

ART. XVI.—*The turnpike roads of North Lonsdale.* By
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OF the hundreds of turnpike trusts formed in England, which were designed to improve the deplorable road-system, only two entered North Lonsdale, namely the *Kirkby Kendall to Kirkby Ireleth Trust* and the *Ulverstone to Carnforth Trust*. The road made by the former had little direct influence upon the Cartmel peninsula, but the latter affected both that district and Furness. As information regarding both these roads is scanty, some connected history of them may be welcome; and as few surviving records are known, it is hoped that this paper may result in the discovery of others (perhaps privately held) whose owners are unaware of their historical interest.

I. THE KIRKBY KENDALL TO KIRKBY IRELETH TRUST.

From quite early times, well-used local tracks appear to have existed in the Furness district.¹ It is likely that the monks were responsible for a regular system, leading to their market-town of Dalton and to Furness Abbey itself; after the Dissolution, and when Dalton was superseded by Ulverston, little adjustment was necessary to make that town the principal centre for the roads of the area. Broughton and Hawkshead, the other trading settlements of importance, had reasonably satisfactory links with their neighbourhoods. As W. G. Collingwood pointed out,² the old maps marked all roads with a double

¹ F. Barnes, *History of Barrow and District*, 14 and 88 f.; A. P. Brydson, *Two Lakeland Townships*, 54 and 148 f.; H. S. Cowper, *History of Hawkshead*, *passim*.

² *Lake District History*, 161.

line, even when they were only footways, but it would appear from William Brasier's Survey of 1745³ that, although some of the tracks may have been unsuitable for vehicles, the road communications within Furness were fairly complete in the 18th century, and perhaps compared favourably with those of many more populous and less remote districts.

Externally, however, the reverse is true. To journey far afield it was necessary to reach Lancaster for the south and Kendal for the north. The only direct route to and from Lancaster was "oversands",⁴ while no connecting north road existed at all, beyond a pack-horse track between Kendal and Ulverston, not more than five or six feet wide in its ancient state.⁵ From Kendal the route was past Bradleyfield, across Underbarrow Scar (reaching 562 ft. above sea level), crossing Underbarrow Pool near Griggshall, so by Crosthwaite Green and over the river Gilpin to Bowland Bridge, where Lancashire was entered. After reaching 747 ft. near Gummer's How, the track dropped to Fell Foot where it divided, one branch crossing the fords at the foot of Windermere, going to Furness Fells,⁶ the other continuing over Newby Bridge to Bouth and Penny Bridge. Although evidence is slight, it seems likely that the route then was via Smithy Green, Toppin Rays, Bowstead Gates and Mansriggs, entering Ulverston by Soutergate. A gang of five pack-horses between the two towns used this route weekly.⁷

The track was impassable for vehicles,⁸ and by the middle of the 18th century it was insufficient to meet requirements; an Act to create a turnpike trust was there-

³ The map was included in the original edition of West's *Antiquities of Furness*, published in 1774.

⁴ Much has been written about this, "the strangest main road in England"; particulars will be found in CW1 vii 1 ff., CW2 xlvi 92 f., *Trans. Hist. Soc. Lancs. & Cheshire* 87 (1935) 1-21, T. Pape, *The Sands of Morecambe Bay, &c.*

⁵ J. F. Curwen, *Records of Kendal* iii 17 (quoting William Pearson, *Letters, Papers, and Journals*, part ii, 73).

⁶ Stockdale, *Annals of Cartmel* 524 ff.

⁷ N. & B., i 66.

⁸ CW1 vii 4.

fore obtained in 1763 (3 Geo. iii, c. 33).⁹ The preamble having stated that

“Whereas the road leading from Kirkby Kendall through Crosthwaite and over Bowland Bridge in the county of Westmoreland and from there over Cartmel Fell to Newby Bridge and from thence over Elingharth Brow to the market town of Booth, and over Pennybridge by Greenodd, a small seaport, and from thence on the east side of Arrad to Ulverstone, and from thence through Lindal by Titup to Kirkby Ireleth in the County Palatine of Lancashire, is in a ruinous condition and, in several parts, narrow and incommodious and the same cannot be effectually repaired widened and rendered commodious by the present methods provided by law . . .”

it was enacted that trustees be appointed to repair the road by means of monies raised on the security of the tolls they were authorised to charge. The original trustees nominated were:—

The Right Honourable James Smith Stanley commonly called Lord Strange; The Rt. Hon. George Cavendish commonly called Lord George Cavendish; The Rt. Hon. Archibald Hamilton commonly called Lord Archibald Hamilton; Sir James Lowther; Sir John Pennington; Sir William Meredith; Sir Hedworth Williamson—Baronets. Sir George Warren, Knight of the Bath; the Hon. Thomas Howard; the Hon. Constantine Phipps; the Hon. Edward Clifford; James Shuttleworth; Francis Reynolds; Nicholas Fazakerley—Esquires. Sir Ellis Cunliffe, Knight. Simon Luttrell; Asheton Curzon; Nathaniel Lister; Peter Legh; Randle Wilbraham; Edmund Starkie; Philip Honeywood; John Stanwix; Henry Curwen; John Upton; Robert Lowther; Thomas Braddyll; William Blencowe; William Bradshaw; Allen Chambre; Thomas Wilson Fenwicke; John Gale; Robert Gibson; Pierre Grove; Hugh Holme;—Kirby; Michael Knott; William Marton; Bacon Morrit; James Machell; John Machell; Jacob Morland; William Myers; William Penny; Charles Strickland; Myles Sandys; Myles Sandys Junior; Thomas Saul; John Gilpin Sawrey; Christopher Wilson; Edward Wilson; Roger Wilson; George Wilson; Edward Wilson; John White — Esquires. Edmund Atkinson; John Cowperson;—Fell; Roger Baldwin; Reginald Braithwaite; Thomas Forrest; Richard Hewet; Edward Jackson;

⁹ Only the engrossed copy of the Act is known to have survived; it is preserved at the House of Lords Record Office, and I am greatly indebted both to the Clerk of the Records for facilities to examine it there, and to Miss B. Leigh who extracted the relevant information.

Oliver Marton; Thomas Symonds; Richard Scales; Daniel Wilson; John Walker; William Walker;—Simpson—Clerks.—Atkinson, M.D.;—Bracken, M.D.;—Christopherson, M.D.;—Heys, M.D.; Anthony Askew, M.D.; The Mayor and Aldermen of Lancaster for the Time being; The Mayor and Aldermen of Kendal for the Time being. — Benson;—Dodson;—Fisher;—Harrison;—Postlethwaite;—Robinson;—Taylor; Robert Taylor;—Atkinson; Mercer Thomas Atkinson;—Atkinson; Thomas Atkinson; Myles Barber; Matthew Bell; John Benson;—Braithwaite; John Backhouse; James Birket; John Benson;—Commings;—Commings Junior; James Copeland; William Crosfield; William Denny;—Dowker; James Fell; William Ford;—Fletcher;—Foxcroft;—Gillison;—Gough;—Hobbarsty; John Jackson; Henry Kendal; Samuel Kilner; Robert Lawson; William Linden; Thomas Latham; John Miller; Thomas Machell; Thomas Michaelson;—Pedder; George Preston; James Postlethwaite; Richard Postlethwaite;—Remington; Abraham Rawlinson; Hutton Rawlinson; Isaac Rawlinson;—Ritson; James Redhead; Thomas Rigge; William Rigge;—Richardson, Holker; Thomas Saul; John Scales; Joseph Symson; John Schult; Anthony Strickland; Nicholas Thompson; Roger Taylor; William Taylor; Bryan Wilson; Thomas Wilson; Christopher Wilson; James Wilson; William Wilson; John Wakefield; Henry Williamson, Gentlemen.

The first meeting of the trustees was to be held at the house of Thomas Statham, the sign of the Talbot in Ulverstone, on the Thursday six weeks after the passing of the Act, and thereafter when and where the trustees arranged. No person was qualified to act as a trustee unless, in his own or his wife's right, he was in receipt of rents and profits from real estate of a clear yearly value of £100, or was heir apparent of a person owning such estate to the yearly value of £200. (Under the 1820 Act the £200 was reduced to £150, and possession of real and personal estate together of a value of £4,000 also qualified.) Persons holding a place of profit under the trustees, licensed victuallers, public-house keepers, farmers, and lessees of the tolls were all disqualified, under a penalty of £50. Except for business connected with leasing the tolls, or appointment of a collector (when the presence of seven was required), five trustees formed a quorum. (The 1820 Act further permitted them to elect,

at any of their meetings, any number of persons not exceeding ten, to be additional trustees.) These general clauses indicate how strong were Boards of Turnpike Trustees, being confined to the upper classes, largely able to constitute themselves as they pleased, and answerable to nobody.

The original tolls were:—

For every horse, mare, gelding, mule, ass or other beast drawing any carriage, the Sum of two pence;

For every horse, mare, gelding, mule, ass or other beast of burden laden or unladen and not drawing, the Sum of one penny;

For every Drove of Oxen, Cows, or Neat Cattle the Sum of ten pence per Score, and so in proportion for any less in number; and for every Drove of Calves, Hogs, Sheep, or Lambs the Sum of five pence per Score and so in proportion for any less number;

For every horse or beast of burden passing in connection with the transport of peat, or drawing a vehicle so engaged, not more than one halfpenny was to be paid, and the same applied (for the first three years) to vehicles with rims at least five inches broad. Beasts and vehicles passing in connection with the transport of (a) milk, (b) charcoal from Newland Furnace to Nebthwaite (*Nibthwaite*) Forge, (c) iron ore to Coneyside (*Conishead*) Bank, and (d) certain implements and materials of husbandry or for road repair were exempt from toll. Only one toll was to be charged per day (midnight to midnight) in cases of passing and repassing at the same gate, and toll was to be paid at only one gate between Kirkby Ireleth and Bowland Bridge. A curious and optimistic clause empowered seven or more of the trustees, by consent of persons who had advanced two-thirds of the total monies borrowed on the credit of the tolls, to lessen the scale of charges as, and for such time as, they thought proper. No gate or turnpike was to be erected between Kendal and Underbarrow Scar or within two and a half miles of Ulverston on the road to Kendal. The provisions, exemptions, &c., laid down by the current General Turnpike Acts were included, of course, both in this and the later Acts.

H. S. Cowper suggested that the turnpike route was deflected to pass through Bouth, indicating that it had become the most important trading place in the parish of Colton.¹⁰ This may be correct, although a field study

¹⁰ *Op. cit.*, 57 f., 60.

of the topography shows that, by doing so, the road was given a good foundation on a slaty rock formation and avoided the lowest-lying land, inclined to be wet and marshy. If the trade at Bouth was already of importance in the immediate locality, any deviation of the route might well have been made while it was still a pack-horse way, and as no sign of an abandoned track is known, it seems equally possible that the turnpike followed the older line without variation. Certainly the wording of the Act suggests that Bouth was included already.

It will be noted, however, that the probable pack-horse way was abandoned at Penny Bridge, where it met the Torver road, and a more direct route was taken through Greenodd to Ulverston, entering the town by Rattan Row and the Ellers.

As its title indicates, the turnpike road, leaving Ulverston by Daltongate, was continued across Low Furness.¹¹ This suggests, among other things, that a better road for the transport of the product of the iron-ore mines was desirable, and that the mine-owners were able to exercise some influence. The route was also a recognised way for horse-riders, by Millom Sands to Whitehaven.¹² The turnpike road ended at the bottom of Ireleth Hill, opposite a small farm,¹³ from whence Ireleth Lane led on to Millom Sands and Cumberland. This was the way used by John Wesley a few years before the road was turnpiked.¹⁴

In one respect the trustees were fortunate, for they had little expense for bridge maintenance, in spite of the

¹¹ *The History and Antiquities of Furness*, by William Fell, Schoolboy, aged 11, ed. Ayre, gives an interesting and amusing description of the turnpike to Lindal in 1777 (quoted by F. Barnes, *op. cit.*, 88 f.).

¹² William Fell, *op. cit.*, &c.

¹³ A point near Askam railway station was the probable termination. "Furness Railway. Plan and Section of an Intended Railway . . . Walker and Burges. 1843" (Barrow Public Library, W. B. Kendall papers) shows that it would be necessary to raise the turnpike road by 3 ft. in order to form a level crossing. As it was stated in 1953 that the road ended at Kirkby Sand-side (Kirkby railway station), it must be stressed that the Kirkby Ireleth of the Act was Ireleth in Above Town division of Dalton-in-Furness (often so termed formerly), and not the ancient parish three miles to the north now known as Kirkby Ireleth. Cf. also CW2 xlvi 146 n.

¹⁴ CW2 xlvi 185 and lii 108; CW1 xv 132.

number of streams and rivers crossing their road, all of importance in Westmorland being maintained by the county, and in Lancashire out of the Hundred rates.¹⁵ In accordance with the provisions of the General Turnpike Acts, the trustees were required to measure and mark the miles. The original milestones were simply carved with numbers in arabic figures, indicating the mileage from Kendal. Seven of these interesting relics have survived, all in Lancashire, as follows:—

12, about half a mile west from Newby Bridge.

13, at the corner of the road to Rusland, about 150 yds. north of Hill Top.

14, at Causeway End, near Hollow Oak, Haverthwaite.

15, in Bouth, near Wear Bridge.

17, at Bridge End Farm, Penny Bridge.

19, 400 yds. south of Arrad Foot; a later bench-mark has been cut between the figures.

20, about a quarter of a mile on the Ulverston side of Newland Bridge; this may have been moved from its original position when modern road-widening took place. The numerals, although weathered, are decipherable; this stone also bears a bench-mark.

Four similar but later stones are inscribed with the letter K above the mileage figures. These mark the 8th, 9th, 10th and 11th miles from Kendal; they were removed during the recent war and cleaned before replacement, which accounts for their present appearance. The Surveyor's Department of the Lancashire County Council possesses no record as to when these were erected, and it can only be stated that the 1892 edition of the Ordnance Survey 6-in. map proves them to have existed then—but they may be, and probably are, much older. A larger boulder in the hedge, near Colton Beck Cottage, marks the 16th mile, and a triangular milestone of different type stands opposite Ireleth church. All were set on the right-hand side of the road from Kendal.

Tolls were collected at four gates¹⁶:—

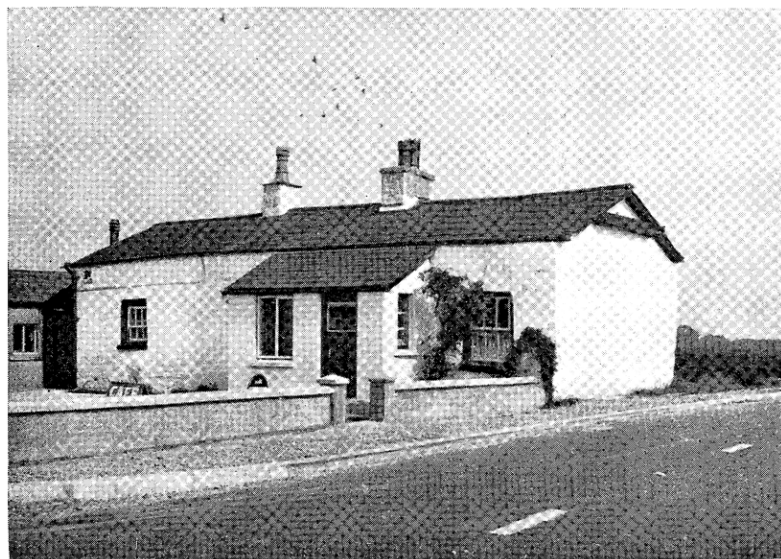
¹⁵ CWI xv 123-130; John Webster's *Survey of the Bridges on the North Side of the Sands, 1777*.

¹⁶ *Soulby's Ulverston Advertiser* of 24 October 1850 reported that at Bouth Back End Fair "nearly all the gates between Bouth toll gate and Haverthwaite were taken off their hinges in the true spirit of mischief." This was a temporary bar put up on the road leading to the market, and not a permanent gate on the turnpike. It is certain that the Trust never had a toll barrier at Bouth.

The Tithe Commutation of the Parish of Dalton (1842) includes: "Highway Commissioners, Kendal and Ireleth Toll Bar (315) 0-0-1. Tithe rd." This refers to the Lowfield House gate, but it is not known if any other gate was liable for tithe.

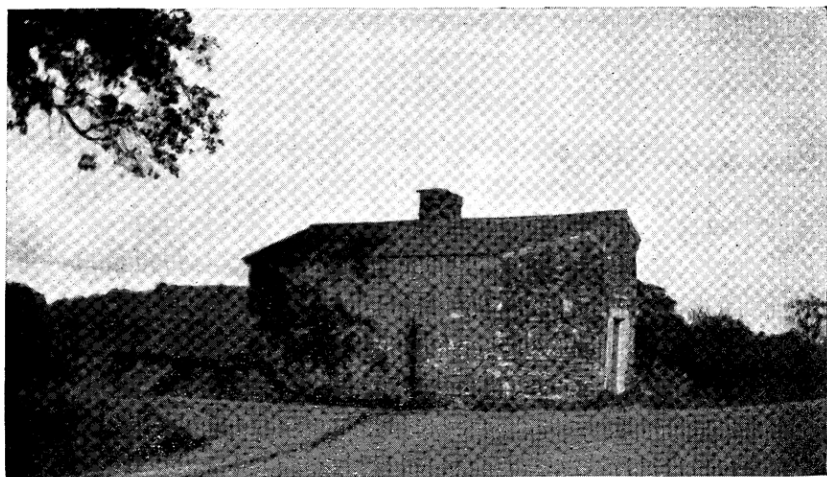


PL. I, FIG. 1.—Kendal to Ireleth Turnpike Road. Underbarrow Scar Foot Toll-house, from the east. 1954.



PL. I, FIG. 2.—Ulverston to Carnforth Turnpike Road. Wilson House Toll-house, from the south-west. 1954.

facing p. 256



PL. II, FIG. 1.—Ulverston to Carnforth Turnpike Road. Remains of Underfield Toll-house, near Greenodd, prior to demolition, c. 1925.



PL. II, FIG. 2.—Kendal to Ireth Turnpike Road. Milestone 17, at Bridge End Farm, Penny Bridge.

Underbarrow Scar Foot, where the toll-house still exists.
 Penny Bridge, at the junction with the Torver road.
 Lowfield House, between Ulverston and Lindal.
 Holmes Green, near Tytup Hall, at the junction of the road
 from Dalton.

The fact that three of the gates were in Furness, two of them placed between Ulverston and Ireleth, indicates which portions of the road were most used by traffic liable to pay tolls.¹⁷

The first Act being for a period of 21 years, a further measure was passed in 1784 (24 Geo. iii, c. 33). The trustees submitted that although they had spent much money on the road, they found that they could not maintain it efficiently or repay the sums borrowed, unless the period of the 1763 Act was extended. A further period of 21 years was granted in the second Act, which was purely a continuing statute, and made no important alterations to the original provisions. A copy is preserved at the British Museum.

Fifteen years later, however, the trustees considered that their income was inadequate. A further Act therefore followed in 1799 (39 Geo. iii, c. 24):—

“The Trustees having borrowed considerable sums of money on the credit of the road which still remain due and cannot be repaid, nor can the road be properly amended, improved and kept in repair unless the powers of previous Acts are continued and enlarged . . .”

Additional trustees were appointed:—

Sir Michael Le Fleming, Bart.; John Burn; James Wilson; Thomas Sell; George Wheatley; William Moore; the Rev. Josiah Lambert; Jackson Harrison;—Wilkinson; Anthony Yeates; Thomas Harrison; and Thomas Harrison the younger.

¹⁷ The first Furness Railway Act (7 Vict., c. xxii) of 1844 stated “That if . . . the Trustees of any Turnpike Road apprehend Danger to the Passengers on such Road in consequence of Horses being frightened by the Sight of the Engines or Carriages travelling upon the Railway”, the Company must, upon reasonable complaint by them, screen the road effectively. As this turnpike was the only one which could possibly be affected, the trustees must have pressed for the inclusion of the clause, but as no screens appear to have been erected, evidently they found that their anxiety was groundless.

The scale of Tolls, as increased, read as follows:—

For every Horse or other Beast drawing any Coach, Landau, Chariot, Chaise, Curricule, Hearse, Calash, Chair, Pleasure Cart, Taxed Cart or other such Carriage the Sum of Fourpence Halfpenny;

For every Horse or other Beast drawing any Waggon, Cart, or other such Carriage (except as hereafter) the Sum of Three-pence;

For every Horse or other Beast of Burden, laden or unladen and not drawing, the sum of One-penny Halfpenny;

For every Drove of Oxen, Cows or Neat Cattle the Sum of One Shilling and Three-pence per Score and so in Proportion for any less Number;

For every Drove of Calves, Hogs, Sheep or Lambs the Sum of Ten-pence per Score and so in Proportion for any less Number;

Provided that no more than One Penny shall be demanded or taken for any Horse or other Beast laden with Peat or Turf or drawing any Carriage laden therewith, or unladen going to fetch Peat or Turf, nor more than One Halfpenny for any Cart or other such Carriage laden with Iron Ore going to Coneyside Bank or returning after having delivered such Lading.

Toll to be paid at only one gate on the road between Kirkby Ireleth and Bowland Bridge.

The fourth and last Act (1 Geo. iv, c. 18) was dated 22 June 1820. It was a continuing Act for 21 years, the previous similar period having expired, and contained no major changes, or points of local interest beyond appointing additional trustees. These were:—

All justices of the peace for Westmorland and Lancashire, together with the Rt. Hon. Edward, Lord Stanley; the Rt. Hon. William, Lord Viscount Lowther; Henry Cecil Lowther; Thomas Richmond Gale Braddyll; John Bolton; William Machell; James Machell of Newby Bridge; Richard Towers; William Fell; John Jackson the younger; Richard Machell the younger; Myles Sandys the younger; John Woodburne; Thomas Sunderland; John Sunderland (Clerk); and John Romney¹⁸ (Clerk).

Although the Kirkby Kendall to Kirkby Ireleth Turnpike Trust continued until 1872, no further local measure appears to have been necessary. A General Act (3 Geo. iv, c. 126) later automatically extended the life of all

¹⁸ Son of the eminent artist. Many of the names in the lists of trustees are those of well-known figures of local history.

existing Trusts in England not specifically excepted, coming into force on 1 January 1823 and including no limiting period.

The earliest surviving copy of accounts, for the year 1823 (Appendix A) is typical, and a complete set of accounts thereafter (except for 1838-9, 1846 and 1852-6 inclusive) is preserved at the Lancashire Record Office; a summary of the figures appears as Appendix B. The officials of the Trust, as shown by the surviving records, were:—

Clerk: Henry Remington, a well-known Ulverston solicitor, who was in office in 1823 and continued until 1858 or after, at a salary of £15 per annum.

Treasurers: In 1837 and until 1856, Petty and Postlethwaite, the Ulverston bankers. From 1866, John Jackson of Ulverston.

Surveyors: In 1837, William Kirby, Water Gate, Blawith. 1846, Thomas Robinson, Wilson House, Lindale-in-Cartmel (who served one year while also acting for the Ulverstone to Carnforth Turnpike Trust). 1847 onwards, George Postlethwaite, Arrad Foot, Ulverston. The Surveyor's salary varied occasionally, but was usually £20 per annum.

As was customary, the trustees did not themselves arrange for collection of tolls at the various gates, but took advantage of their power to lease them by auction to the highest bidders, who were left to recoup themselves and make a profit if they could—a system which led to the traditional surliness and sharp practices exhibited by the pike-keepers. An example of the public notice of auctions, as published in *Soulby's Ulverston Advertiser* on 8 March 1858, reads:—

Notice is hereby given that the Tolls arising at the Toll Gates upon the Turnpike Road leading from Kirkby Kendal in the County of Westmorland, to Kirkby Ireleth in the County of Lancaster, called or known by the names of Underbarrow Turnpike Gate, and Penny Bridge Turnpike Gate, Will be Let by Auction to the best bidder, at the house of Mr. Thomas White, Swan Inn, Newby Bridge, on the 24th day of March, 1858, between the hours of Twelve and Three in the afternoon of the same day in the manner directed by the Act passed in the Third

year of the reign of His Majesty King George the Fourth for regulating the Turnpike Roads, which Tolls produced last year :—

Underbarrow Gate £60

Penny Bridge Gate £180

Above the Expenses of Collecting them and will be put up at those sums. Whoever happens to be the best bidder must at the same time give security with sufficient sureties to the satisfaction of the Trustees of the said Turnpike Road for the payment of the Rent agreed for, and at such times as the said Trustees shall direct.

Dated the 8th day of March 1858.

Henry Remington.

Clerk to the Trustees of the said Turnpike Road.

The trustees often met at the Swan, Newby Bridge, although they may have held some meetings in Ulverston.

Under ancient Highway Acts, the parishioners were responsible for repair of all highways passing through their parishes.¹⁹ In certain cases, the parishes paid a "composition" to the turnpike trustees, in lieu of their statutory duty. Surviving records for this Trust appear as Appendix C.

Although it is still known locally in places as the "coach road", the term must refer principally to private conveyances. There is little evidence of much use of the road by public vehicles. J. F. Curwen noted the Lord Exmouth coach from the White Hart, Kendal, to the Sun, Ulverston, on Tuesdays, Thursdays and Saturdays, returning on the following mornings.²⁰ This was probably a branch of the various Lord Exmouth services from Kendal, but perhaps was not continued for many years. It does not appear to be included in any coach advertisements published in contemporary Kendal newspapers; but Mr R. H. Burns, of Penny Bridge, tells me that during the conversion and renovation of the house there (formerly the Royal Oak inn), many years ago, a Lord Exmouth coaching announcement—as he recalls, for

¹⁹ Sydney and Beatrice Webb, *English Local Government: the Story of the King's Highway* (1913), *passim*.

²⁰ *Kirkbie-Kendall*, 63.

either 1823 or 1824—was discovered affixed to a wall. It had been papered over, and disintegrated during attempts to remove it; unfortunately, its interest and value were not appreciated then, and no record of the wording was made before attempts at removing it were commenced.

It is probable that the waggons between Kendal and Ulverston used the road, those via Cartmel only between Ulverston and Newby Bridge. An advertisement dated 18 April 1810, regarding the sale of a house at Bouth, states:—

“ . . . the Mail from Ulverston to Lancaster and to Kendal passes through the town every Morning and returns in the Evening”²¹

but no other particulars of this service are known.

The system of turnpike roads caused general resentment all over the country, and by the middle of the 19th century efforts were being made to reduce their number. From 1851, the loan interest of this Trust, until then 5 per cent., was reduced to 4 per cent. and, in accordance with instructions from the Secretary of State, a balance was created, gradually to pay off and eventually to extinguish the mortgage or loan debt, for which 21 years were allowed. Finally, under an Act to continue certain Turnpike Acts in Great Britain and to repeal certain others (35-6 Vict., c. 85), the Trust was dissolved on 1 November 1872.

NOTE: The following was noticed while this paper was in the press: Pennington Registers: “Funerals, 1798. Feb. 20. Thomas Gunson from Turn-pike-Gate.” Presumably he was the Low-field House pike-man. According to Alfred Fell, *A Furness Manor* (Pennington), the side road near this gate, used by Pennington traffic entering the main road, was barred by a chain, and tolls levied there also. The toll-house site was sold to the Lindal Moor Mining Co. in 1875.

²¹ Walker collection of local advertisements, now in the possession of Mrs. Waghorn, Force Forge, Rusland, near Ulverston.

APPENDIX A:

**The earliest Statement of Accounts preserved at the
Lancashire Record Office.**

GENERAL STATEMENT OF THE INCOME AND EXPENDITURE OF
THE KIRKBY KENDALL AND KIRKBY IRELETH TURNPIKE ROAD
IN THE COUNTY OF LANCASTER BETWEEN THE 9TH DAY OF
AUGUST 1822 AND THE 12TH DAY OF SEPTEMBER 1823.

EXPENDITURE	£	s.	d.	INCOME	£	s.	d.
*To Surveyor's account for work executed by Contract, 494 rods at 4/8 per rod, and other repairs	115	16	5½	By Balance in Treasurer's hands	255	14	3
*To amount of bills for repairs done to the road	27	17	6¼	Interest thereon	6	13	0
To Salaries and other payments of Clerks and Surveyors and other officers	40	0	0	By amount of rents from Toll Gates viz, Penny Bridge Gate	180	0	0
To Interest of Debt ..	197	15	0	Lowfield House and Holmes Green Gates ..	100	1	0
To other incidental charges	13	10	0	Underbarrow Gate	75	12	0
To Balance in the Treasurer's hands	238	16	2	By amount of Composition money from the Townships of Pennington and Above Town	15	14	11
	633	15	2		633	15	2

GENERAL STATEMENT OF DEBTS AND CREDITS

Amount of Debt bearing Interest	£3955	0	0	Amount of arrears	" "	" "
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12 September 1823.

The above audited at a Meeting of the trustees this day.

Jas. Crosfield. Chairman.

* Thereafter these two items were shown together as "To Surveyor's account for work done to the road" and the second item became "To amount of Bills for repairs done to the Toll Houses".

APPENDIX B:

THE KIRKBY KENDALL AND KIRKBY IRELETH TURNPIKE ROAD

SUMMARY OF ACCOUNTS 1823-1872
(Lancashire Record Office, Preston).

Period	Year	Expendi- ture	Total Income	Balance brought in	TOLLS			Chairman signing accounts
					Penny Bridge	Lowfield Hse. & Holmes Gr.	Under- barrow	
9 Aug 1822-		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
12 Sept 1823	1823	399 19 -	633 15 2	255 14 3	180 - -	100 1 -	75 12 -	William Crosfield
to 17 Sept	1824	368 4 7	551 3 1	238 16 2	120 - -*	100 1 -	75 12 -	Thos. M. Machell
" 23 Sept	1825	247 18 4	536 15 5	180 18 6	120 5 -*	142 5 -	75 13 -	Daye Barker
" " "	1826	299 13 3	642 16 6	288 17 1	120 5 -*	142 5 -	75 13 -	William Townley
" 28 Sept	1827	380 18 10	697 2 2	343 13 3	120 5 -*	142 5 -	75 13 -	George Bigland Jr.
" 26 Sept	1828	279 16 4	700 9 7	316 3 4	138 - -	154 3 4†	76 7 -	William Townley
" 9 Oct	1829	317 13 11	833 3 3	420 13 3	138 - -	154 - -‡	76 7 -	G. Rigge
" 22 Oct	1830	715 9 4¶	983 3 6	515 9 4	138 - -	177 10 -	76 7 -	William Townley
" 28 Oct	1831	633 9 10½§	730 3 4	267 14 2	140 1 -	160 - -	76 8 -	do.
" 26 Oct	1832	521 11 8	575 16 4½	53 4 8½	140 1 -	160 - -	76 8 -	do.
" 28 Oct	1833	540 19 2	535 12 2½	-5 6 11½	140 1 -	160 - -	76 8 -	Roger Taylor

Debt bearing interest at 5%: 1822-1832 £3955; 1833 £3960-6-11½.

Notes: * Arrears due from Penny Bridge Gate 1st May 1824 — £60. The item is continued until 1827.

† Arrears due from Lowfield House and Holmes Green Gates 1st May 1828 — £23-6-8.

‡ Arrears due from Lowfield House and Holmes Green Gates 1st May 1829 — £23.

¶ £410-13-7 spent on the road as against the usual £50 to £100.

§ £364-6-3½ spent on the road.

In 1833 the period was altered to coincide with the calendar year and a blank Account showing "Nothing done" returned for Oct.-Dec. 1833 (N.B. Copies of the Accounts for the following years are missing: 1838, 1839, 1846, 1852 to 1856 inclusive).

Year	Income			Expenditure			Balance			Lease of Tolls. Total of All Gates			Chairman signing	
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		
1834	453	18	0	547	12	0½	—	93	14	0½	356	10	0	William Townley
1835	450	16	6	531	16	5½	—	80	19	11½	356	10	0	do.
1836	454	4	9	525	17	3½	—	71	12	6½	356	10	0	Roger Taylor
1837	474	8	5	567	18	8	—	93	10	3	379	19	—	do.
1840	462	11	2	585	1	7	—	122	10	5	408	15	—	William Townley
1841	473	3	10	598	10	6	—	135	6	8	408	15	—	do.
1842	462	1	2	587	8	2	—	125	7	—	408	15	—	Gray Rigge
1843	457	16	2	494	14	11	—	36	18	9	402	5	—	do.
1844	443	15	6½	442	7	2	+	1	8	4½	398	5	—	do.
1845	446	16	9	433	8	3½	—	13	8	5½	398	5	—	do.
1847	654	3	4	632	15	5	—	21	7	11	561	—	—	do.
1848	616	17	10	623	8	9	—	6	10	11	561	15	—	do.
1849	710	9	4	592	—	9	+	118	18	7	550	—	—	do.
1850	829	2	6	648	3	6	—	180	19	—	489	—	—	do.
1851	1041	6	3	708	13	11	—	332	12	4	494	—	—	do.
1857	936	2	4	762	4	8	—	173	17	8	431	16	7	Thomas Ainsworth
1858	747	19	6	637	18	6	—	110	1	—	404	10	11	do.
1859	763	17	7	598	9	9	—	165	7	10	449	16	—	do.
1860	729	17	7	581	—	4	—	148	17	3	375	15	7	do.
1861	725	5	11	590	17	2	—	134	8	9	401	7	6	J. J. Rawlinson
1862	712	3	7	599	2	5	—	113	1	2	376	10	9	Thomas Ainsworth
1863	591	4	3	532	10	1	—	58	14	2	380	4	—	do.
1864	532	—	3	470	11	10	—	61	8	5	370	8	9	do.
1865	595	8	7	412	—	9	—	183	7	10	345	12	4	do.
1866	719	1	9	521	2	—	—	197	19	9	337	14	2	Henry Fletcher Rigge
1867	791	17	2	557	19	9	—	233	17	5	360	—	—	Thomas Ainsworth
1868	869	1	—	613	17	5	—	255	3	7	380	—	—	do.
1869	902	2	—	632	3	7	—	269	18	5	377	—	—	J. P. Machell
1870	1026	3	10	689	18	5	—	336	5	5	420	—	—	Edmund Townley
1871	1095	9	7	755	5	5	—	340	4	2	419	—	—	Henry Fletcher Rigge
1872				nil			—	—	—	—	490	—	—	do.

In 1851 the Loan Interest was reduced to 4% and "a balance formed to liquidate the Mortgage Debt to which it would be immediately applied according to the letter from the Secretary of State". By 1857 the debt had been reduced to £2883 and continued to be paid off as follows:—1858: £2723; 1859: £2623; 1860: £2523; 1861: £2383; 1862: £2248; 1863: £2108; 1864: £1998; 1865: £1998; 1866: £1848; 1867: £1678; 1868: £1448; 1869: £1198; 1870: £938; 1871: £610; 1872: Redeemed.

1872 — Salaries — Clerk £15 per annum, compensation, 3 years' salary, £45. Debt paid off, £610. Cash balance paid to Highway Surveyors of parishes rateably according to their respective mileage, there being no highway Districts.

Note: J. F. Curwen: *Records of Kendale*, iii, 18, gives the revenue from toll-gates in the years shown, as follows. His source is not quoted.

Year	Underbarrow Scar Foot	Penny Bridge	Lowfield House & Holmes Green	Total Revenue
1813	80 £ 1s 6d	175 — —	85 1s —	340 2s 6d
1816	88 5s —	175 — —	100 — —	363 5s —
1819	79 15s —	— — —	116 — —	— — —
1846	71 — —	190 — —	300 15s —	561 15s —

APPENDIX C:

Compositions paid by various parishes and townships in lieu of the statutory duty to repair the road.

THE KIRKBY KENDAL AND KIRKBY IRELETH TURNPIKE ROAD.

Year	Parishes and Townships	£	s.	d.
1823	Pennington, Above Town (Dalton)	15	14	11
1824	The above, and Staveley	16	13	11
1825	Pennington, and Above Town	15	13	11
1826	" " " "	15	16	5
1827	" " " "	15	15	11
1828	" " " "	15	15	11
1829	" " " "	15	16	-
1830	Pennington, Above Town, Ulverston, Egton, Crosthwaite Church Quarter, Crosthwaite Town End Quarter	52	17	2
1831	The above, and Bradleyfield, Haverthwaite, Newland	80	6	10
1832	The above, and Colton	100	15	7
1833	" " " "	100	5	6

APPENDIX D:

Acts of Parliament.

THE KIRKBY KENDALL TO KIRKBY IRELETH TURNPIKE TRUST.

3 Geo. iii, 33 1763.

An act for repairing, widening, and keeping in Repair the road from Kirkby Kendall in the county of Westmoreland to Kirkby Ireleth in the county of Lancaster. (term of 21 years)

24 Geo. iii, Sess. 1, 23 1784.

An act to continue and enlarge the term and powers of an act made in the third year of his present majesty intituled An act for repairing, widening, and keeping in Repair the road from Kirkby Kendall in the county of Westmoreland to Kirkby Ireleth in the county of Lancaster. (term of 21 years)

39 Geo. iii, c.24.

An Act for continuing for Twenty-one Years and from thence to the End of the then next Session of Parliament the Term, and altering and enlarging the Powers of Two Acts, passed in the Third and Twenty-fourth Years of the Reign of his present Majesty King George the Third, for repairing, widening, and keeping in Repair, the Road from Kirkby Kendall, in the County of Westmoreland, to Kirkby Ireleth, in the County of Lancaster. (10 May 1799, with effect from 13 May 1799)

1 Geo. iv, c. 18.

An Act for enlarging the Term and Powers of several Acts of His late Majesty, for repairing the Road from Kirkby Kendall, in the County of Westmorland, to Kirkby Ireleth, in the County of Lancaster. (22 June 1820)

Repealed by a Public General Act of the Fourth Session of the Twentieth Parliament, 1872.

35-36 Vict., c.85.

An Act to continue certain Turnpike Acts in Great Britain, to repeal certain other Turnpike Acts, and to make further provisions concerning Turnpike Roads.

2. THE ULVERSTONE, MILLTHORP, AND LANCASTER TURNPIKE TRUST (The Ulverstone and Carnforth Trust).

Conditions in the Cartmel district appear to have been similar to those in Furness. While rather less is known of the earlier internal communicating tracks of the peninsula, it seems reasonable to suppose that the monks of Cartmel Priory would have influenced a system more or less adequate for the needs of the inhabitants and themselves, and that this would have continued after the Dissolution, although the state of the local roads may have become indifferent even for the times. At the end of the 18th century, however, after the passing of an Enclosure Act in 1796, the Cartmel Enclosure Commissioners provided a series of local highways which does credit to their ability and foresight.²²

But again, external communication was difficult, no real road existing. The oversands route was the best way to the south; it cut across the peninsula from Sand Gate, through the ancient market town of Flookburgh, until about 1810, when a better way became available, from Ulverston Canal Foot through Cark to Flookburgh: or, as an alternative from Cark, the Cartmel road was followed to Headless Cross and Cartmel Causeway (though not entering the town itself) and so direct to Cart Lane.

After the Kendal-Ireleth turnpike was constructed, travellers to Furness, if nervous of the sands, were advised to proceed from Lancaster to Ulverston via Kendal,²³ although this increased the journey between the two places from 20 to 40 miles. For the Cartmel peninsula, however, the only alternative was through Warton and Beetham (described by Bishop Nicolson in 1704 as *the rocky way*),²⁴ round by the village of Beathwaite Green (*now Levens*), across the "Long Causey"

²² Stockdale, *Annals of Cartmel*, 326-384, *passim*.

²³ CW2 xlvi 93.

²⁴ CW2 ii 211 (16 Oct. 1704).

and Gilpin Bridge ("Old" Sampool Bridge), continuing—to avoid the mosses—along the rough base of Whitbarrow Scar to Witherslack and the Spa Inn; thence into Lancashire over the river Winster at Bleacrag Bridge, with its sinister gallows association, and up Tow Top Hill to High Newton. It is said that the farmer at Key Moss made quite a living by keeping horses to drag the vehicles up this hill, the ascent of which so horrified Mrs Fletcher Rigge, when in 1782 she travelled from London with her husband to their residence at Wood Broughton, that she refused to live in a district which could only be reached by such a fearful route.²⁵

The direct approach from the north must have been from Kendal to Beathwaite Green and forward by this route, though Fell doubts its practicability for vehicles until fairly recent times.²⁶ An alternative was provided by the 1763 Kendal-Ireleth turnpike to Newby Bridge, and so into Cartmel.

Pack-horses long journeyed between Cartmel and Kendal; in an Act of 1609,²⁷ which was intended "for the encouragement of many Poor People . . . in the Town and Parishes of Carptmell . . . to continue a Trade of making Cog-ware, Kendals, Carptmeals, and coarse Cottons", the necessity is indicated of conveying the manufactured goods to the great cloth-market of Kendal.²⁸ Nicolson and Burn note six pack-horses weekly from Cartmel, and later carriers' waggons supplemented or supplanted them.²⁹

There is difference of opinion among the authorities regarding the routes into the Cartmel peninsula. Emanuel Bowen's map, "Lancashire Divided into its Hundreds" (1761), shows a route which from Kendal passes "Lindall" and goes through Cartmel town, crossing Leven

²⁵ CW1 vii 2 f.; CW2 i 192 f.; J. F. Curwen, *Records of Kendale* iii 17 f.; E. Hodgson, *Glimpses of Witherslack* 4 f.

²⁶ CW1 vii 3.

²⁷ 7 Jas. i, c. 116.

²⁸ N. & B., i 66.

²⁹ CW2 xlvi 89 f. and plate facing 84.

Sands from a point near to and slightly south of Frith Hall, to a point north of Plumpton Hall and so into Ulverston; from there it is continued north of Pennington to Ireleth. The whole route is marked in red, indicating a road of importance, yet neither the Levenford nor the line from Ulverston to Ireleth agrees with the known facts, suggesting that Bowen had heard of the proposed Kendal to Ireleth turnpike and anticipated it by showing an approximate line which he supposed it might take; in the absence of supporting evidence, his map cannot be accepted as proof of an existing recognised route. J. F. Curwen stated that at one time the old way to Ulverston through Crosthwaite became almost deserted, and grass grew on the summit of Cartmel Fell,³⁰ the way being via Witherslack church and Tow Top Hill. He apparently based his opinion on the statements of the Rev. F. R. C. Hutton, who considered this the direct pack-horse track from Kendal to Ulverston, afterwards used by the mail-coaches.³¹ No dates are quoted, and the statements appear open to doubt: no mail-coach services have been traced which took this route (private coaches did so, though to what extent is unknown), and as a way between Furness and Kendal it was more difficult and indirect than the generally accepted line by Bowland Bridge and Crosthwaite. On the other hand, it may well have been the best way between Kendal and Cartmel, and perhaps this is what it was intended to indicate, though some Witherslack inhabitants have since suggested that, from the church there, a pack-horse way may have followed above the Winster valley, to meet the Ulverston track at or near Crosthwaite. Riders on horseback, travelling from Kendal, may have been able to shorten their journey and avoid Tow Top Hill occasionally, in dry seasons, by coming down to Witherslack Town End and crossing the mosses to Pool House Bridge,

³⁰ *Op. cit.*, iii 18.

³¹ CW2 i 192 f.

near Lindale. But from the foregoing it is clear that land travel between Cartmel and the outside world was a serious undertaking, of extreme difficulty, and it is surprising that no real steps were taken to find a better solution to the problem until well into the 19th century.

The Kendal papers for 2 August 1817 reported a public meeting held at Newby Bridge on 25 July, with William Townley of Townhead in the chair, to consider applying to Parliament for an Act to establish a turnpike to avoid crossing the sands or "the present mountainous track of road by land which beggars description". William Miller, a Preston surveyor, produced a sketch-plan showing what existing lanes could be utilised, by widening and straightening, and what new lengths of road would be required. He was asked to make an accurate survey, with an estimate of the cost, and the *Lancaster Gazette* (which also reported the meeting) stated on 22 August 1817 that at a further meeting it was resolved to apply for an Act. By 12 September 1817 the committee was able to announce that subscriptions promised already amounted to over £7,500.

The Act (58 Geo. iii, c. 70) stated that the road

"would be of great Advantage and Convenience to the Land Owners and Inhabitants of the Neighbourhood and the adjacent Country and would greatly facilitate the Communication between the Northern Parts of Lancashire and the Western Parts of Yorkshire and all Places to the South thereof, with the Hundred of Lonsdale North of the Sands and the towns of Ulverstone and Whitehaven and would likewise be the Means of preventing the Loss of many Lives, by avoiding a dangerous Estuary and perilous Sands, and would otherwise be of great public Utility . . ."

It was passed on 23 May 1818, and provided for two detached portions (Greenodd to Levens Bridge, and Milnthorpe to Carnforth) linked by the existing road between Milnthorpe and Kendal,³² as far as Levens Bridge.

³² First turnpiked in 1759; for an account of this road see J. F. Curwen, *History of Heversham and Milnthorpe*, 6-34: "The North Road".

The extraordinary size of the boards of trustee-commissioners often nominated by turnpike Acts is well shown by the body appointed here, and in spite of its length the list is quoted *in extenso*, since it includes many well-known and interesting local personalities:—

Trustees: James Adam, John James Adam; Francis Dunkinfield Astley; Montague Farrar Ainsley; Thomas Ainsworth; William Atkinson of Dalton; William Atkinson of Burton; Sir Robert Bromley, Bart.; Rev. Anthony Barrow; John Blackburne; Wilson Gale Braddyll; George Bigland; George Bigland the younger; John Bolton; John Bolden; Robert Bradley; Arthur Benson; James Bateman; James Barrow; John Barrow; Robert Benson; George Braithwaite; Daye Barker; William Bindloss; William Bownas; William Fletcher Bownas; Miles Theodore Burton; John Burrow; John Bradshaw; Robert Bradshaw; John Bramwell; Atkinson Brockbank; Joseph Braithwaite; John Bowerbank; Rt. Hon. Lord George Augustus Henry Cavendish; Henry Frederick Compton Cavendish; Charles Compton Cavendish; Charles Clowes; William Dillworth Crewdson; David Campbell; William Cragg; James Crosfield; Thomas Clarkson; Paul Catherall; William Cooper; John Crayston; Thomas Croft; Rev. John Dawson; Edward Dawson; Robert Dickinson; John Dodgson; Robert Dennison; Robert Daniel; Rev. Edward Ellerton; Sir Daniel Fleming, Bart.; Ralph Fisher; Robert John Fayrer; Robert Fell; William Gandy; Thomas Gandy; John Gandy; James Gandy the younger; Walter Gardner; Samuel Gawthorp; Robert Gawthorp; William Gray, M.A.; Robert Greenhow; Effingham Howard Grant; John Gibson; Thomas Greene; the Hon. Fulk Greville Howard; Richard Howard; Edmund Hornby; Rev. John Hudson; William Hutton; William Hutton the younger; Edward Hutton; Jonathan Hodgson; James Hodgson; David Huddleston; Robert Harrison; Thomas Harrison; Daniel Harrison; Benjamin Hunter; Isaac Hadwen; John Harrison; John Harriman; Robert Hardy; Robert Hardy the younger; Anthony Huddleston; William Birkbeck Harrop; Robert Hancock; William Hird; John Holme; John Higgin; John Higgin the younger; John Jenkinson; John Ireland; John Ireland the younger; Robert Inman; Christopher Johnson; James Johnson; Thomas Johnson; Michael Knott; James King; John Kitching; John Kew; Moorcroft Kirkes; Rt. Hon. William Lord Viscount Lowther; Hon. Henry Cecil Lowther; William Lawson; James Hoggarth Long; Robert Lumb; Thomas Holme Maude; Thomas Michaelson Machell; James Penny Machell; Thomas

Newby; John Newby; James Newby; Edmund Petty; Charles Parker; Jonathan Parker; John Postlethwaite; Isaac Rigge; Rt. Hon. Lord Stanley; Rev. James Stairbank; George Smyth; Rev. John Sunderland; Rev. Henry Still; Thomas Sunderland; Thomas Strickland; Joseph Swainson; John Fell Swainson; Joseph Swainson the younger; William Sharp; James Stockdale; Arthur Shepherd; Miles Sandys; Robert Smither; Henry Smither; Thomas Smither; Edward Suart; Thomas Simpson; Rev. Joseph Thexton; Rev. Thomas Thornburrow; William Townley; Richard Towers; John Thompson; William Town; Robert Thornburrow; John Upton; Daniel Wilson; Edward Wilson; John Wakefield; Jacob Wakefield; John Wakefield the younger; Edward Wakefield; William Wakefield; Christopher Wilson; Edward Wilson; Richard Winfield; Joseph Waithman; William Waithman; William Wilson; Carus Wilson; John Wilkinson; Isaac Whitwell; Smith Wilson; Francis Webster; James Wilkinson; George Whitaker; Rev. Edward Yates; Joseph Yarker; John Yarker; Anthony Yates; George Yates.

Yet five only formed a quorum, and on ten days' notice of a meeting being given, once only in some local paper and on all the turnpike gates, had full powers to conduct all business and fill vacancies. The first meeting was to take place at the Spa Inn, Witherslack (if then open), and if not, at some other inn at Witherslack or Milnthorpe.³³

The Tolls authorised were:—

For every Horse or other Beast drawing any Coach, Berlin, Chariot, Landau, Barouche, Phaeton, Hearse, Curricule, Calash, Chaise, Car, Gig, Chair, Caravan or such other Carriage, the Sum of Sixpence;

For every Carriage fixed in any Manner to any Waggon, Wain, Dray, Cart or other Carriage, the sum of Nine-pence;

For every Dray so constructed as that the Distance between the Axle-trees thereof shall be more than Nine Feet, and laden otherwise than with a single Piece or Block of Timber or Stone, the Sum of One Shilling and Sixpence over and above the Toll payable for each of the Horses or Beasts of Draught drawing the same;

For every Horse, Mule, Ox, or Bullock drawing any Waggon, Wain, Dray, Cart or other such like Carriage, where such Carriage shall be drawn by only One Horse, Mule, Ox or Bullock,

³³ With a few exceptions, for some time meetings took place at the Spa Inn and the Cross Keys Inn, Milnthorpe, alternately; later, they were usually held at the latter.

the Sum of Fourpence; and for every Ass drawing any such Carriage the Sum of Twopence;

For every Horse, Mule, Ox, or Bullock drawing any Waggon, Wain, Dray, Cart, or other such like Carriage where such Carriage shall be drawn by more than One such Horse, Mule, Ox, or Bullock, the Sum of Sixpence;

For every Horse or Mule laden or unladen, and not drawing, the Sum of Two-pence; and for every Ass laden or unladen, and not drawing, the Sum of One Penny.

For every Drove of Oxen, Cows, or Neat Cattle, the Sum of Ten Pence per Score, and so in Proportion for any less Number; and for every Drove of Calves, Swine, Sheep or Lambs, the Sum of Five-pence per Score, and so in Proportion for any Less Number.

For one Horse or Beast drawing any Cart wholly Laden with turf or peat for Sale, the Sum of One Penny.

In accordance with the provisions of a General Turnpike Act (55 Geo. iii), which provided for an abatement of toll for all vehicles of a certain description and having fixed axle-trees, an "Abatement of One-fourth Part of the Tolls" was granted. Power was given to charge one and a half times the tolls on Sundays, and provision was included that not more than four tolls per day should be charged for the passing and re-passing of any individual.

The copy of the plan by William Miller, deposited with the Clerk of the Peace at Preston on 29 September 1817,³⁴ shows that the route left the Burton turnpike near Carnforth, and by-passing Warton, took a line through Warton Meadows which included about seven furlongs of new road, with a further new stretch of a mile at Hale, and so through Beetham village, crossing the river Bela over a new bridge to Milnthorpe,³⁵ where the existing turnpike was used to Levens Bridge. From this point a new causeway road was made direct to a new Sampool

³⁴ Preserved at the Lancashire Record Office, Preston; a photostat copy is deposited at the Barrow-in-Furness Public Library. Curwen, *Records of Kendale* iii 18-20, gives a brief description of the road, based on this plan. The Ulverstone to Carnforth Turnpike Act provided that the trustees should pay £1,000 to the Lancaster to Heron Syke Turnpike trustees, if they decided to vary their route and make the road between Low Hyning and Carnforth, thus saving the former two miles; although there is a local theory that the option was exercised, no definite proof has been discovered.

³⁵ A Bill of Indictment, found by the jury to be true, was presented against the bridge in the village of Beetham in the autumn of 1818: *Lancaster Gazette*, 23 October 1818.

Bridge,³⁶ and instead of mounting Whitbarrow Scar, a new road was made to Meathrop Bridge, the engineer causing juniper from the Fell to be cut, made into bundles, and rolled down the hill to be laid on the moss, thus making a foundation on which the road-metal could lie.³⁷

Except in specified cases, the trustees were not to take down or damage any property. One exception was at Lindale, where to obviate an awkward corner one and a half furlongs of new road were obtained by interfering with "Robert Allan's Pig-sty, Fold and Orchard"; a fold and garden (owned by the heirs of the late Edward Dowran, occupier Alan Wearing), dwelling-house (James Fletcher, occupier James Coupland), John Barker's barn and part of an orchard (devises of the late John Wilkinson), all in the parish of Cartmel, being also affected in this locality. Portions of old lanes joined by new lengths of road led through High Newton, past Ayside (by half a mile of new track) to within a mile of Newby Bridge; there, to avoid the winding lane via Canny Hill, a straight road was continued for five furlongs to meet the Kendal to Ireleth turnpike. As that road went round by Bouth and Penny Bridge, a new and much shorter route was proposed through Backbarrow (where interference with certain buildings and storehouses at the ironworks of John Machell was authorised) and past Haverthwaite, beyond which village over two miles of new road led to Greenodd, where the old turnpike was rejoined.

Certain provisions of the Act suggest that considerable local influence existed and was exercised at the southern

³⁶ Miller's plan shows that he intended originally to utilise the old Lyth Pool bridge, which was repairable by the county of Westmorland, and a presentment to Quarter Sessions regarding its condition was made on 12 July 1819. Judgement was suspended until Easter 1820, probably in consequence of the projected new turnpike. On 18 October 1819 the authorities made an Order that it should be taken down and rebuilt within 200 yards of the old site, the trustees of the Carnforth-Ulverston road being allowed to take the materials on condition that they erected a new bridge over the river "Pool", or a diversion of it, and provided a temporary bridge meanwhile. Full and interesting particulars of the work here, with plan, are given in Curwen's *Records of Kendale*, iii 219 f.

³⁷ *Records of Kendale* iii 20. Drivers of heavily laden lorries still report today that the road appears to flow in waves in front of their vehicles as they travel over this stretch, indicating its "floating" nature.

end of the route. The road was not to enter Dr David Campbell's Lower Dale Close at Warton, and through Warton Meadows was to be raised so as effectually to prevent its being flooded, covered to a width of 21 feet with broken stone, 17 in. thick at the crown and 11 in. at the edges, fenced on both sides. Yet no toll-gates were to be erected on existing roads within Warton parish, whose inhabitants, with those of Beetham, were exempted from the statutory liability to repair the road.³⁸

Once the Act had been obtained, the trustees appear to have moved with more expedition and decision than many of their kind. Regular calls were made upon the subscribers for percentages of their contributions, to be paid to the Treasurer and Collector, or to Wilson, Crewdson and Co. of Kendal, the trust's bankers,³⁹ in order to provide capital for the work in hand, and the following advertisement appeared in the *Westmorland Gazette* on 20 March 1819:—

Ulverstone and Carnforth New Turnpike Road.

Bridges, &c. To Be Let on Friday the 20th day of April 1819 at Two o'Clock in the afternoon at the house of Mr James Bell, innkeeper, Newby Bridge.⁴⁰ The finding Materials and Building of Two Bridges, one over Rusland Poole, near Bouthe and the other over a diversion of the River Crake, near Penny Bridge.⁴¹ At the same time will be Let, the Embanking and Making of a New Road over the river Crake near the last-mentioned Bridge. For further particulars apply to Mr Webster, of Kendal; Mr Miller of Preston; and Mr Thomas Wilkinson of Haverthwaite. March 12, 1819.

An advertisement in similar terms, regarding a new bridge over the river Bela at Beetham, had appeared in

³⁸ The surviving records do not explain why, in view of the exemption, both places were paying the "Parish Composition in lieu of Statute Duty" within a few years. See Appendix G, below.

³⁹ Issues of the *Westmorland Gazette*: 11 July 1818 — 5% forthwith (unless already paid) and 15% on 1 August; 28 August 1819 — 15% on 21 September; &c.

⁴⁰ This is the Swan Hotel (formerly known as the Swan Inn, or White Swan Inn).

⁴¹ It was necessary to divert the river to a channel alongside the outcrop rock, where satisfactory foundations for the bridge could be obtained. The original course of the Crake can be observed still, and the road here continues to be known as "New Road".

the issue of 20 February 1819, while on 16 October the following was published:—

To Builders. To be let in Public.

The Building of Four Toll-Houses with Gates adjoining, upon the line of the Ulverston and Carnforth Turnpike-road viz- One Toll-House and Gate to be erected near Lindale, between Wilson House and the Bridge over the Winster; another Toll-House and Gate to be erected between Millthorp and Beetham; and another Toll-House and Gate to be erected in the township of Warton—the above to be let at the Cross Keys Inn in Millthorp on Wednesday the twentieth day of October 1819 at two o'clock in the afternoon.

Also to be Let at Penny Bridge Inn⁴² on Thursday the twenty-first day of October 1819 at two o'clock in the afternoon: another Toll-House and Gate to be erected near Rome Bridge⁴³ near Penny Bridge. Plans and specifications may be seen by applying to Mr Miller, Land Surveyor, Preston; Mr Postlethwaite at Millthorp; at the place of Letting; or at the office of Mr Johnson, Solicitor, Kendal. October 6th, 1819.

There appear to be no records of the names of the various contractors engaged on any of the works, nor do any of the plans and specifications seem to have survived, unless they exist in unknown private hands. The trustees had some difficulty before the sites of the toll-gates were settled. The limitations regarding a gate within Warton parish in effect freed the inhabitants from any threat of one, as a bar placed on the new piece of road could be by-passed. Evidently this had been overlooked, and the Beathwaite Green gate was substituted; and the site of the Beetham gate, at first intended to be near Beetham Mill (between the village and Milnthorpe), was altered, for reasons unknown, at a special meeting of trustees held at the Cross Keys on 10 November 1819, to a site south of Beetham, between that village and Beetham Hall lane, and although it was erected eventually thereabouts, there was a further slight variation made in the actual position, as a result of another special meeting held on 29 Decem-

⁴² Probably the Sun Inn, Penny Bridge (now Bridge End Farm).

⁴³ Over Colton Beck and only a few yards from the Bouth turning, still known as "Toll Bar".

ber 1819 at "the house of Mr John Hodson, Innkeeper in Beetham".⁴⁴

The section of the new road from Carnforth to Milnthorpe was opened in July 1820,⁴⁵ and that from Levens Bridge to Greenodd at the same time or shortly after.

The known records of this turnpike are disappointingly scanty, the most valuable being a series of accounts for the period 1824-1841.⁴⁶ The first surviving balance-sheet, summary of accounts and list of compositions follow at the end of this section (Appendices E-G). The turnpike system in general was unpopular and much resented in the English countryside. Through the kindness of Mr G. M. Bland, F.S.A., formerly city librarian and curator of Lancaster, I am able to quote a notice, preserved and displayed in the collections of the Lancaster museum, which illustrates one form of control over their road which the trustees found it necessary to exercise; similar regulations existed elsewhere, often published as a consequence of cases of wilful damage and obstruction. Unfortunately, this one is undated:—

THE ULVERSTONE & CARNFORTH NEW TURNPIKE
ROAD

NOTICE IS HEREBY GIVEN,

That if any Person or Persons shall leave, or suffer any Cattle, Sheep, Beasts, or Pigs, to be, and to remain loose upon this Road; or shall wilfully or negligently damage or destroy any of the Fences, Walls, or Gates, on the sides of the said Road, and belonging thereto; or shall scrape any Mud, Soil, or other matter, or thing which shall be, or lie upon the said Road, so as wilfully to damage the said Road, or any part thereof; or shall leave any Waggon, Wain, Dray, Cart, or other Carriage, or any Plough or Harrow, or other Implement of Husbandry, without just cause, in, upon, or on the side of the said Road, with or without any Horses, or Beast of Draught, harnessed or yoked thereto; or shall lay any Timber, Stones, Brick, Hay,

⁴⁴ *Westmorland Gazette*, 30 October and 18 December 1819.

⁴⁵ *Lancaster Gazette*, 15 July 1820.

⁴⁶ Preserved at the Lancashire Record Office, Preston.

Straw, Lime, Coal, Dung, Manure, Soil, Rubbish, or other matter, or thing whatsoever on any part of the said Road, or on the side or sides thereof, or shall do any damage or injury, or cause any other annoyance whatsoever, to or on the said Road, such Person so offending shall forfeit and pay the sum of Forty Shillings.

Printed by J. Kilner, Market-place, Kendal.

The officers of the Trust, so far as they are known at present, were:—

Clerk: May 1818, Fell and Johnson, solicitors, Kendal; by October 1819 James Johnson, of the same firm, had taken over. 1827, John Morland; 1833, Edward Hutton of Milnthorpe (who continued until 1855 or later); 1871-1874, C. Gardner Thomson of Kendal. Salary, £15 per annum (except May-December 1833, £11. 6. 7.).

Treasurer: 1818, Mr Harriman of Levens. August 1819, Mr Postlethwaite of Milnthorpe. 1833, James Briggs of Milnthorpe. 1838, John Kitching of Milnthorpe. Salary, 1833: £12. 15. 0. per annum; 1834-1837; £10 per annum; 1838: £4. 13. 1.; thereafter the Treasurer was unpaid.

Surveyor: William Miller of Preston appears to have acted in the early stages. 1833, John Postlethwaite of Milnthorpe. 1838, Thomas Townson of Lyth. 1839, Robert Townson of Lyth. 1840 (until 1847 or after), Thomas Robinson of Wilson House.⁴⁷ Salary, £20 per annum (except May-December 1833, £6. 7. 8.).

Although the Act of 1818 was restricted to a period of 21 years, this Trust also was covered by 3 Geo. iv, c. 126, and no further Parliamentary authorisation was obtained until the Ulverstone, Millthorp and Lancaster Turnpike Road Act (13-14 Vict. c. 65) was passed on 15 July 1850, to come into force on the following 31 October, for a period of 21 years. Before the passing of the original Act "certain persons had subscribed expecting that it would contain a provision regarding repayment of their loans"; the schedule of these subscribers was appended to the new Act, and read as follows:—

⁴⁷ Also surveyor to the Kirkby Kendall to Kirkby Ireleth Trust for one year, in 1846.

Schedule. Money advanced on mortgage on security of Tolls.

	£		£
William Townley	200	Earl of Burlington	500
John Wilson	1000	George Wilson	700
William Turner assignees	150	R. Hardy exors	400
Christopher Wilson exors	300	John and Elizabeth Kitching	300
Thomas Holme Maude exors	400	Richard Fothergill	300
John Wakefield exors	200	Thomas Reveley	200
W. D. Crewdson	100	Alex. Webster	200
Isaac Whitwell exors	100	Rev. John Hudson exors	200
Isaac Hadwen exors	100	Edward Wilson	100
Joseph Thexton exors	400	Henry Smithie exors	400
John Burrow exors	100	Thomas Simpson exors	100
J. P. Machell	200	Edward Sewart (<i>sic</i>)	200
Roger Taylor exors	200	William Clapham exors	100
Ann Machell exors	200	Joseph Swainson exors	100
B. Gilpin	200	Mrs Crosfield exors	100
Jacob Wakefield exors	200	Daniel Harrison	200
John Harrison exors	200	Mrs Fell exors	100
Thomas Sunderland exors	100	Richard Tower exors	100
William Hutton	300	Thomas Ainsworth and Sons	200
William Ellison	500		
			<hr/> £9,650 <hr/>

By some error or oversight no such provision had been inserted, and the monies advanced could not be repaid unless the terms of the previous Act were continued and more effectual powers granted. It was therefore considered expedient to repeal the original Act and create a new Trust, the toll-charges remaining as before. The new trustees named were:—

The Justices of the Peace for the counties of Lancashire and Westmorland; Thomas Ainsworth; Thomas Ainsworth the younger; Bryan Walter Atkinson; Daye Barker; Rev. Joseph Watkins Barnes; John Barrow; Robert Benson; John Bolden; George Braithwaite; William Catton; John Cranke; William Dillworth Crewdson; Rev. Robert Wilson Evans; William Field; John Gandy; George Gibson (of Kendal); George Gibson (of Height); Rev. Richard Gwilym; Bernard Gilpin; Daniel Harrison; John Hodgson; John Holme; John Harrison; Thomas Harrison; William Hutton; Rev. William Hutton; Edward Hutton; John Jenkinson; Thomas Inman; John Ireland; John Kitching; James

Penny Machell; John Penny Machell; William Edward Maude; John Morland; Edward Petty; John Proctor; Rev. Thomas Remington; Henry Remington; Henry Fletcher Rigge; William Sharp; Henry Shepard; James Stockdale; Walter Charles Strickland; Edward Suart; Joseph Swainson; John Barrow Thornburrow; William Townley; Rev. Edmund Townley; Hon. George Upton; William Waithman; Edward William Wakefield; William Henry Wakefield; John Bradshaw Wanklyon; George Webster; William Whitwell; John Whitwell; Rev. Charles Henry Wilson; Frederick John Wilson; Robert Wright; John Yeates.

The first meeting was to be held at the Cross Keys, Milnthorpe (or some other convenient place) on 6 November 1850. The interest on loans was to be $3\frac{1}{4}$ per cent., and from time to time sums from the accumulated balance were to be used to pay off part of the loan debt, the trustees using such money to the best advantage by an ingenious system illustrated by an advertisement⁴⁸ announcing a meeting at the Cross Keys on Monday, 17 September 1855, to transact all general business and

“There being now a sum of £200 in the hands of the Treasurer . . . applicable to the discharge of monies owing on the credit of the Trust the Trustees will receive tenders as to the lowest composition in respect of principal monies due to the Mortgagees in respect of their securities.”

The Act provided further that the toll-houses were to be given up by the mortgagees before 30 November 1850, and in consequence the tolls were advertised for auction on 30 October at the Cross Keys.⁴⁹ The announcement stated that they were let last for a period from 1 January to 31 October 1850, the income being shown as follows (stage-coaches excepted):—

Underfield Gate £317. 6. 7. (or at the rate of £381 per annum).
 Wilson House and Beathwaite Green Gates (let together),
 £220. 8. 0. (£264. 12. 6).
 Beetham Gate £60. 16. 0. (£73).

A news paragraph published soon after,⁵⁰ headed “The Ulverston and Milnthorpe Turnpike Trust”, said:—

⁴⁸ *Westmorland Gazette*, 18 August 1855.

⁴⁹ *Soulby's Ulverston Advertiser*, 17 October 1850.

⁵⁰ *Ibid.*, 12 December 1850.

"The toll-collector at Underfield gate now gives people to understand that the new Act relating to the above Trust came into force on the 4th inst. None of the inhabitants of the Colton district or at least the majority of them knew anything about the powers of the new act and consequently they were unprepared to receive such a piece of information. They are now given to understand that a toll will only clear them for twelve hours for one load—that is, should anyone pass through the gate at a quarter to twelve am. and return again in twenty minutes a new toll will be required;—that a new toll is required for every fresh load;—that lime for agricultural purposes and peat for fuel, will both be charged with a heavy toll in future. The latter toll will fall heavily on the poor cottagers in Colton district, who bring most of their fuel from Colton moss, and that at a time in Autumn when work is scarce, and most of the labouring poor are reduced in circumstances."

From this interesting sidelight on the local effect of a turnpike, it may be inferred that under the original Act the full legal charges may not have been imposed previously in some cases. Further, under that Act it was provided that not more than one penny was to be paid for a vehicle laden with peat for sale, and this was repeated in the 1850 Act, which added however that animals and vehicles employed in conveying peat from the owner's land and intended for his own consumption and not for sale were to be exempt from toll. The intention may have been to exempt all fuel being carted for personal use, and so to avoid hardship to the poorer classes, but as matters stood the pike-man was in order legally, for few of the cottagers and labourers were actual owners of turbarry.

The Barrow Public Library catalogues three interesting examples of announcements regarding the letting of the various toll-gates, for 1871, 1873 and 1875; they are very similar, that for 1873 reading as follows:—

Ulverstone, Milnthorpe and Lancaster Turnpike Road.

Tolls to be Let. Notice is hereby given that the Tolls arising at the several Toll-Gates upon the above Road called or known by the names of "The Underfield Gate", "The Wilson House Gate", "The Beathwaite Green Gate" and the "Beetham Gate"

(except the Tolls payable at the respective Gates for public Stage Coaches) will be Let by Auction to the best bidder at the Cross Keys, in Milnthorpe, in the County of Westmorland, on Wednesday, the 1st day of October next, between the hours of Twelve o'clock at Noon and Two o'clock in the Afternoon, in the manner directed by the Act passed in the Third year of the reign of His Majesty King George the Fourth for Regulating Turnpike Roads, which Tolls produced the last year above the expenses of collecting them as follows, that is to say:—

Underfield Gate £150; Beathwaite Green Gate £171; Wilson House Gate £101; Beetham Gate £36.

And the Tolls arising from the said several Gates will be put up at the sums mentioned above. Whoever happens to be the best Bidder must at the same time pay one month in advance (if required) of the rent at which the said Tolls may be Let and give Security with sufficient Sureties to the Satisfaction of the Trustees of the said Turnpike Road for payment of the rest of the money Monthly, in or such other proportions as shall be directed.

C. Gardner Thomson, Clerk to the Trustees. Kendal, 18th August, 1873.

From the information contained in these bills, the income from tolls during the final years was as follows:—

Gate	Tolls 1870-1	H'st Bid 1871-2	Tolls 1872-3	H'st Bid 1873-4	Tolls 1874-5	H'st Bid 1875-6
Underfield	£ 183	£ 174	£ 150	£ 173	£ 160	£ 165
Beathwaite Green	204	180	171	164	163	175
Wilson House	101	101	101	101	86	105
Beetham	58	53	36	48	43	45

Year from 1 November to 31 October.

It has been stated that this turnpike was never used by coaches,⁵¹ but that is incorrect, for the Ulverston Telegraph (later known as the Mail and then as the Royal Mail) took this route for many years, from about 1825.⁵²

In spite of its limited term (Appendix H), the Ulverstone, Milnthorpe and Lancaster Turnpike Act of 1850

⁵¹ T. Pape, *The Sands of Morecambe Bay*, 4th ed. (1947), 25.

⁵² CW2 xlvi 95, 97; *Ulverston Almanacks* of the 1840s, and cf. Curwen's *History of Heversham and Milnthorpe*, 71.

was not repealed until 1874, under a general Act (37-38 Vict. c. 95). Although it has not been possible to obtain definite information on the point, from the fact that an auction of the tolls was advertised in August 1875, it would appear that a limited period was allowed for arrangements to be made to terminate the Trust.

This road still remains the main route through Cartmel into Furness, and by continuing roads from either Spark Bridge or Ulverston to Gawthwaite, Broughton and Duddon Bridge, for the Cumberland coast as far as Whitehaven; it appears likely to remain so at present, inadequate though it is for the requirements of modern traffic from Levens Bridge onwards. Of the toll-gates and houses, Beetham was removed to make way for Beetham school, but features of the toll-house porch are incorporated in the entrance of that building. Beathwaite Green has disappeared,⁵³ but Wilson House survives. Now part of a wayside café, the building has been extended at the far end, the porch being a modern copy, and the chamfered windows giving a view of the road in both directions were removed by a former owner; the limestone gatepost fixed to the toll-house wall remains *in situ*, however, and it is said that the road here continued at the width of its turnpike days until 1953. The remains of the Underfield toll-house, then used by a farmer as a store-shed, were removed about 1925, in connection with improvements to the road-junction, still known as "Toll Bar". According to William White, the last pike-man at the Penny Bridge Gate of the Kendal-Ireleth turnpike, a certain Noah Penny, was also collector here, and was followed by a Mrs Harris as the last keeper of the Underfield Gate.⁵⁴

⁵³ It was situated near, and to the east of, Sampool Bridge; it is given as "Underbarrow Beck Gate" in Paterson's *Roads*, 18th ed. (1826).

⁵⁴ *Furness Folk and Facts*, 97; White's statement that this gate was demolished in 1928 is incorrect, according to Mr R. H. Burns of Penny Bridge, who was then the Greenodd builder commissioned to remove what remained of the house.

APPENDIX E:

The Earliest Statement of Accounts preserved at the Lancashire Record Office.

GENERAL STATEMENT OF THE INCOME AND EXPENDITURE OF THE ULVERSTONE AND CARNFORTH TURNPIKE ROAD BETWEEN THE 12th DAY OF MAY 1824 AND THE 12th DAY OF MAY 1825.

EXPENDITURE	£	s.	d.	INCOME	£	s.	d.
To Balance due to Treasurer ..	85	..	9	By Balance in Treasurer's Hands ..	..	..	..
To Surveyor's Account of Day Labour between the 12th day of May 1824 and the 12th day of May 1825 for maintenance) and repairs of Road ..	12	1	9	By Amount of Rent from the Lessees of Tolls between the 12th day of May 1824 and the 12th day of May 1825			
To Surveyor's Account of Team Labour between the 12th day of May 1824 and the 12th day of May 1825	..	..	..	The Beethom Gate ..	153	..	..
To Surveyor's Account of Work executed by Contract 23 miles of Road after average) the Rate of £3.19.6 $\frac{1}{4}$ per Mile)	91	10	1 $\frac{1}{2}$	The Beethwaite Green Gate) and The Wilson House Gate)	181	7	3
To Surveyor's Account for repair, maintenance or Building of Houses, Gates, Fences or Bridges ..	24	13	10	The Underfield Gate ..	284	..	..
To Surveyor's Account for Land purchased and Damages done ..	416	12	6	By Amount of Statute Labour or Composition Money received between the 12th day of May 1824 and the 12th day of May 1825			
To Surveyor's Account for rent of Quarries ..	..	..	..	Staveley ..	10	3	0 $\frac{1}{2}$
To Salaries and other payments of Clerks, Surveyors and other Officers ..	75	7	10	Colton East ..	3	5	..
To printing, Advertising and Stationery ..	11	13	..	Colton West ..	5	2	6
To Interest of Debt ..	315	19	7	Upper Holker ..	2	5	..
To Incidental Charges ..	84	15	10	Havorthwaite ..	..	..	..
Allowed Beethom Gate Keeper	15	..	..	Newland ..	..	..	..
	1132	15	2 $\frac{1}{2}$	Upper Allithwaite ..	..	..	..
				Crosthwaite & Lyth ..	..	..	..
				Witherslack ..	6	9	2
				Meethop & Upha 2 years ..	2	7	..
				Millthrop ..	19	10	..
				Hale & Whasset 3 years ..	13	6	9
				Levens ..	5	4	6
				Beethom ..	1	18	3
				Haverbrack ..	1	13	5
				By amount of Money Borrowed on the Security of the Tolls ..	300	..	..
				By incidental Receipts and Dean Borwick's Charity* ..	20	..	..
				Arrears of Rent received ..	130	6	3
				Balance due Treasurer ..	11	7	3
					1132	15	2 $\frac{1}{2}$

* A brief account of Dean Borwick's benefaction is given in E. Hodgson: *Glimpses of Witherslack*, 16-22; see also CW2 i, 187.

GENERAL STATEMENT OF DEBTS AND CREDITS.

To Amount of Debt bearing interest	£8150 ,, ,,	Arrears of Rent not received from the Beethwaite Green Gate and Wilson House Gate ..	143 12 9
Interest due	95 ,, ,,	Ditto from the Beetham Gate last year	31 14 6
An Amount of Floating Debt being the Amount of the different Sums originally subscribed towards making the Road etc.	9550 ,, ,,	Ditto from the Underfield Gate	,, ,, ,,
		Arrears of Composition Money for Statute Labour from Haverthwaite, Newland and Upper Allithwaite	24 7 7
	17795 ,, ,,		199 14 10

The above Statement has been examined by the Trustees assembled at the Annual Meeting of the Trustees held at the house of Mr Samuel Barber* in Newton in the County of Lancaster on Tuesday 7th day of June 1825.

Thos. Holme Maude,
Chairman of Meeting.

Note: actual spelling followed.

* The Coach and Horses inn.

APPENDIX F:

THE ULVERSTONE AND CARNFORTH TURNPIKE TRUST.

SUMMARY OF ACCOUNTS 1825-1849.

(Lancashire Record Office, Preston).

<i>Period</i>	<i>Year</i>	<i>Total Expenditure</i>			<i>Total Income</i>			<i>Balance Forward</i>			
		£	s.	d.	£	s.	d.	£	s.	d.	
12 May 1824- 12 May 1825	1825	1132	15	2½	1121	7	11½	—	85	—	9
to 12 May	1827	828	11	1½	988	12	3½	+	160	12	—
to 12 May	1828	793	13	0½	1058	4	7½	+	264	11	7
to 12 May	1832	1156	7	3½	1076	15	8	—	79	11	7½

<i>Year</i>	<i>Beetham</i>	<i>TOLLS</i>						<i>Chairman signing accounts</i>		
		<i>Beethwaite Green Wilson House</i>			<i>Underfield</i>					
	£	s.	d.	£	s.	d.	£	s.	d.	
1825	153	—	—	181	7	3	284	—	—	Thos. Holme Maude
1827	217	—	—	BG 208	—	—	264	—	—	William Hutton William Townley John Kitching
1828	217	—	—	WH 121	—	—				
1832	221	—	—	Ditto	—	—	264	—	—	
				372	—	—	310	—	—	

Copies of the Accounts for 1826, 1829-1831 inclusive, and 1833 (May 1832-May 1833) are missing.

THE TURNPIKE ROADS OF NORTH LONSDALE 285

In 1833 the period was altered to coincide with the calendar year and the total income from leases of Toll Gates only shown. The Statements of Accounts, previously in manuscript, were printed hereafter, and the Annual Meeting was always held at the Cross Keys, Milnthorpe until 1841 at least.

Year	Total Expenditure			Total Income			Balance forward			Total Lease of Tolls			Chairman signing
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
¹ 1833	543	5	1½	655	5	0½	+112	0	10½	556	12	11	William Townley do.
1834	1137	5	3½	1181	5	1½	- 56	0	1½	872	-	-	
(This statement includes "Allowance to Thomas Schollick for loss sustained at his Toll Gate by the overflow of Horner Tarn, etc., £41).													
1835	866	19	10½	1007	11	4	+143	11	5½	905	7	1	Joseph Thexton
1836	872	7	7½	1111	1	2½	238	13	7	872	-	-	William Dillworth Crewdson
1837	843	6	3½	1125	13	7	282	7	3½	872	-	-	John Wakefield
1838	814	16	9	1143	13	10	329	17	1	846	6	6½	William Hutton
1839	914	7	9	1277	0	3	362	12	4	911	19	6	Edward Suart
1840	904	7	4	1285	19	11	381	12	7	878	9	3	Garnett Braithwaite
1841	961	10	7	1320	4	3	358	13	8	914	10	6	Edward Suart

Throughout the above period the Bonded or Mortgage Debt (Interest 4½%) was given as £8150 and the Floating Debt (Interest 2%) as £9650.

¹ Covering the period from 12 May to 31 December 1833 only.

APPENDIX G:

Compositions paid by various parishes and townships in lieu of the statute duty to repair the road.

THE ULVERSTONE AND CARNFORTH TURNPIKE ROAD.

Place	1825			1827			1828			1832		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Yealand Conyers				3	5	—	3	5	—	3	5	—
Yealand Redmayne				4	15	—	—	—	—	4	15	—
Staveley	10	3	0½	10	3	0½	10	3	0½			
Colton East	3	5	—	3	5	—	3	5	—	3	5	—
Colton West	5	2	6	5	2	6	5	2	6	5	2	6
Upper Holker	2	5	—	2	5	—	2	5	—	2	5	—
Haverthwaite				8	11	7	8	11	7			
Newland				10	—	—	10	—	—	10	—	—
¹ Upper Hallithwaite				10	—	—	10	—	—			
Crosthwaite and Lyth				4	4	5	4	4	5	4	4	5
Witherslack	6	9	2	6	9	2	6	9	2	6	9	2
Meethrop and Ulpha	2	7	—†	1	3	6	1	3	6			
² Millthorp	19	10		1	19	8†	1	19	8†	19	11	
Hale and Whasset	13	6	9†	8	17	10†	4	8	11	4	8	11
Levens	5	4	6	5	4	6	—	—	—	5	4	6
Beetham	1	18	3	3	16	6†	1	18	3	1	18	3
Haverbrack	1	13	5	1	13	5	1	13	5	1	13	5
Warton				3	5	—	3	5	—	3	5	—
	1833			1834			1835			1836		
Total of Parish Compositions	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
	82	4	3½	82	4	3	82	4	3	80	9	9

The item disappears after 1836.

¹ afterwards spelt "Allithwaite". † 2 years.

² spelt "Milnthorpe" from 1832. ‡ 3 years.

APPENDIX H:

Acts of Parliament.

THE ULVERSTONE AND CARNFORTH TURNPIKE TRUST.

58 Geo. iii, c.70.

An Act for making and maintaining a Turnpike Road from the Turnpike Road leading from Ulverstone to Kendal, into the Turnpike Road leading from Millthorp to Kendal, and a Continuation of the said Road from the last-mentioned Turnpike Road to join the Turnpike Road leading from Lancaster to Kendal. (23 May 1818, with effect from the date of passing, for a term of 21 years).

13-14 Vict., c.65.

(Short title — "The Ulverstone, Millthorp, and Lancaster Turnpike Road Act, 1850").

An Act to amend an Act passed in the fifty-eighth Year of the Reign of King George the Third, intituled An Act for making and maintaining a Turnpike Road from the Turnpike Road leading from Ulverstone to Kendal into the Turnpike Road leading from Millthorp to Kendal, and a Continuation of the said Road from the last-mentioned Turnpike Road to join the Turnpike Road leading from Lancaster to Kendal, and to continue the Term thereby granted. (15 July 1850, with effect from 31 October 1850, for a term of 21 years "and no longer and that thereafter the said Road shall be free . . .")

Repealed by a General Public Act of the First Session of the Twenty-first Parliament, 1874.

37-38 Vict., c.95.

An Act to continue certain Turnpike Acts in Great Britain, and to repeal certain other Turnpike Acts; and for other purposes connected therewith.

3. THE COACH ROAD TO CUMBERLAND

(The "Slate Road").

Although North Lonsdale was affected by only two turnpike roads, brief mention should be made of one other route which incorporated a form of toll-road although never the subject of an Act.

From Furness there were three principal routes to Cumberland: (a) From Ireleth Lane End across Millom Sands, over the Duddon channel at Low Ford, to Holborn Hill.⁵⁵ This was the direct route for those on horseback travelling oversands from Lancaster. (b) From a point near Kirkby Sandside across Duddon Sands, by Middle Ford to Holborn Hill, or by High Ford to The Green. A road led from Ulverston past Horrace and Harlock, through Beckside, and crossed the Ireleth-Broughton road about a quarter of a mile from the shore. Although local country people may have ventured over with a cart occasionally, there appears to be little evidence to show how much the above crossings were used by, or even suitable for, vehicular traffic. Unlike the Kent and Leven Sands, no official guides were appointed, the only assistance available being that of persons professing a knowledge of the sands who could be hired at the Pilot Inn, Holborn Hill, about 1745, though it is not stated how long this service continued.⁵⁶ (c) The recognised way for vehicles from Ulverston was by route (b) to the junction with the road from Ireleth, which was then followed past Kirkby Hall and Grizebeck to Broughton and Duddon Bridge. From the late 18th century, at least, there was a regular waggon, coach and mail service to Bootle and Whitehaven by this route,⁵⁷ although from the known state of the average country "highway" of the time it is unlikely to have been easy or satisfactory, even though travellers had the advantage that the Lancashire bridges upon it

⁵⁵ Above, part 1, 255.

⁵⁶ F. Warriner, *Millom People and Places*, 45 f.

⁵⁷ CW2 xlvi 93-95.

were repairable out of the Hundred rates, from 1771 at least.⁵⁸ This was afterwards replaced by the present route from Ulverston to Grizebeck, in the following circumstances.

Maps of the period indicate that until the end of the 18th century a fair road existed to the junction with the old pack-horse way from Dalton to Lowick, about a mile beyond Broughton Beck; from that point only a track (probably little more than a bridle way) continued to Grizebeck. There was some traffic in shipping slates from the Kirkby Moor quarries at this time, the vessels coming up the river to Kirkby Pool mouth for loading. It was an exposed spot, and within a few months of the opening of the Ulverston Canal it occurred to the proprietors that this trade, or a share of it, might be profitably diverted to their undertaking, if the road could be made suitable for heavy cartage. Negotiations were therefore entered into with the slate merchants.⁵⁹

At a meeting of the Canal Company held on 13 June 1797 (present: J. Sunderland in the chair, J. Machell, J. Birch, R. Robinson, Joseph Goad, W. Burnthwaite senr.,—Stephenson) it was resolved that "Mr Fell, Mr Brockbank, Mr Robinson and Mr Burnthwaite be named as a committee to wait on the Slate Merchants in Kirkby to consult and advise with them respecting the road from the Slate Quarries to the Canal". The Minutes of the Company meetings were often badly kept, and possibly conversations were prolonged; no further reference occurred for a year, when a meeting held on 14 June 1798 resolved

"That it would be greatly to the interest of the Ulverston Canal Co. if a slate road was made from Kirkby Slate quarries across Kirkby Moor and to join the road leading to Netherhouses. That W. Burnthwaite senr. do without delay contract for the

⁵⁸ CWI xv 128-9.

⁵⁹ Ulverston Canal Co. records, British Transport Commission Archives 66 Porchester Road, Paddington, London. I am indebted to Mr J. D. Marshall, B.Sc.(Econ.), for these excerpts from the records.

making of such parts of the said roads as is (*sic*) at present impassable with carts."

This Minute provides the only information regarding the route of the slate road. It may mean the line now represented by a track from the quarries, turning left past Rake to Netherhouses and Broughton Beck, but it is more probable that those concerned would arrange for their new length of road to reach the existing one at the nearest practicable point, incorporating and improving the Grizebeck track as necessary—a more economical proposition and suggested not only by the instruction to Burnthwaite senr., but also by the comparatively small immediate payment proposed by the contractors on completion,⁶⁰ and the fact that the Minutes make no references to purchases of land or way-leaves for the slate road being necessary. In this case, the most likely commencement is the short track connecting to the present main road near the "Old Quarry" above Gawthwaite (National Grid reference, O.S. 1 in. map, sheet 88, 34/265848), the Grizebeck track to its junction with the pack-horse way and the road from that point southwards to Ulverston being made up as required.

Again there was a long period when the matter was not mentioned, but it would appear that differences of opinion had arisen as to who should bear the expense of the road improvement, or how it was to be apportioned, for on 10 November 1801 it was decided that Mr Brockbank request Mr Pennington and Mr Beeston to proceed with the arbitration "re making the road over Kirkby Moor and to try to obtain settlement of whatever mode (*sic*)". No details are given as to what had taken place during the three years since the question had last been discussed (so far as the Minutes record) but evidently the sub-committee had handed over the negotiations to Pennington and Beeston, who also had failed to obtain an agreement; meanwhile the canal was losing a potentially

⁶⁰ Cf. p. 291.

valuable source of revenue which the proprietors had come to consider it urgent to obtain. Yet a further year elapsed before the business came before the members of the company again—or, at all events, before anything occurred which was considered worth noting, although it appears that some work had been done.

A meeting held on 10 November 1802 was

“to take into consideration the propriety of compleating the new Road over Kirkby Moor. Mr Fisher on behalf of himself and Mr Lowry⁶¹ having proposed that they would compleatly finish such Road at their own expence and keep the same at all times in good and sufficient repair and also bring the whole or $\frac{3}{4}$ of the whole of their slate to the Canal. On this Condition, that the Company pay to them the sum of £21. 15s. when such road is finished, to be applied by them towards the expenses of making the same”. It was further agreed that the Canal Co. was to collect extra tolls from all the slate merchants using the road and not having contributed to the cost of making it, such tolls to be divided between the proprietors of the canal and Messrs Fisher and Lowry until their full share of the road costs had been refunded.

It must be supposed that this formed a satisfactory settlement which was carried out, though for how long the system of private road tolls continued cannot be stated, as the Canal records make no further mention of the “Slate Road”.⁶² Nor is there any explanation of the conduct of the canal proprietors, in alternately pressing the proposed scheme as urgent and then neglecting it, but it seems reasonable conjecture to relate it to local trade conditions.

Until after the canal was opened, the Kirkby slate trade was good, if declining somewhat, but it was poor before the beginning of the 19th century.⁶³ Details then

⁶¹ From the context, themselves prominent slate-merchants.

⁶² Possibly it ceased by 1821 if it lasted so long, for the Canal Rates and Duties were advertised to be let by private treaty on 4 September 1820, and although no bid was received then it is known that Town and Tolming took a lease soon afterwards.

⁶³ MS. letters from J. Robinson to Lord John Cavendish: Lancs. Record Office, Holker MSS., ref. D.D.Ca.; *Trans. Hist. Soc. Lancs. & Ches.*, N.S., xi (1869), 46 f.

are unknown, but the country underwent an economic crisis at that time and the Furness slate trade perhaps had experiences not unlike the iron-ore trade—depression, but with occasional short periods of more prosperous activity. The continuance of the wars with France caused wretched conditions generally, but certain sections of the population (notably farmers) profited, and there would have been an increasing demand for slate for agricultural buildings later. Between 1802 and 1814 1,888 tons on an average were exported annually from Ulverston Canal.⁶⁴ As much of the slate from Coniston was shipped at Greenodd, obviously the figures largely refer to the Kirkby area.

But although the road thus served its purpose, and carried a fairly substantial quantity of material, it may be doubted whether it fulfilled the Canal Company's hopes and expectations during that period. Possibly it did so afterwards, but no figures are known for the years immediately following 1814. Other travellers on the road must have used it grateful for the improvement, as no power existed to prevent them doing so freely, as regards that part which formed a public highway.

No record has been discovered stating precisely when the route became the recognised one for through vehicular traffic to Broughton and beyond. It had long been known as the "Old Coach Road" in 1899,⁶⁵ and apparently no memory of an older way survived, even as a tradition. Charles Smith's "New Map . . . of Lancaster . . .", reprinted in 1804, shows the line from Ulverston via Broughton Beck to Grizebeck and onwards as a main road throughout; thus it would seem that its advantages soon became realised, the short length down the hill to Grizebeck Mill was made up, and probably within a few years it had superseded the 18th century road.

⁶⁴ Salmon, *History of the Ulverston Canal (Soulby's Ulverston Almanacks, 1850-52)*.

⁶⁵ It was suggested as the usual way to Broughton in 1806 (*North Lonsdale Magazine*, iii, no. 10, December 1899, 213).

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