pay in part reflected variations in the length and difficulty of the stages between particular post towns (PRO AO1/1953/27). But Okeman was also responsible for the arrangement of shipping for outward-bound correspondence as well as the payment of ships' captains arriving with inward-bound royal packets.

Despite the early focus on Rye, developments in France quickly shifted attention to Portsmouth and Southampton. Elizabeth shipped men, money and munitions from the Solent to support the cause of Henry of Navarre who was fighting rebels in Normandy. But the Queen's action provoked Henry's enemies in the Catholic League to appeal for help to Philip of Spain who promptly declared himself to be the 'Protector of the Crown of France'. Messengers authorised by Privy Council placards travelled between Elizabeth's Court and the English army in Normandy via Portsmouth and the customary stages of Hampshire and Surrey, but when Brittany came under threat of Spanish attack, the need for paid royal postmasters responsible for ordered and reliable communications to the Hampshire coast became acute.

After the Spanish captured the ports of Brest and St Malo in 1591 and threatened English shipping in the Channel, another 3,000 soldiers commanded by Sir John Norreys departed from Portsmouth to guard the rest of the coast of Brittany. Three months later the Earl of Essex was despatched with 3,600 troops to ensure that Dieppe remained secure from Spanish control. By now vessels entering and leaving the Solent were crucial to English

intelligence-gathering in an area of France extending from Finistere to the Somme. Mayors and other borough officials in the customary post-stage towns came under great pressure to ensure that all messengers and other authorised royal riders were 'furnished' immediately with 'able and sufficient' post horses and delays and confusion undoubtedly occurred. Elizabeth's military expeditions both failed and the increasing menace of a Spanish presence in north west France finally prompted the Privy Council for the first time to order the engagement of royal postmasters between London, Portsmouth and Southampton in February 1592/3 (PRO AO1/1951/8). The accounts of the Master of the Queen's Posts record the details:

Allowed to the said Accountant for the money by him paid to sundry other extraordinary posts laid between Hampton Court and Portsmouth and Southampton for the more speedier advertisements of the occurrences from the parts of Normandy and Britanny, from the French king, and for divers other causes concerning her highness's special affairs.

For fifty-three days new royal postmasters in Southampton, Portsmouth, Twyford (near Winchester), East Meon and Alton in Hampshire each received Treasury wages in return for conveying the Queen's packets and providing supplies of post horses to authorised riders travelling to and from London via Farnham, Guildford and Kingston (Fig 2). Depending on the exact length of the stages, these temporary employees of the Crown were paid between 16 and 30 pence per day (Table I).

As elsewhere, the royal postmasters in Hampshire were contracted to maintain at all times at least six horses in their stables, two for their post-boys and another four for 'goers and comers'. Post-boys were to be equipped with cotton- or baize-lined leather bags for carrying official packets and a horn to be sounded on entering and leaving intervening villages, or when other travellers were encountered 'by the way' (PRO SP12/41/72; SP12/96/193). John Erington in Southampton

and Richard Tenvy in Portsmouth were both required to make shipping arrangements for packets destined for France, and it was to their post rooms that all inward-bound correspondence was brought. When the Hampshire postmasters were discharged on 25 March 1593, the total cost of the route in wages to Elizabeth's Treasury had been a little over £38. But although the royal appointment was withdrawn, the same postmasters as those named in Table I not only continued to forward official correspondence in return for payments calculated by the packet, but also retained local prestige as the most prominent livery stable at each stage. Indeed, as the position of Henry IV of France deteriorated in 1595 and the flow to the south coast of both royal riders and government correspondence again increased, wages for some postmasters were reinstated. Thus, while the branch route to Southampton via Twyford was not re-established, on 25 July 1595 the Privy Council instructed the Master of the Queen's Posts to re-hire postmasters to Portsmouth (PRO AO1/1951/9; BL Royal 18, DIII). By 1 August he had carried out the Council's orders:

Ordinary posts [were] laid between London and Portsmouth heretofore accustomed to be paid by the packet and now reduced to a certain rate by the day.

In 1596 an English fleet attacked Cadiz in retaliation against the Spanish invasion of Calais. King Philip's response was to assemble another Armada against England which sailed in 1597 only to be driven back by storms (Black 1987). But once again the royal postmasters of southern England played a key role in conveying intelligence about events abroad. In the autumn of 1596 payments were authorised to Thomas Mills, secretary to the Master of the Queen's Posts (PRO AO1/1951/10),

for the charges of himself and two of his servants with horse hire and other expenses, being specially employed by commandment of the

Table 1: Royal Post Routes from London to Southampton and Portsmouth, 1 February 1593–25 March 1593

Stages	Distance in miles	Postmaster	Daily Wage in pence	Total £ s. d.
Kingston to Guildford	20	Reynold Edmonds	24	5 6 0
Guildford to Farnham	10	John Mellit	30	6 12 6
Farnham to Alton	8	Robert Thompson	20	4 8 4
Alton to Twyford and Alton to East Meon	21 10	Richard Bowyer	24	5 6 0
Twyford to Southampton	10	Roger Hockley	24	5 6 0
East Meon to Portsmouth	12	Robert Wright	20	4 8 4
Portsmouth	–	Richard Tenvy	18	3 19 6
Southampton	–	John Erington	16	3 10 8
				Total: 38 14 4

Sources: PRO AO1/1591/9–14; AO1/1592/15, 16.

Queen's majesty and the late Lord Treasurer's as a commissioner at the return of the fleet from Cadiz, riding along the sea coasts from Portsmouth to Plymouth and from thence back again into Kent.

While the Queen's Post Master's accounts do not disclose the itinerary followed by Mills and his servants, other evidence suggests that his journey took him to the customary post stages of Southampton and Lymington in Hampshire and to Poole in Dorset (Grafton 1596). The need to maintain reliable communications between London and Portsmouth ensured that royal postmasters at the Hampshire stages of Alton, East Meon and Portsmouth were retained continuously on Treasury wages for the remainder of Queen Elizabeth's reign. Moreover, as a response to renewed rebellion in Ireland, the royal route between London and South-West England was re-engaged on 1 August 1595 and postmasters in the Hampshire stages at Hartfordbridge, Basingstoke and Andover served the Queen until 1603

(PRO AO1/1591/9–12) (Fig 3). It is therefore possible to monitor the succession of men holding office at each stage as well as changes in their wages. A complete list of those serving at each Hampshire stage is given in the appendix. Some postmasters, most notably Robert Wright at East Meon, served the Exchequer over remarkably long periods of time. There is evidence elsewhere that outside London the office of royal postmaster often passed from father to son or nephew, and this also occurred in Hampshire (Walker 1938).

Prior to the accession of James I, several royal post routes were rationalised and others were discharged. Thus a decision was taken by the Privy Council in January 1603 to amalgamate part of the route between London and Portsmouth with that between London and Plymouth. The postmasters at the Surrey stages of Kingston, Guildford and Farnham were discharged and the Portsmouth packets were henceforward carried via Staines to Hartfordbridge, and then south via Alton and East

John Cumington Southampton

Fig 2. Extract from the Accounts of the Master of the Queen's Posts, 1 February 1592/3–25 March 1593, showing the addition of a route to Portsmouth and Southampton (PRO AO1/1951/8). *Reproduced by courtesy of the Controller of HM Stationery Office.*

Meon. To take account of his extra duties in handling royal packets bound for the Hampshire coast, as well as those directed towards Plymouth, the wages of Henry Davies at Hartfordbridge were increased from 20 pence per day to two shillings (PRO AO1/1951/12-13). These arrangements remained unchanged until 1611 when all the postmasters towards both Portsmouth and Plymouth were discharged. Indeed, no further Treasury wages were paid until October 1620 when Henry Davies at Hartfordbridge, Anthony Spytte at Basingstoke, and John Tarrant at Andover were appointed to serve on the route re-laid from London to the South West. And, in June 1626, posts at the stages on the branch route to Portsmouth were also finally re-engaged. Randall Church was employed at Alton, John Loveing at East Meon, and William Brooke at Portsmouth. A new terminus stage at Alvestoke was added where the post-room was placed in the care of Richard Church.

Exchequer funding appears to have continued thereafter until the late 1630s, but the payment of postmasters' wages became increasingly erratic during the period of office of Charles, Lord Stanhope as the Master of the King's Posts between 1618 and 1637 (PRO AO1/1953/26-8). Following his death an attempt was made to settle some of the arrears owed to local postmasters, including those in Hampshire, but in many cases debts were still unpaid when the civil war began in August 1642. Thus, for example, when Margery Davis received £250 from the Exchequer on 29 September 1637, the Accounts record that this sum represented only part of the wage arrears due to her late husband, the postmaster of Hartfordbridge. He had received no pay for almost three and a half years and only the income he derived from private customers enabled him to continue to serve as the royal postmaster. But this underlines the fact that, by the early seventeenth century, the posting system was already commercially successful and able to stand without government support.

CONCLUSION

By the end of the Elizabethan period, the six Hampshire royal stages of Hartfordbridge, Basingstoke, Andover, Alton, East Meon and Portsmouth were well-established as the principal nodes of road communications in the County. In addition, the customary stages at Twyford (Winchester) and Southampton are known to have been in regular use by travellers in south-west Hampshire. Since the 1590s it had also been common for postmasters engaged by the Exchequer to offer the services of their post-boys and of 'foot-men' as carriers of the letters of private individuals. Costs were calculated by distance and varied from one penny to two pence per mile. Thus private packets sent from Portsmouth to London might cost the sender as much as twelve shillings in carriage charges, while between Andover and London the cost would be 9s. 6d. Such sums were beyond the resources of the majority, yet demand for the service from merchants and gentlemen appears to have increased and ultimately the revenues thereby derived were more significant than those secured through the hire of post horses to travellers. Early in the reign of James I, royal postmasters were required to carry the King's packets to destinations located within a twenty-mile radius of the principal post stages. Similar services were also offered to private customers (HMC 73). Thus, if the customary stages of Southampton and Twyford are included together with the network of Exchequer-funded royal stages, scarcely any location in Hampshire lay beyond the reach of the post rooms established on the County's principal thoroughfares.

A small number of letters sent across Hampshire in the 1590s and early 1600s, which still bear the endorsements inscribed by royal postmasters to chronicle their progress as they were carried from one post stage to the next, have survived amongst the Cecil Papers at Hatfield House. Times of arrival recorded by the Hampshire posts indicate that the speed of carriage depended not only on the urgency of a particular letter, but also whether it was des-



To the right Lgo.
 Sir Robert Cecil
 Knight of the Bath
 Secretary unto the
 late King of Scots

At 18th of August
 Farnham at 9th
 clock in the afternoon

Left left left
 left with diligence
 for the next day

Portsmouth 19 August
 at 4 in the afternoon

Left at 12 o'clock at 8 in
 afternoon at 8 o'clock
 Farnham 18th of August

Fig 4. Postal endorsements on a letter from Sir Hamden Poulet to Sir Robert Cecil, dated 18 August 1597. The arrival of the letter in the post-rooms of Portsmouth (4.00 pm), East Meon (7.00 pm), Alton (8.30 pm) and Farnham (9.00 pm) is recorded (Hatfield House CP/54.65). Reproduced by courtesy of The Marquess of Salisbury.

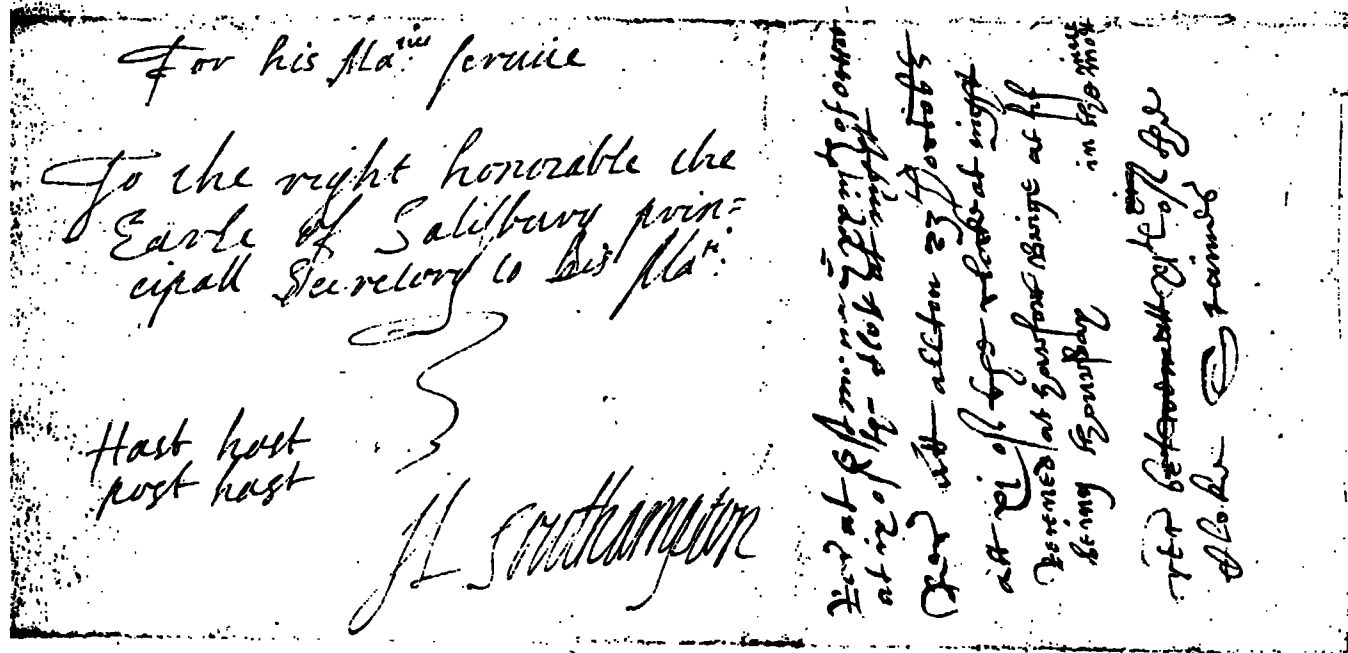


Fig 5. Postal endorsements on a letter from the Earl of Southampton to the Earl of Salisbury, dated 23 October 1605. The letter was carried from Titchfield to Staines in fourteen hours (Hatfield House CP/112.130). Reproduced by courtesy of The Marquess of Salisbury.

patched during the day, or at night. Correspondence carried in the hours of darkness inevitably took longer. Thus, for example, a letter sent by Sir Hamden Poulet to Sir Robert Cecil from Portsmouth on 18 August 1597 at 4.00 pm, arrived in Farnham in only five hours (Fig 4) (Hatfield House, CP/54.65). But another of Sir Hamden's letters despatched to Cecil from the village of Nether Wallop at 8.00 pm on 18 September 1602, did not arrive in Andover until 2.00 am, and a further nine hours had elapsed before it was received at Hartfordbridge (Hatfield House CP/88.52). Wallop was not, of course, a regular stage and Sir Hamden's servant may either have taken the letter on foot to the postmaster of Andover, or simply waited at the side of the main road until the Salisbury post-boy rode by and then handed the letter to him. In any case, any letter despatched after 7.00 pm in the months of autumn or winter was generally carried relatively slowly. Thus a message sent from Titchfield by the Earl of Southampton in October 1605 arrived at the royal stage of East Meon at 9.00 pm. While it was thereafter carried overnight to Alton and Hartfordbridge, the journey took eight hours and the letter was not finally received in Staines until 11 o'clock the following morning (Fig 5) (Hatfield House CP/112.130).

Notwithstanding the variability in the time required for letters to reach their destination, it appears that the carriage of official and important letters by means of the standing post system was remarkably reliable and effective and messages were frequently passed from one end of Hampshire to another in a matter of only a few hours. Indeed, in 1629, the

royal postmasters on the road between London and the South West, including those in Hampshire at Andover, Basingstoke and Hartfordbridge, were the first in England to seek permission from the Privy Council to establish a regular fixed-price weekly letter-carrying service available both for government packets and for the letters of private customers thereby pioneering the principles of Britain's modern Royal Mail postal service (Robinson 1948; Brayshay 1991b).

The original establishment in the sixteenth century of royal posting facilities, both for travel on horse-back and the conveyance of letters, at the post stages of Hampshire owed much to national security considerations and to political events occurring outside England. While the ordinances laid down to regulate the operation of Exchequer-paid postmasters were designed expressly to serve the purposes of the Sovereign and the Privy Council, the system they created increasingly stimulated a demand from private customers. By the seventeenth century the availability of facilities for personal travel by post horse and the 'posting' of letters at well-established stages were taken for granted and, of the southern counties, Hampshire had acquired perhaps the most comprehensive spatial coverage.

ACKNOWLEDGEMENTS

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Appendix Late Sixteenth and Early Seventeenth Century Royal Postmasters of Hampshire

Post Stages	Postmaster	Dates of Office	Daily Wage (pence)
Hartfordbridge	Christopher Abraham	1 Aug 1579–30 Nov 1579	20
	Gilbert Lippescombe	1 Aug 1595–31 March 1599	20
	Henry Davies	1 April 1599–31 March 1611	20
			(24) ¹
	Gilbert Davies	27 Oct 1620–24 March 1628 25 March 1628–29 Sept 1637	20
Basingstoke	John Hopkins	1 Aug 1579–30 Nov 1579	20
	George Yate	1 Aug 1595–30 Sep 1601	24
	Richard Dean	1 Oct 1601–31 March 1611	24
	Anthony Spyttle	27 Oct 1620–n.k.	(20)
Andover	John Smith	1 Aug 1579–30 Nov 1579	20
	Robert West	1 Aug 1595–31 March 1611	24
			(20)
	John Tarrant Ralph Jackson	27 Oct 1620–13 Jan 1626 13 Jan 1626–1 Dec 1632	20 20
Alton	Richard Bowyer	1 Feb 1593–25 March 1593	24
	John Carter	1 Aug 1595–31 March 1599	24
	George Kemp	1 April 1599–31 March 1611	24
	Randall Church	25 June 1626–31 May 1632	30
East Meon	Robert Wright	1 Feb 1593–31 March 1611	20
	John Loveing	25 June 1626–29 Sept 1637	30
Portsmouth	Richard Tenvy	1 Feb 1593–25 March 1593	18
	Mark James	1 Aug 1595–31 March 1605	18
	John Robinson	1 April 1605–31 March 1611	18
	William Brooke	25 June 1626–29 Sept 1637	30
Twyford	Roger Hockley	1 Feb 1593–25 March 1593	24
Southampton	John Erington	1 Feb 1593–25 March 1593	16
Alvestock	Richard Church	25 June 1626 – n.k.	36

Sources: PRO AO1/1950/3; AO1/1951/8–14; AO1/1952/15.

Notes: 1 Wages in () show changes after reorganisation on 1 Jan. 1603.

2 n.k. indicates that there is no evidence of when the appointment ended.

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