

From a Water Colour by T. C. Moore.

THE OLD TRENT BRIDGE INN.

By kind permission of Lt.-Col. W. A. Potter.

An Itinerary of Nottingham.

*Being information as to the history of the Streets, Buildings, etc.,
of the City collected from many sources by*

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THE traveller who in olden days was visiting Nottingham would probably get his first glimpse of the town from somewhere about the Ruddington Hills, and while he was admiring the beautiful prospect he would be disgusted with the gibbet which stood upon the site of the ancient gallows at the corner of Wilford Lane. With the village of West Bridgford, with its strange stories of the Lady of Mercia and its interesting old church of St. Giles, we have nothing to do, but we must pause at the river Trent, as, no doubt many an ancient traveller would have to do. Trent was an important political and local boundary dividing the realm into two parts of "Cintra Trentam" and "Ultra Trentam," while the passage, which has been situated about where Trent Bridge stands from time immemorial, was one of the most important river crossings in England. What the word "Trent" means has never been settled by philologists but one of the most interesting explanations of its derivation occurs in the well-known rhyme:—

"The beauteous Trent which in itself enseams
Thirty kinds of fish and thirty different streams."

In an anonymous manuscript in Bromley House Library and dated 1641 there is a list of these thirty different fish which I give for what they are worth, some of them seem to be extraordinary.

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| 1. Sturgeon. | 2. Shad. | 3. Salmon. | 4. Carp. |
| 5. Trout. | 6. Pickeral. | 7. Grayling. | 8. Barbet. |
| 9. Chevin. | 10. Bream. | 11. Perch. | 12. Flounder. |
| 13. Ruff. | 14. Lamphrey. | 15. Lampern. | 16. Eel. |
| 17. Smelt. | 18. Gudgeon. | 19. Dates. | 20. Roach. |
| 21. Lenbrood. | 22. Loach. | 23. Crayfish. | 24. Whitting. |
| 25. Prenches. | 26. Burbolts. | 27. Bullhead. | 28. Minnows. |
| 29. Sticklebats. | 30. Pinks. | | |

Of these, fifteen are proper to the province of Trent ; Sturgeon, Salmon and Smelt, are accidental from the sea. Carp, Trout and Trench are thrown by flood from ponds and smaller streams.

There were swimming baths in the Trent as early as 1750, and by 1773 two baths had been erected, one on either side of the bridge, one of which was reserved for the use of ladies. These were improved in 1857, and in 1895 the modern Trent Baths were erected. There was a ford just a little to the west of Trent Bridge about forty years ago, but I believe that it has been completely dredged away. Whether it was a primeval ford or not we have no means of knowing. There was an old horse bridge across the Trent just about where the Grantham canal enters it, but this was washed away by a flood in 1875 and its debris was removed. The town wharfs, which were of course of very great importance, were situated round about the northern end of Trent Bridge. In mediæval times when roads were very bad indeed and traffic upon them both slow, costly and difficult, water traffic was of much more importance than it is nowadays, and the traffic from these wharfs would proceed in the small boats of those times down the Trent, sometimes transshipping their cargoes at Gainsborough, situated at the head of the tidal waters of the Trent, and sometimes conveying their burdens overseas. In connection with Trent traffic it is in-

teresting to remember that the first steamer on the Trent commenced to ply in 1825. It belonged to Mr. John Bradshaw, who was a well-known carrier and wagon proprietor of those times, and it carried cargo and passengers as far as Gainsborough from which place the passenger would take coach to Hull or to Scarborough, or any northern destination.

Why is the name "Trent Bridge" and not "Nottingham Bridge"? We have "Burton Bridge," "Newark Bridge," "Muskham Bridge," and so forth, but the Bridge at Nottingham does not bear the name of its adjacent town. The reason is that when Trent Bridge first came into being, Nottingham was a long way from it, a mile or more across the open country. Early passengers would cross the Trent by the ford that we have just mentioned, or possibly would ferry themselves across in primitive canoes, but when Edward the Elder, the son of Alfred the Great captured Nottingham in 924 he built a bridge across the Trent somewhere in this neighbourhood, and he defended it by a fortress of some description at its southern end. This bridge would probably be largely made of wood, its piers perhaps would be stone, but certainly the platform and probably the superstructure would be wooden and unfortunately we have no evidence as to its exact position. Whatever was its appearance it was the most important bridge that had been built in Britain since the Romans left the province and, like London Bridge, over the Thames, it was the last crossing of a great river before it joined the sea. This bridge remained in use until it was replaced by Henry II. sometime about the year 1156. Henry's bridge was indeed of importance. It was called the Heth Beth Bridge, which probably means the bridge by the "hythe" or "wharf" near the

“ beth,” “ wath,” or “ ford ” and it bore upon one of its many arches a chapel dedicated to St. Mary which was endowed to support two chaplains and in which marriages might be solemnised. These chapels upon bridges were quite common during the middle ages, in fact bridges as well as roads were intimately associated with religious matters the repair and upkeep of both roads and bridges being regarded as a sacred duty. We have a record of a grant being made to this chapel early in the 14th century, by John Le Paumer and Alice his wife of the sum of £6 13s. 5d. to a chaplain to celebrate Masses for their souls “ in the Chapel of St. Mary upon Heth Beth Bridge.” A fragment of the tracery of one of the windows of this chapel was discovered in the bed of the Trent in 1826 and is now preserved in the apartment of the Thoroton Society. By 1364 this bridge of Henry II.’s time had become very dilapidated and extensive repairs, amounting to almost a re-building were necessary, although in 1209 the brethren of St. John the Baptist, in Nottingham, had attempted to do something for the upkeep of the bridge. Up to this time the bridge had been maintained by the counties of Nottinghamshire, Derbyshire and Lincoln, but about now the town of Nottingham undertook the complete repair of its twenty arches and two years later appointed two bridge-masters to undertake the responsibility. Gifts and bequests towards its upkeep were received and lands and hereditaments were purchased to provide an income for its repair. This formed the foundation of the Bridge Estate, the first lease under which was granted in 1541. In 1551 Edward VI. granted the property of the hospital of St. John of Jerusalem in Nottingham, together with the Chantry upon Trent Bridge to the Bridge-Masters or

their representatives for the upkeep of the bridge which of course considerably augmented the bridge's income. But in spite of this the bridge fell into decay and indeed in 1636 became so ruinous that one arch fell down completely.

During the civil wars between Charles and his parliament it was captured, in 1644, by the Newarkers who slew seventeen of the Nottingham men forming its garrison and after the cessation of hostilities it was, in 1683, very much damaged and a considerable portion carried away by a flood. It was repaired and at this time was six hundred and sixty eight feet long by about twenty feet wide, and was carried upon fifteen arches. In 1725 it was again repaired, and a toll house was set up, and although the right of the Corporation to levy toll was contested, it was upheld by the courts of law. In 1840 Queen Victoria and Prince Consort passed over Heth Beth Bridge in their progress from Nottingham railway station to Belvoir Castle, which accounts for the Royal Arms being displayed upon the present bridge in memory of that occasion. But the time was approaching when the old bridge which was now carried upon seventeen arches, proved to be utterly inadequate for the work it had to do, and in 1853 Sir William Cubbit prepared plans for a new bridge. However, nothing was done and traffic struggled along until 1871 when the magnificent Trent Bridge, designed by Mr. Tarbotton, the borough engineer, and erected at a cost of £30,000 was opened by Alderman Manning. It is amusing, in light of later experience, to record that Alderman Manning and his colleagues had to put up with considerable criticism because they erected a bridge which their contemporaries considered was far too wide for any

traffic it would ever have to carry. Fifty-five years later in 1926 it has been found necessary to almost double the width of Trent Bridge.

It is a curious colloquialism that Trent Bridge is so frequently referred to as "The Bridges." There are two explanations of this curious phrase, neither of which are very convincing, but which I give for what they are worth. The first of them is that for some months the Old and the New Trent Bridge were standing side by side, and the spectacle of the two bridges so impressed our forefathers that the term "The Bridges" became embedded in local language. The other explanation is that a hundred yards or so to the north of the river there was a hollow cut by some older bed of the river which was crossed by a further set of arches, and so the two bridges became referred to as "The Bridges" a name which has stuck, even though the northern set of arches has now disappeared.

Of the mediæval bridge there is still an arch dated about 1364, left close to the police station on the Bridgford side of the river. This carries an asphalt path which serves as an approach to "Lovers Walk" and is an interesting memorial of the long and complicated history of Trent Bridge.

At the northern end of Trent Bridge, about on the site now occupied by the Town Arms Hotel, stood the old water works of Nottingham, which were such a charming feature of the landscape forty or fifty years ago, but which have now completely disappeared. A tall brick chimney, mellowed from its first rawness by age, and a grove of well-grown trees marked the old pumping station. There was a great settling tank, or reservoir, receiving water from the river Trent, which reservoir occupied both sides of the road, and a faint

echo of which remains in the gardens between Messrs. Turney's works and the river. After this water had passed the filter-bed it was pumped to the reservoir on the eastern side at the upper end of Park Row. For many years this reservoir was open, and surrounded by trees, and was an extremely picturesque object, but some forty or fifty years ago it was covered over by a great concrete roof, which has remained until 1925, when it was broken with considerable difficulty, and the site devoted to the erection of an out-patients' department for the Nottingham General Hospital. These waterworks at Trent Bridge and also the reservoir on Park Row, were erected in 1831, and we are informed that the water was forced through the mains from Trent Bridge by an engine of forty horse power, at the rate of ten hogsheads per minute. The reservoir is a hundred and thirty feet above the Trent, and in 1850 the water distributed from it through about twelve miles of pipe to the neighbouring districts.

The whole apparatus was taken over in 1880 by the Corporation, and although in good working order, it was immediately put out of commission and pulled down, for it was superseded by the modern and excellent water supply of Nottingham.

The story of Nottingham's water supply is both curious and interesting, and these old Trent Bridge water works fill a very important page of that history. Of course the primitive system of obtaining water was from wells or from the river, and about it as far as Nottingham is concerned we know very little indeed, although here and there throughout the city we keep coming across the remains of old wells. In 1696, two years after the Bank of England was established, powers were taken to supply Nottingham with water and a Waterworks

Company was formed. This company took water from the river Leen at the Castle rock, and it was pumped by means of an hydraulic engine, which was housed at the foot of Finkhill Street to a reservoir on the east side of Park Row, whose site is now occupied by an extension of the General Hospital. This reservoir was made out of a section of the old town ditch, and from it water was distributed in pipes to the neighbourhood. The company later took a lease of the old fishpond of Nottingham Castle, whose site is now built over and Hope Drive and Fishpond Drive formed on it. This fishpond gradually silted up and in 1791 it was used as a dump for the soil taken out in preparing for the erection of the barracks at the end of Barrack Lane on the upper side of the Park. Owing to the decayed vegetable matter mixed with this soil the neighbourhood became very fertile. It was turned into gardens and the Fishpond Gardens, as they were called, obtained more than a local celebrity for the beauty of their flowers and the excellence of their vegetables.

In about the thirties of last century many complaints were made as to the quality of the water the company were supplying and this is hardly to be wondered at seeing that they were drawing it direct from the Leen which was acting as a general sewer for all the villages in the Leen Valley, and it does not appear to have been filtered in any way whatever. To provide against this contamination the Water Company established new works at Scotholme near Basford, taking the water from the river nearer its source. This water they piped along by the side of the Leen in nine-inch iron pipes to the bottom of the Castle Rock. They erected a new engine house in Brewhouse Yard, the site at present occupied by the Corporation Water Department,

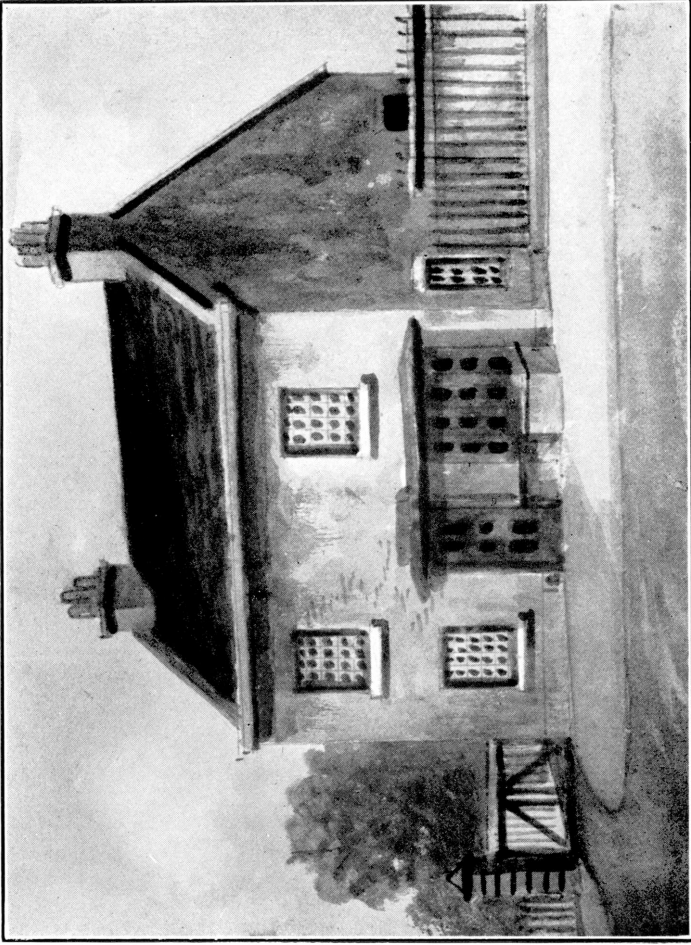
and pumped this new supply of water up to their old reservoir underneath the present hospital.

In addition to this undertaking the Corporation had in their hands an establishment which was called the Northern Water Works, founded in 1826. It was situated in Sherwood Street next door to the Jews Cemetery and faint indications of it may still be seen. Water was pumped from a spring into a cistern and from it distributed to the upper part of Mansfield Road. The spring ceased to flow about 1870, and the site is now built over. Then again, Messrs. George Beardmore & Sons had a water supply on Zion Hill. They pumped water from springs underneath Zion Hill and Holden Street from a well sixty yards deep to a reservoir on the top of their engine house from which they distributed it to the barracks, Radford and Park Side. They sold their undertaking to Messrs. Walker and eventually the Water Company paid Messrs. Walker no less a sum than £5,000 to terminate the supply. Another similar local supply was from wells behind the "Hand and Heart," Derby Road. But this was a very much smaller undertaking and does not appear to have been bought out by the Water Company. In addition to all these supplies of water which of course could only be obtained by customers who were prepared to pay for a supply, there were no less than twenty-two public wells and pumps through the town in addition to scores of private wells and finally water carts which were supplied with water from the Northern Water Works used to perambulate the town selling water at a halfpenny per bucket. Folk had strange whims as to their favourite spring. Some springs or wells were considered better for making tea while others were preferred for brewing and others for washing purposes, so that folk were

quite prepared to keep "vintages" as it were, of water for different purposes. In addition to all this there were several medicinal springs in the town as for example the spring at St. Anne's Well, or most noticeable of all, the chalybeate spring in Spa Close, just about where the Byard Manufacturing Company premises now stand on Castle Boulevard. This spring was much sought after at one time and was regarded locally as an excellent substitute for the waters of the great medicinal Spa's of Buxton, Bath and elsewhere.

LONDON ROAD.

It is difficult to realise as one walks down the modern London Road with its wilderness of brick and mortar that less than two hundred years it was one of the favourite promenades of the good folk of Nottingham. And even more difficult is it to understand that it was an *ipse dixit* amongst travellers by stage coaches that the mile that separated Trent Bridge from Nottingham was the most beautiful mile near any town in Great Britain. But it must have been beautiful. The road crossed a lovely open space, the common lands of the town which in spring were carpeted with the ethereal blue of the crocus that we have now destroyed. On the western side of the road was the West Croft between the Tinker's Leen and the Canal. It was commonable for the burgesses from July 6th to August 13th and again from October 3rd to Old Candlemass. Each burgess had a right to turn three head of cattle or forty-five sheep into the common fields during these periods. On the eastern side was the canal and then the East Croft. The East Croft was also commonable, but a small fee was charged for the accommodation of cattle and out of the common land was reserved a small



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TOLL HOUSE, LONDON ROAD.

holding of some three acres which in addition to the fees, provided a salary for a Pinder and a Fieldpinder. Of these officials the names of "Pinders House Road" off Crocus Street and "Pinders Street" off Poplar Street are the only reminders.

During its progress across this open country the road had to make its way round two great pools. Chainey Pool was the largest and was situated nearest to the Trent. It was about opposite the end of Crocus Street and it was celebrated for its stock of fish. A hundred yards nearer to the town was the second pool Chainey Flash which probably got its name of "flash" from the old custom of "flashing" boats through a weir and may represent a sudden deepening in some lost streamlet. Long ago these two pools were crossed by wooden bridges, but traffic was only permitted across these wooden bridges when the river was in flood and in normal times they were stopped up by a great chain fastened across them hence their name "Chainey" or "Chain." The road also had to cross the Tinker's Leen, which still flows, and is a southern branch of the river Leen. Finally just before getting to the end of Narrow Marsh the road had to get across the many branches and the swamps of the river Leen itself.

The history of the road is rather difficult to make out. It is of immemorial antiquity being the successor to the primitive track across the marshes of the Trent Valley. About 1766 the wooden bridges to which I have referred were replaced by stone structures which were kept permanently open and these stone bridges were replaced by a bridge of ten arches which was erected in 1790. However, it had hardly got up when there came a terrible flood, one of the worst ever known, for in 1795 it so badly damaged the bridge as to render it quite unsafe,

and it was decided to pull it down. The situation was complicated by the number of people who were responsible for the upkeep of the bridge. It appears that almost each arch was assigned to the custody of some Hundred or Weapontake and the disputes as to who was responsible were endless. Nottingham's share was the two northern arches and part of the crown between the second and third arches. Altogether there were twenty-three arches and this joint responsibility caused endless bickering and disputes in the course of which the bridge became entirely unsafe and positively dangerous.

But a fresh power was arising in the land. Coaching traffic was developing and in order to provide for its accommodation, roads were being improved out of all recognition, and one of the greatest forces in this improvement was the establishment of turnpikes. In theory the turnpike system is thoroughly sensible and simple. It was felt that those who benefited by the improved roads should pay for them, and so Trusts were formed by Acts of Parliament which were authorised to construct new roads or to improve ancient roads and to levy toll upon all wayfarers using these roads. The Trusts using these tolls for the upkeep of the roads, Of course this led to a great deal of hardship, for it prevented impecunious people from using roads at all and it led to untold difficulty for the drovers who were bringing the huge herds of cattle down from Scotland to be pastured in the fat Midland grazing lands previous to slaughter, but these difficulties gradually adjusted themselves, and the echo of this adjustment is to be found in the mysterious Drift Roads, which are such a joy to follow in these days of hurry and bustle.

Anyway, in 1796 an Act of Parliament was passed establishing a Turnpike Trust with jurisdiction over the

road from the north side of Trent Bridge to the west of St. Mary's Church. This road was constructed a little to the east of the ancient road and bridge, which had an interesting effect as we shall see when we come to Plumtree Square. Eventually the hedge between it and the old road was thrown down and the two were amalgamated into one which accounts for the magnificent and welcome width of the modern London Road. It crossed the Meadows upon many arches which permitted the flood water to get away and of which arches some traces remain even now. To collect toll on this road a bar was placed about opposite the end of Trent Lane. There is no trace whatever of this nowadays, and I do not know when it was done away with, but it is shown on the map of 1860.

The canal was of enormous benefit to our forefathers. The bill for its construction received the Royal Assent in 1783, but that was a period of great financial stringency and nothing was done until 1792 when the first sod was cut. When a start was made, work proceeded apace, and by the following year, 1793, the first section of the canal was ready for opening. It extended from the river Trent to the town somewhere about Poplar. The opening of this canal was an occasion of much ceremony, a procession of three decorated barges was formed, each barge being loaded with stone. In the first barge was placed the engineer of the work and he was accompanied by the regimental band of the Light Horse then in garrison at the Park Barracks. As the first lock was filled these heroes played "Rule Britannia" and during the voyage to the town they played "Hearts of Oak," "God Save the King," and other similar patriotic but singularly inappropriate nautical pieces.

But the canal system really was of inestimable benefit before the days of railways. As far as Nottingham is concerned we were joined up to Grantham and Lincolnshire by the opening of the Grantham Canal in 1797, the year in which the battle of Camperdown was fought, while the Erewash canal connected the Trent with the enormously important Cromford Canal in 1777, the year in which Saratoga surrendered. Indeed, canal traffic was so important that even after railways were established extensions were made in Nottingham, and the canal joining Poplar with Sneinton Hermitage, which provides so much dock space, was constructed in 1835. It is interesting to notice the bridges over the canal by the side of London Road. They are stone-built structures and they are of course a hundred and thirty three years old.

Proceeding down London Road from Trent Bridge one passes on the western side Ryall Street, which I think is a corruption of "Royal Street" for thereabouts were erected fortifications during the struggle between Nottingham men and the Newarkers during the Civil Wars, which were called the "Royal Hills" after King Charles I. They have of course completely disappeared and the street has recently been christened Ryehill Street.

Burton's Alms Houses were established by Miss Ann Burton, in 1859, as the date-stone shows. She lived in Spaniel Row and erected these Alms Houses for the accommodation of twenty-four widows, widowers, or unmarried persons over sixty years of age in needy circumstances, and of whatsoever religious persuasion they might belong. Her father was a prosperous saddler. She inherited his fortune and being of very quiet tastes she spent little money and her income

accumulated until she was very wealthy. With a portion of her money she established these Alms Houses and drew up a will disposing of the remainder of her fortune, but a sudden seizure proved fatal and her will was never signed so that a very much disliked cousin came into a large and unexpected fortune.

The cattle market was opened about 1880 and is exceedingly well fitted and well accustomed. Queen's Road gets its name in rather a curious manner. In 1846 Queen Victoria and Prince Consort had been staying at Chatsworth and they were proceeding to Belvoir Castle. The railway of course was only open in those days as far as Nottingham and so Queen Victoria and her husband had to leave the train at the terminus, which is now the goods yard in Carrington Street. They stopped for a little time interviewing the important officials of the town and finally entered their carriage and drove down the new road which was in process of formation across the West Croft and whose completion had been hastened for the occasion. As Queen Victoria was the first person to pass over it, it was christened Queen's Road in honour of the event.

Under Leen Bridge was placed one of the public baths of the town for in addition to the one at Trent Bridge already mentioned and another at St. Anne's Well, the only accommodation for bathing in Nottingham at the time Blackner published his history in 1815 was under Leen Bridge and a very small establishment between Leenside and the canal, opposite to Navigation Row. As private houses were rarely fitted with baths it is rather unpleasant to think of the condition our forefathers must have got into.

In 1846 The Nottingham and Lincolnshire railway was opened and the old railway from Derby was extended

across Carrington Street to join up with the new line. A new station was built in Station Street which remained in use down to 1904. It was completed in 1848, and the street leading down to it was christened Station Street. It is rather interesting to remember that in Station Street Messrs. Hine Mundella & Co., established the first steam-driven hosiery factory in Nottingham so recently as 1851. The London and North Eastern Low Level station with its attendant yards are of curious genesis. It was erected in 1857, the year of the Indian Mutiny. It was a time of sad depression in Nottingham and work was scarce. The authorities therefore eagerly accepted the Company's offer to take soil from Woodborough Road to form a huge platform raised above flood level upon which to erect their station and sidings. The site from which the soil was taken was on the hill leading up to Mapperley. In 1632 Fox Lane is mentioned as extending from what is now Mansfield Road to Sandy Lane, the modern Huntingdon Street and Windsor Street. The lane then became a mere cart-track called Goose Wong or Goose Meadow Lane, which led up the hill and was closed by a stile about where Cranmer Street now enters Woodborough Road. From there a footpath led by the side of the Tode Hole Hills, meaning of course the Fox Hole Hills, for "tode" or "tod" is an ancient name for fox, and joined Red Lane about where Alexandra Park now stands. This track was put into good order by unemployed workmen and the surplus soil was accommodated by the Great Northern Railway Company, and the town was tided over a period of grave unemployment. Previous to the construction of this thoroughfare, the way to Mapperley had been via St. Anne's Well Road, or via Redcliffe Road which used to be called Red Lane,

and which in addition to its appalling gradient was on clay and was practically impassable for a good part of the year.

St. John's Schools were erected in 1846 and almost directly opposite is Island Street, which is now so much occupied by the great works of Messrs. Boot as to have become almost a private road. Island Street had its dramatic day in 1848. At that time the Chartists were very threatening and the authorities were on the look out for riots. They made huge preparations swearing in no fewer than sixteen hundred special constables. It was feared that the first assault would be delivered upon the gas works which were then situate in Island Street, so they were garrisoned by a large number of workmen and provisioned to stand a siege. Huge chains were stretched across the street to prevent rushes and the walls were re-enforced and loopholed for rifle fire. Fortunately the preparations had a calming effect upon the hotheads and no riot took place.

The Crown & Anchor Inn was the starting place of one of the many post-gigs which ran out of Nottingham. These gigs differed from the ordinary mail coaches, for while carrying letters and parcels, they were forbidden to carry passengers. The gig from the Crown & Anchor left at 6.30 each morning for Derby. It must have been a very inconvenient system to have gigs and other conveyances starting from inns all over the town instead of making a general rendezvous at the Post Office.

And now we come to Plumtree Square and the reason for this square is now perfectly obvious for we have seen that the ancient road was set a little bit to the west of the present London Road, aiming, in fact, for the foot of Malin Hill. The newer road was placed

by the side of it and became the main thoroughfare. As the old road was gradually abandoned encroachments were made upon its surface, but this little bit of the old double width road has remained to our own day.

St. Patrick's Roman Catholic Church was erected in 1880 at a cost of £6,000 and the reredos contains panel paintings of the Blessed Virgin, St. Patrick, St. Joseph, St. Anthony and St. Winifred.

Before we leave London Road it would perhaps be as well to consider the condition of roads during the middle ages for they were far from being the smooth surfaced well kept thoroughfares to which we are accustomed. Within the confines of the town of Nottingham, drawings so late as the 18th century show that it was necessary to place stepping stones to get across the mud, even in the most important streets, and if such were the conditions that obtained in the heart of a busy town what must the roads have been like in country districts?

The Romans indeed left us a fine system of well engineered excellently paved roads, but after the departure of the Roman government at the commencement of the 5th century there was no provision whatever for the upkeep of the roads except a few sporadic charities. They were utterly neglected and became mere tracks extending at times over quite a wide strip of country as passengers passed from side to side endeavouring to find firm foot hold. They were often overgrown with brambles and bushes, they were impeded by ruts and streams meandered about them at their own sweet will and worse than that, they were the haunt of foot-pads and cut-throats. We can get some reflection of the condition of mediæval roads in the fact that when Alan of Walsingham, the architect of Ely Cathedral desired

to bring great logs from the forests of Norfolk to his church in 1322, the first thing he had to do was to construct a road which took four years to settle sufficiently to carry the weight of the logs. Again after the dissolution of Jerveaux Abbey in Yorkshire in 1547 it was found impossible to remove the lead from the abandoned buildings for six months or more for the roads during winter were so foundrous that no waggons could be dragged over them and the transaction had to remain until the summer had dried and hardened the roads. It was not until Macadam who was appointed surveyor to the roads round Bristol in 1816, hit upon the idea of covering roads with stones broken to pass a two inch ring that the modern system of road construction came into force, and it is due to him and to such experts as Blind Jack of Knaresborough that we owe our present excellent road system.

To be continued.

