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THE CONSTRUCTION OF THE
MILITARY ROAD FROM
NEWCASTLE TO CARLISLE
1751 - 1758.

William Lawson M.A.

M.Litt Thesis 1971.

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I

P R E F A C E

An earlier thesis¹, submitted in 1966 for the degree of M.A. confined itself, in the main, to the origin and planning of the Military Road between Newcastle and Carlisle whereas the present study is basically concerned with the year by year progress of construction from 1751 to 1758. As was indicated on the previous occasion, knowledge about this road appeared, at first appraisal, to be slight. Wade was commonly accepted as the originator and, according to an article entitled "Marshal Wade's Road" in Newcastle Monthly Chronicle in June 1889 by William Brockie, had himself made a survey of the line in 1749 and, with his soldiers, had undertaken the construction, beginning in July 1751. For thirty miles out of Newcastle he had overthrown what then remained of the old Roman Wall to construct an "agger" and culverts, only deviating as he approached St. Oswald's to take advantage of the bridge at Chollerford. Since there is now abundant proof that construction did begin in 1751 whereas the Marshal died in 1748, Brockie's account is seen to be largely fictitious, and while he may not have been responsible for the origin of the Wade myth, he no doubt helped to perpetuate it.

Apart from isolated references in the correspondence of Stukeley and his friends, authoritative information seemed to depend upon four main sources of which the first was an article entitled "The Military Road in Cumberland" by T. H. Hodgson in

1. Of which a summary in the form of an overprint from A.A., 1966, may be found in the front cover.

II

the Cumberland and Westmorland Transactions, 1902. This summarised sections of an Act of 24 George II (1751) designated "An Act for laying out, making and keeping in repair, a Road proper for the Passage of Troops and Carriages from the City of Carlisle to the Town of Newcastle upon Tyne." It proved to be an ideal starting point for it was a simple matter to procure a copy of the Act and to follow its progress as a bill in Vol.26 of the Journals of the House of Commons. From the latter source, the form of the petition¹ relative to the road was obtained and, though the document² itself has not come to light, the search produced, from the Library of the House of Lords :-

- (1) The Northumberland Commissioners' accounts for:-
 - (a) 1751, 9th August - 2nd November
 - (b) 1753, 20th January - 10th November
 - (c) 1756, 3rd February - 30th October
 - (d) 1757, 27th November '56 - 3rd Dec. '57.
- (2) The agreement between the Commissioners and Christopher Lightfoot and Partners on the making of the road in Northumberland and the adjustment of the gradient of Benwell Hill; also a sectional drawing.
- (3) An agreement between the Commissioners and Thomas Layburn and Partner for the building of bridges over Newburn and Denton Denes, and the plans for the same.
- (4) Copies of most of the Orders of the Cumberland Commissioners
 1. See page 192-3 of overprint.
 2. Having probably perished in H. of Comms. fire, 1834.

III

from 1751 (24th June) to 1759. The originals, however, as far as 1791 and from 1855 - 77 are deposited at the Cumberland County Record Office, Carlisle. We therefore have the complete record for the period under review, i.e. 1751 - 58.

- (5) Copies of the Cumberland Accounts as supplied to Parliament for the relevant period with the exception of 1753 and almost half of 1754.
- (6) Articles of Agreement between the Cumberland Commissioners and:-

- (a) John Byers and Partners on the making of the initial sector of the road beginning at Stanwix,
- (b) Wm. Lowden and Partners on the building of the Irthing Bridge, and
- (c) Other contractors mainly with regard to bridges.

The relevance of this material to the present thesis will be readily apparent and copies of most agreements and balance sheets appear as appendices; though not commissioners' orders, firstly by reason of their bulk, and, secondly, because they will eventually become available for general inspection. Other documents, of which use has been made as original sources, have been a solicitor's bill (almost certainly Edward Bigge's) for his services to Ponteland Turnpike Trust and regarded as typical, a petition from certain inhabitants of Cocker-mouth to a Cumberland M.P., Sir James Lowther, and his reply.

IV

A second article pertaining to the road had appeared in *Archaeologia Aeliana* in 1937 and was entitled "The Original Survey for the Newcastle - Carlisle Military Road - c.1746" by Lieut.Col. G.R.B. Spain describing how Mr. Guy Allgood of Nunwick had found there an oak box which had been addressed to his ancestor, Lancelot Allgood, and which contained a hand-drawn map entitled "A Survey of the Country between Newcastle and Carlisle Representing the several present Roads and the Tract which it is proposed for the new intended Road of Communication between these Towns" This map was presumed by Sir Geo. Macdonald¹ to have been the original from which an engraving had been made by Nathaniel Hill and found in the British Museum. The purpose of Hill's work had probably been to provide copies of the original for the use of members of Parliament during their deliberations on the new road across the north of the kingdom. Who the surveyor had been was quickly revealed when, at the suggestion of a P.R.O. official, the present writer examined two unindexed volumes of the Minutes of the Surveyor-General for 1749-51 and discovered the original commission to a military engineer, Dugald Campbell², to make "an exact survey of the present road betwixt Newcastle and Carlisle" and to Hugh Debbeig to assist him. Other entries made it clear that the two engineers undertook the work in July, August and September of 1749 and that Campbell had also presented a report³.

1. A.A.4.X.1933. A second copy of the map was found to be in possession of the Newcastle Society of Antiquaries.
2. See pp.194-5 of overprint, inner cover.
3. which has not been traced.

on the roads in the area already in existence and indicated what the line of the new road should be. The estimated cost of road and bridges was £22,450.

A third article amounted to little more than a brief record in Proceedings of the Soc. of Antiquaries of Newcastle upon Tyne 1923-24¹ of remarks made by Mr. Parker Brewis in refuting Brockie's assertions referred to above, and the fourth article, also in these Proceedings,² was entitled "The Last Days of the Old Roman Wall at Rudchester" by H. L. Honeyman and was based on four extracts from Denton Estate letter books. They cover such matters as the road's progress, decisions to continue it on top of the Wall, compensation, and the like. By reason of their importance they are reproduced either in full or in part in the section entitled "Northumberland 1752". Use has also been made of the mid-eighteenth century local press in both theses.

All in all, the earlier study might claim to have followed the history of the Military Road through what is now termed "the planning stage", i.e. from the petition to the survey then on to the Act and finally to the commencement of work. It had been able to reveal the form of the petition and the fear of future rebellion that seemed to underlie it, the name of the surveyor who had also probably recommended the virtual obliteration of many miles of the Roman Wall,³ who the commissioners and officials were, who the "undertakers" were who commenced the project and what the terms of their agreements had been.

1. Vol.1, 4th Series, p.316

2. Vol.4, 4th Series, 1933-35

3. A course in which local landowners had heartily acquiesced.

VI.

The present thesis builds upon this foundation and attempts to examine the progress in construction made each year, first in Northumberland and then in Cumberland. In the case of Northumberland, full use has been made, where available, of the Commissioners' accounts as prepared by their clerk and treasurer, George Tweddell, and presented to Parliament by their solicitor, Edward Bigge. Of considerable assistance have been the advertisements placed in the local press in revealing the dates and frequently the purposes of meetings. In general, identical notices were inserted in both the Newcastle Journal and the Courant, but only the Journal is quoted. Denton Estate letters as noted above have proved extremely useful, and so have the writings of Dr. Stukeley and some of his correspondents. Much has been gleaned from the Northumberland County History but, even so, source material might have been exceedingly sparse in the period 1753 - '55 had it not been for the almost miraculous appearance of what has been termed, for the present at any rate, the Douglas Papers. These were brought to the attention of Miss Barbara Harbottle, M.A., F.S.A., of Newcastle University in 1968 by Mr. S. Tindale of 36 Whinfall Road, Ponteland, on behalf of Mr. N. W. Kelly, who now resides at 11 Copley Way, Tadworth, Surrey, and were contained in one of four books which the latter gentleman had bought at an auction sale at Messrs. Anderson and Garland's of Newcastle at the beginning of the last war. The books had belonged to Mr. Joseph Henry Straker of Howden Dene,

VII.

Corbridge, and one in particular contains a collection of largely 18th century documents relating to places in Northumberland, north and south of the Roman Wall and from Corbridge in the east to Haltwhistle in the west. It seems more than likely that they came originally from the office of Joshua Douglas, an attorney practising in Westgate Street, Newcastle, and to whom many of them were addressed. They had been pasted to, or merely inserted between, the blank leaves of a large leather-bound letter book entitled "PAPERS RELATING TO HEXHAM, CORBRIDGE, HALTWHISTLE etc." and dated "1600-1755". As several of these papers are concerned, directly or indirectly, with the Military Road, Miss Harbottle informed the present writer of their existence and as a result he was able to secure the loan of the book in question from Mr. Kelly. While it is obvious that the entire collection requires editing and would be of great use to researchers on other local topics, the present writer has merely considered those documents, some twenty two in number, which bear upon his particular area of study and, at Miss Harbottle's suggestion, has given them the reference of "The Douglas Papers". As many of them are undated, he has arranged them into what seems to be a logical order. In general, they are concerned with the making of the new road through the Portgate area and the wrangle between the commissioners and Wm. Errington of Sandhoe, the owner of Portgate, over the refusal of the former to fence off a portion of Errington's ground from the new road. The papers are a most valuable source of

VIII.

information on such topics as the current value of land, the cost of stone-walling as against quickset hedging, the state of the remains of the Roman Wall in that area, and the proceedings of four commissioners' meetings.¹

In the account of the Cumbrian portion of the road, major sources of information have been the commissioners' orders, accounts, and periodic reports to Parliament. Although only half the length of its Northumbrian counterpart, which was the work of the Lightfoots and their partners throughout, many different undertakers were involved in Cumberland. The first three miles, for example, were laid by Byers and his partners for twelve shillings a rood, though they were able to obtain supplementary remuneration later. By contrast, the last few miles cost nineteen shillings per rood.

Such information as has come to light concerning the situation and history of toll houses which kept the road under surveillance, follows the section on Cumberland. Three remain, two of which are still inhabited though much modified. A fourth, the conspicuous white cottage at Rudchester which stood perilously close to the edge of the modern road, disappeared a few years ago. Of those which still exist, providing they do not contravene the interests of road safety, one cannot but feel that many less worthy things have been made the subjects of Preservation Orders. When approached for information, clerks to local councils were readily co-operative.

1. The only known records of any of the meetings of the Northumberland Commissioners.

IX.

There follows an estimate of the cost of the road, a simple mathematical calculation since it has been possible to ascertain how much money was voted annually by Parliament for the execution of the Act and, with fair accuracy, what the principal deductions were.

In the final section, an attempt is made to relate the Military Road to the general context of work in progress within the two northern counties. Simultaneous operations were in progress on at least ten other roads, but, with one exception, no effort has been made (since it hardly lies within our province) to trace their history beyond the circumstances which lead to their reconstruction. With work fairly commenced the account has been terminated in each case; only the Military Road have we followed to completion. Future research might well commence where present investigations have ceased for where material is available, and there is probably no lack, the history of each of these roads could well be elucidated as far as the removal of tolls - as has indeed been done in the case of the West Cowgate - Wansbeck turnpike.¹ It is also clear that much work remains to be done on the winding-up of the various trusts involved and the disposal of their property.

An outline of the present study now follows with main sources shown in brackets after each paragraph;² original or contemporary source material is underlined.

1. See p.141, footnote 1, below.
2. Except in the case of Cumberland where sources are indicated first and apply throughout.

X.

1.

NORTHUMBERLAND

1751. First meeting of Commissioners in June - appointment of clerk - and probably of surveyor - commencement of work - terms must have been previously discussed with "Undertakers" - agreements not signed until November - specifications of road - alteration to gradient of Benwell Hill - the first financial account - bridges over Denton and Newburn Denes - assessment of what remained of Roman Wall and Ditch immediately west of Newcastle - route to the west before the Military - "Old Roman Wall or Street" - "Ald Hee Way" - relation of Road to Wall - Shafto's observations on Benwell Area - Operations probably reached neighbourhood of Lemington Cross Roads by close of year.

(Contemporary Press, Newcastle Journal, Articles of Agreement between commissioners and contractors re road and bridges.

Solicitor's bill re Wansbeck Road; 1751 Financial Account;

"Sir John Clerk's visit to the north of England 1724", edit.

E. Birley; "Brit. Rom", Horsley; "Mural Tourification", Lingard; "Hist. of Newcastle", Brand, (also citing Shafto); A.A.1941, F. G. Simpson and I. A. Richmond on Benwell.)

1752. Petitions to the House re further Supply - negotiations for passage of road through Rudchester - Road finished to West Denton but operations extend as far as Heddon - Road to follow line of Wall over Montague property (Rudchester) - terms to be negotiated - coin

XI.

hoard found at Heddon - Proposals for turnpike roads connecting Military with areas on north and south sides - Sheldon Common target for 1752.

(J.H.C. Vols. 26 & 27; Denton Estate Letters (C.R.O.); Contemporary Press, Newcastle Journal; Northumberland County History).

1753. Shortage of source material - operations continue. - variety of tasks in relation to same as revealed by balance sheets - limit of operations probably North Tyne.

(Financial Accounts - contemporary press).

1754-55. Years combined since sources not easily divisible - no financial accounts for period - little help from press - assessment of what remained of Wall as far west as final divergence between Wall and Road. - Errors in insets on official survey - methods used by the roadmakers - operations in the Portgate area - negotiations with the Errington family - meetings of trustees on point at issue - Wm. Errington concedes defeat - correspondence between Walton of Corbridge and Dr. Stukeley - The Doctor takes up the cudgels - but is too late - road operations west of Carrawburgh.

(Contemporary press; Sir John Clerk's visit to the north, edit.

E. Birley; The Douglas Papers; Correspondence and Diary of Dr. Stukeley).

1756 - '57 - '58. Source material for the three years probably best considered as a whole - account for 1756 reveals extensive payments to Surveyor - road and Wall have probably diverged - thus greater quantity of materials to purchase - final payment to Lightfoot for

XII.

finishing road - Press announcement re completion - erection of toll-houses - unsettled items in the accounts - resignation of John Brown.

(Financial accounts; contemporary press).

2.

CUMBERLAND

(Sources throughout this section - Orders and accounts of the trustees as submitted annually to Parliament. N.B. No account for 1753. Contemporary Press.)

1751. Initial meetings - appointment of officials - contract to make first sector as far as Park Broom Lane allocated to Byers and Partners - twelve shillings per rood - to be further considered if unfavourable to undertakers - Bank of Gislingham Cooper to receive Treasury allocations on commissioners' behalf - Jury appointed to evaluate ground lost to road - a compulsory award - temporary road made to allow work to proceed on permanent course - target for 1751 apparently not reached.

1752. Irthing bridge contract allocated to Lowden and partners - with safeguards for both sides - Railton and Partners contract for sector from Park Broom Lane to Burrymoor - Railton breaks agreement - but continues to work - Commissioners' report on progress for year.

1753. Proposals for bridge at Low Crosby to be sought - also bills for damages between Stanwix and Linstock - Crosby bridge completed by John Johnstone - supplementary payment allowed to original contractors - jury summoned to evaluate ground between Linstock and Ruleholme - Commissioners' report for the year not available.

XIII.

1754. Work continues on Irthing bridge - surveyor to get road trenched from Closegill to "Powtross"^{1.} - also from Burrymoor to Brampton - final payment in July to Lowden re Irthing bridge - John Nowell and Partners working on road near Brampton - Nowell also engaged on section Cumcatch to Scarrow Hill - nineteen shillings a rood - By end of year road finished from Carlisle to Brampton Townfoot - operations proceeding all other parts - Newcastle Journal reports public dissatisfaction with progress.

1755. Death of treasurer, Pattinson - successor Blamire - no advertisements for proposals for some time - arrangements probably left to Surveyor, Waller - surveyor and treasurer to check work of certain contractors - further jury empanelled to evaluate ground - work continues between Scarrow Hill and Temon - no report for year available.

1756. Further work between Cumcatch and Temon - Lowden and partners complete three bridges in Low Row area - Railton's relations with commissioners reviewed - still unsatisfactory - monies due to him and partner withheld until his workmen have been paid - central sector between Brampton Fair Hill and Cumcatch only trenched by end of year - remainder of work east of Brampton complete except for gravel.

1757. Blamire to attend meeting of Northumberland commissioners re bridge over "Powtross" - to be a joint effort - at July meeting three different contractors have their accounts settled in full -

1. i.e. Poltross Burn, at borders of Northumberland and Cumberland.

XIV.

oak posts to be erected at every mile - sickness and death of surveyor, Waller - duties continued by commissioners - advertisement in press in October that road is nearly finished - Johnstone paid for Cumberland half of Poltross bridge - toll houses to be erected at Low Row and Low Crosby - Work reported finished except for some paving at Brampton.

1758 - '59. Blamire appointed surveyor - reduced salary reflects reduction in volume of work - toll houses erected - appointment of collectors - accounts and report for 1758 delivered at Bar of House by Dalrymple instead of Bigge - collectors' accounts not available - extension to Low Crosby toll house allowed 1759 - attackers of collector and wife prosecuted - No grants for 1758 or '59 - year 1759 ended with small deficit.

3. TOLLHOUSES AND TOLLS ON THE MILITARY ROAD

Locations of the fourteen tollhouses together with any known facts - examples of tolls to be charged - exemptions - application of money raised.

(1865 O. Survey - Local Authority records - Personal Inquiry - Act of 1751.)

4. THE COST OF THE MILITARY ROAD

Gislingham Cooper of the Strand authorised to make withdrawals from Treasury on behalf of trusts - procedure at Treasury - Necessary to petition each year for renewal of supply - total income of the trusts £3,000 per annum for 1751, '52, '53 - £6,000 per annum for

XV.

1754, '55 - nil for 1756 - £3,000 in 1757 - Treasury deductions amount to approx. 5½ per cent - Dugal Campbell's estimate.

(Balance sheets of the trusts, Journals of House of Commons.

"Guide to contents of Public Record Office", Vol.I, pp.95-6).

5. THE CONTEMPORARY SCENE IN NORTHUMBERLAND AND CUMBERLAND

Petitions and supporting evidence examined; passing of initial Acts reported; early activities of resulting trusts indicated in respect of following roads :-

Cow Causey - Buckton Burn; West Cowgate - Wansbeck;

Alnmouth - Hexham; Morpeth - Elsdon; Long Horsley -

Breamish; Berwick, Norham & Islandshires; Hexham - Shildon

Common; Carlisle - Penrith; Carlisle - Workington.

Importance of the new system to the area it served.

(J.H.C. Vols. 25 and 26; local press.)

ABBREVIATIONS:

J.H.C.	Journals of House of Commons.
A.A.	Archaeologia Aeliana.
D.P.	Douglas Paper.
N.C.H.	Northumberland County History.
C.R.O.	County Record Office.
P.R.O.	Public Record Office.

XVI.

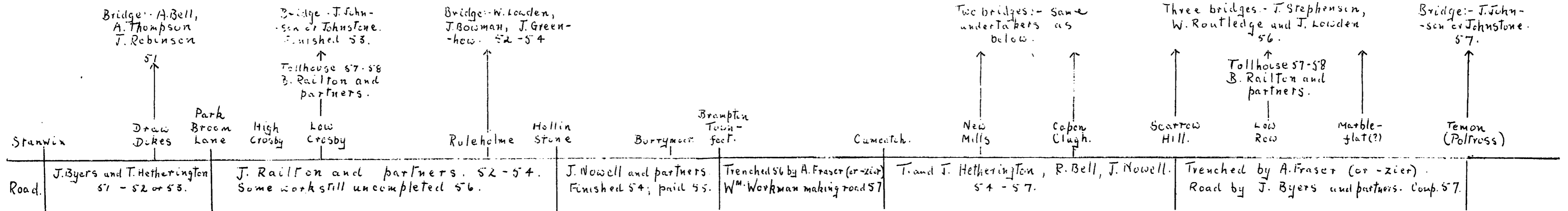
ACKNOWLEDGEMENTS

Though it is a pleasant duty to attempt to express one's appreciation of the assistance of so many people in completing this project, the question is, can one do it adequately? In the capacity of supervisor, Professor Birley has once more given unstintingly of the benefits of his scholarship and experience as well as having permitted the use of departmental resources in photographing numerous documents and plans. The opportunity is taken to hope sincerely that his forthcoming retirement will be both long and happy.

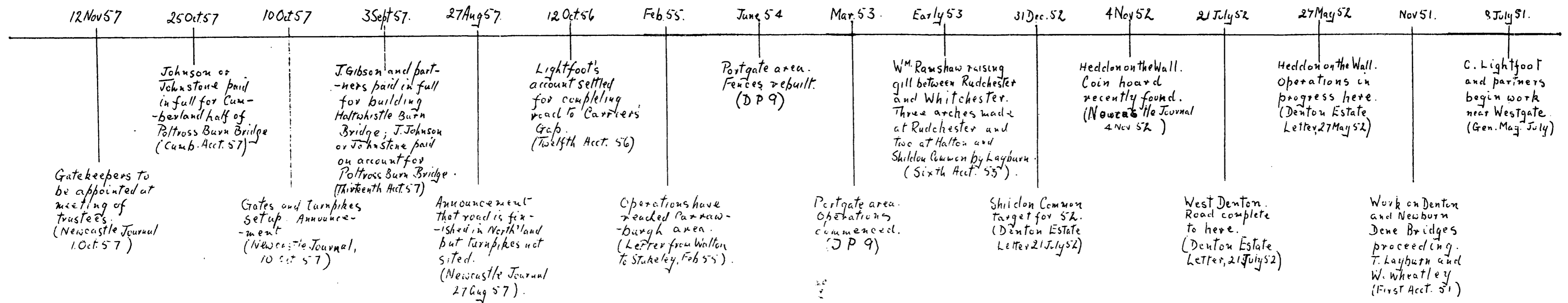
The archivists and their colleagues at the Northumberland and Cumberland County Record Offices have given the writer every encouragement and assistance; the facilities provided by the University and Central Libraries of Newcastle upon Tyne have been invaluable. Mr. N. Kelly of Tadworth, Surrey, readily loaned the "Douglas Papers" after Miss Harbottle had drawn attention to them. She also gave great help in copying relevant documents. Yet again, Mrs. Lawson has done all the typing after deciphering the writer's scrawl, while Mrs. Stanley commenced reading and checking the manuscript but was prevented from finishing by sickness. Others, too numerous to mention by name, have answered queries, looked up records, or made helpful suggestions. Without the combined efforts of all, the task must have been well-nigh impossible.

MILITARY ROAD, CUMBERLAND 1751-58

Various undertakers. Not to scale.



MILITARY ROAD, NORTHUMBERLAND 1751-58
Not to scale. Same undertakers (road) throughout.



NORTHUMBERLAND, 1751

The Act in respect of the new highway between Carlisle and Newcastle had specified that the first meeting of the Northumberland commissioners should take place on 24th June at Newcastle Moot Hall.^{1.} Accordingly, the issues of Newcastle Journal for 1st June and for three weeks thereafter carried notice of a meeting to be held at 10 a.m. on the 24th "to put the Act for making the road from Newcastle to Carlisle in Execution". Persons willing to make any part of the road within the County of Northumberland, to begin at the West gate and to be twenty seven feet in breadth, were to deliver their proposals at the Clerk of Peace's office in Westgate before 20th June and to attend the meeting. It was signed by Cuthbertson, Deputy Clerk of the Peace.

It is unfortunate that no minutes^{2.} of the meetings of the Northumberland commissioners exist, though occasionally results of such meetings can be inferred from contracts or other agreements that have survived or from the subject matter of later press notices, especially where they are obviously based upon recently-taken decisions. We know, therefore, that the project got off to a good start at the Newcastle end since a note dated 13th July in the Journal (and supported by that month's issue of the General Magazine) stated simply "On Monday last the Carlisle Turnpike Road was begun near the Westgate of this town". Work had commenced exactly a fortnight after the first meeting of

1. And for Cumberland commissioners on the same date at Carlisle Town Hall.
2. With the exception of four sketchy accounts in the Douglas Papers.

commissioners. As we have already observed, the press notice announcing this meeting was signed by Cuthbertson, Deputy Clerk of the Peace. Notices of subsequent meetings, beginning with that in the Courant of July 6th and which convened a meeting of trustees for July 15th on special affairs, appear over the name of John Tweddell.¹ It is therefore a reasonable assumption that Tweddell had been appointed to the combined office of Clerk and Treasurer at the first meeting, and that the Surveyor, whom we know from later press notices to have been John Brown of Kirkharle, was also appointed the same day. This would be in keeping with proceedings at the corresponding meeting in Carlisle and, so far as the Clerk's office is concerned, is supported by a notice inserted in the Newcastle Journal of June 8th and headed "Hexham, June 12th 1751." It was signed by Edward Roberts who "apprehending" that an appointment to the office of Clerk and Treasurer would be made at the meeting of trustees fixed for June 24th offered himself as a candidate and begged the favour of trustees likely to be present on that occasion. Needless to say, the appeal was unsuccessful.

As work had begun on 8th July and as the only previous meeting of Northumberland commissioners of which we are aware had been that of 24th June it also follows that terms must have been discussed with the undertakers at the same meeting, though the contract² was not signed

1. Actually the name is spelled "Tweddle" in the issue of July 6th but this was no doubt an error since the spelling is "Tweddell" in the accounts and elsewhere.

2. See Appendix I.

until 2nd November. This was between William Biggs, George Delaval, Robert Shaftoe, Gawen Aynsley, John Blackett, Joshua Douglas, and Edward Ward for the Commissioners and Christopher Lightfoot of Morton Hall^{1.} in Yorkshire, Thomas Lightfoot of Groatham Bridge in the same County, James Paul of "Rookby"^{2.} and Robert Rowntree of "Gainsforth"^{3.} in the County of Durham, whereby Christopher Lightfoot and his partners would construct the road from Newcastle to Cumberland. As the Act required, the road was to be twenty seven feet broad from ditch to ditch^{4.} but stone work was to be only sixteen feet wide as against twenty at the Carlisle end, though the thickness was again to be fifteen inches at the crown declining to five at the extremities. From Newcastle to East Denton the road was to be covered with three inches of "proper gravell" and similarly thereafter when it could be obtained within a distance of one and a half^{5.} miles. Where it was not available within the specified distance "best quarry rubbish" or other suitable material might be substituted at the Surveyor's discretion. Stones were to be laid at three different times in three proportionate courses, each course to be broken small and as the Surveyor should direct. Terms however were somewhat less generous

1. Near Northallerton.
2. Rokeby, 3 miles S.E. of Barnard Castle.
3. Gainford between Barnard Castle and Darlington.
4. Both authorities interpret the statutory width as being from ditch to ditch.
5. Inadvertently stated as one and a quarter miles in preceding thesis.

than in Cumberland. Indeed, for laying the road and keeping it in repair for three years the contractors were to receive eight shillings a rood payable when completed work had been measured and certified by the Surveyor; and of this amount sixpence was to be retained for three years and only paid after all articles of agreement had been satisfactorily discharged.

To facilitate the "passage of artillery, Heavy Carriages and other Carriages" a further sum of fifty two pounds ten shillings was to be paid for adjustment to the gradient at the top of Benwell Hill in accordance with a plan (opposite) accompanying the contract. The plan is of considerable interest and must have been one of the first tasks of the new Surveyor, Brown. Indeed the Table of References on the plan states "The highest pick of the Hill, which is now Six Inches and one quarter declivity in a yard and which when taken down, according to the Prickt line (agreeable to the undertakers bargain) will be about two inches and a half declivity in a yard", so that the parenthesis would seem to indicate that the final form of the plan had been drawn up after discussion with the contractors. Obviously sufficient time would be required for surveying and for the preparation of drawings not only in respect of Benwell Hill, but also of bridges at Newburn and Denton Denes; and this no doubt explains why contracts were not signed till 2nd November, some four months after work on the road had begun.

5.

The Benwell Hill plan is concerned with a sector extending from within thirty yards of the Benwell Windmill (which the official survey of 1749 shows to have been slightly east¹ of Condercum fort) to a point about four hundred yards west marked by a thorn tree. This must have stood some little distance east of Two Ball Lonnen, probably in the neighbourhood of turret 6b which was discovered during the construction of the road and reported by Robert Shaftoe²; indeed a structure designated "Mr. Shaftoe's farmhouse" is marked on the plan at the east end of the section. Probably little damage accrued to the fort as a result of these operations since the plan shows that the intention thereabouts was to in-fill rather than to excavate. That the plan put into operation, whatever Dugal Campbell's recommendation may have been for that area, seems a reasonable assumption, since doubtless he was concerned with broad outlines and left local details to the County Commissioners and their Surveyors. Campbell, the military engineer, and his talented assistant, Debbeig, can hardly have produced the Benwell Hill section which is not always strictly to scale and whereon are four simple linear calculations - all of them wrong! In any event the scheme did not affect the long steep descent from just beyond the thorn tree to Denton Burn and which is now regarded as Benwell Hill proper. Probably this was a task beyond both their resources and their

1. Approx. 100 yards. This windmill is marked on the Newcastle Society of Antiquaries' Survey but not on that of Mr. Allgood, perhaps indicating that the former copy was used by the officials and contractors and that the position of this windmill was a late addition with special reference to the work on Benwell Hill.
2. See Plan facing p.606, Brand's Hist. of Newcastle, vol.I.

abilities.

How work progressed in those early days we can judge from entries in the Northumberland Commissioners' balance sheet for 1751¹, which records payments and receipts between 9th August and 2nd November. The Act had stipulated that £3,000 should be paid out of Supplies for the year 1751 towards the cost of the road in the proportion of £2,000 to Northumberland and £1,000 to Cumberland. In fact the Commissioners submitted two accounts to Parliament, one (the Main account) setting payments against their total resources of £2,000² held by the London banker, Gislingham Cooper, Esq., and the other a Disbursement account, showing the same payments set against a total of £790.18. 0. drawn from Gislingham Cooper, during the period under review. The first of these payments, dated 21st Aug., was a sum of £190.18. 0. representing two thirds³ of the bill of Mr. Edward Bigge⁴, solicitor, for "fees and

1. See Appendix III.
2. Less Exchequer and Treasurers' fees of £109. 3. 6.
See Section on Cost of Military Road. See Appendix IIIa.
3. The remaining one third, £95. 9. 0. appears in favour of Bigge under an entry of 25th Nov. in the Cumberland accounts of 1751. The total due to him was thus £286. 7. 0., and though his account is not itemised, there is among the Allgood Estate Papers (County Record Office ZAL 98/4) a copy of "A Bill of Charges for Passing the Road Bill from the West Cow Gate to Wansbeck". It has reference to an Act of 1749 in respect of what is now Highway A696, Newcastle - Otterburn, but which originally followed the route Cowgate - Ponteland - Belsay - Bolam West Houses - River Wansbeck (See pp.141-145) and was the subject of a paper read to the Ponteland Local History Society on 24th April, 1969. The bill is reproduced as Appendix XXI, page 230-31, and indicates the nature of the duties undertaken by the solicitor on behalf of the petitioners in obtaining the necessary Act.
4. See Appendix XX for biographical details of Bigge.

disbursements" in getting the Act passed; the same gentleman delivered the accounts at the Bar. Of especial interest is the second item paid on 29th Aug. to Ralph Callender, since it reveals that excavation in connection with the road had evidently endangered the fabric of Quarry House, which stood at the junction of the present Westgate Road and Corporation Street, and Callender had been called to build an abutment wall as a support; his bill was 13s. 4d. Items three and four both of 6s. 6d. and dated 25th Sept. represented payments to Thomas Slack (agent for Thompson and Company) and to John White, the respective publishers of the Journal and Courant, for two advertisements regarding the Commissioners' meeting of 15th July and one announcing a meeting on 5th October.

The next item, dated 8th Oct., was one of £2. 0. 0. paid to Thomas Layburn for his work in excavating for foundations for a bridge over Newburn Dene. Layburn was a mason from Wolsingham who with his partner, William Wheatley of Lanchester, had contracted^{1.} with the commissioners^{2.} to build a stone bridge over the stream at Newburn Dene and another across Denton Dene in accordance with plans shown opposite page 8. Merely to reiterate dimensions and instructions would serve little purpose but it should be noted that the first-mentioned of these undertakings was by far the greater, the distance

1. See Appendix II.

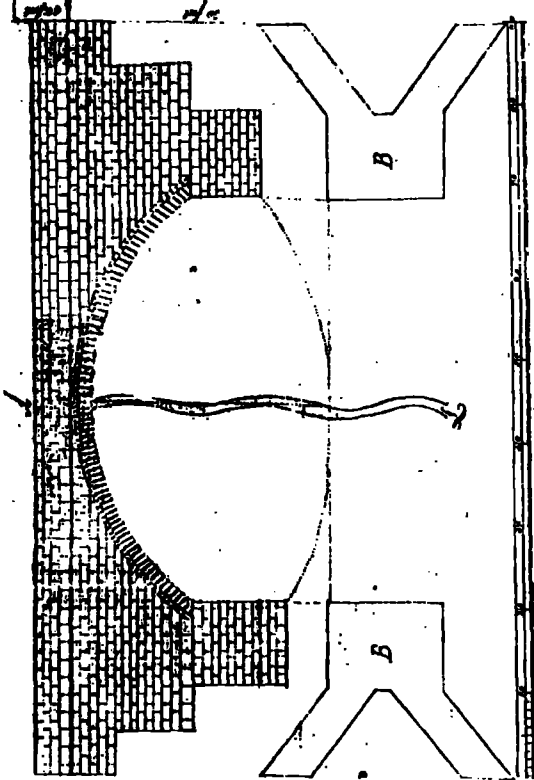
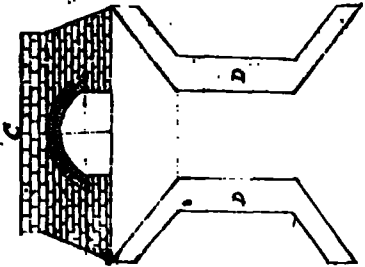
The agreement together with the plan were found in the Record Office of the House of Lords and photographed at the expense of the Dept. of Archaeology of Durham University.

2. The same seven as in the agreement with Lightfoot and his partners. The date was again 2nd Nov.

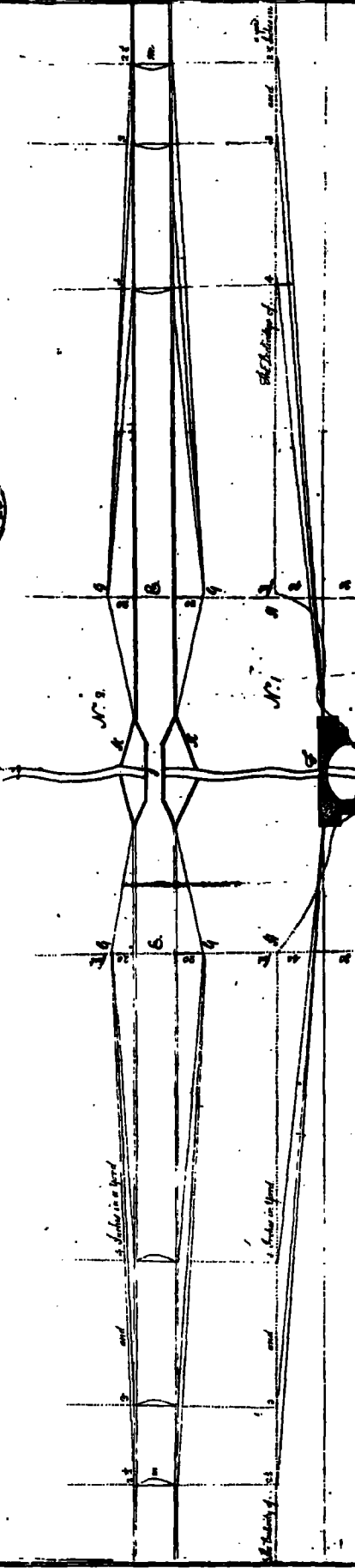
The bridge is a span of 200 feet.

Reference

- A. The bridge over the river in Newbern town.
- B.B. The foundation of the main bridge.
- C. The bridge over the river in Newbern town.
- D.D. The foundation of the main bridge.
- E.E. The bridge over the river in Newbern town.
- F. Newbern Town Bridge by a small creek.
- G.G. The highest part of the rock of the bridge.
- H.H. The top of the bridge on each side of Newbern Town.
- I. The top of the bridge.
- K.K. The foundations for the river and bridge.
- L. The main bridge.
- M.M. The form of the bridge over the river.



A scale of feet, by which both the bridges are drawn.



The ground lines at M. and N. show the distance from the top of the Stone bridge and also the length and height of the bridge of 200 feet.

A scale of feet, by which both the bridges are drawn.

between the two breast walls being fifty one feet and that between the top of the arch and the water thirty one feet; considerable excavation and adjustment of gradient would also be necessary at each side of the dene. By contrast, the distance between the two breast walls of the Denton bridge was to be a mere eight feet. All work was to be finished on or before Midsummer Day of the following year (1752) and maintained for seven years, the price to be £160. Terms had evidently been agreed verbally on some previous occasion since the date of the Contract is 2nd Nov. and on the same day Layburn received £30 on account for work on the bridges. Two further items, also of that date, remain. The first of these was a payment (on account) of £300 to Christopher Lightfoot for making the road and the second one of £7. 3. 6. for making conduits on each side of the road from the Westgate to Benwell Quarry Gate,¹ a distance just short of two and a half miles. If we assume that Lightfoot's payment included £52.10. 0. for work on the gradient of Benwell Hill then the remaining amount of £247.10. 0. at 7s. 6d. per rood of seven yards would cover a distance of a little under two and three quarter miles, so that between them the last two items on the account would seem to provide a rough check upon the progress of the roadmakers - were other information not available. After four months, if our calculations be correct, work must have reached the neighbourhood of Denton Burn though alterations to the

1. Approximately where the Lodge of St. Cuthbert's School now stands.

gradient of Benwell Hill had probably retarded operations. At this rate, with two months to go, and always provided that weather conditions were favourable, one would think that work was probably not far short of Lemington Cross Roads by the end of the year. In fact, however, we shall see that operations in this area were not regarded as complete till the following summer.^{1.}

At this point, temporarily disencumbered of such considerations as finance, contractors' agreements, rate of progress and the like, we might pause to consider the relationship between the new road and the Roman works in this sector. While contemporary and near-contemporary writers present certain difficulties, at least we can say with certainty that the sum-total of their observations makes it clear that in this area prior to the building of the road, little remained of the Wall and its ditch or indeed of the vallum either. Of the initial part of his journey west along the Wall Sir John Clerk of Penicuik^{2.} notes that from the West Gate to Benwell "the foundation of the stone wall and the vallum does appear, but not so as to be very conspicuous". By "vallum" he clearly meant the wall ditch and not until he reached the vicinity of Chapel House did he observe the vallum proper - "another great ditch on the south side of the stone wall about 150 elles distance

1. Though obviously preliminary work could have been in progress by the end of 1751.
2. See "Sir John Clerk's visit to the North of England in 1724"; E. Birley in "Transactions of the Architectural and Archaeological Society of Durham and Northumberland, Vol. XI, Pts. III & IV, Page 232.

which is commonly thought to be the mud wall and ditch of Hadrian's". By contrast he found the Camp at Benwell very much in evidence, "a large oblong square fort with one ditch" and which appeared to him more like the remains of an old castle than of a town as some supposed. Indeed, foundations, which he thought to be those of houses, were everywhere to be seen. A mile beyond the fort "the Roman praetentura", to use Sir John's term, began to be more distinct especially at Denton Ludden (Lonnen) and Chapel Hall (House) thus presumably inferring that hitherto it had at best been merely discernible. Horsley,¹ on the other hand, reports no trace of the wall in the Newcastle - Benwell sector though at the end of the houses outside the West Gate and on the south side of the highway, what he took to be Hadrian's ditch was for a short distance partly visible; indeed he believed the raised footway there to have been upon the north agger. Everything relating to Hadrian's vallum² then disappeared until near Quarry House³ where a faint trace of the ditch but more particularly of the north mound became visible, a condition which extended all the way to Benwell fort. Though the two accounts may at first appear to be irreconcilable, by reason of the different terms used by the two observers, it nevertheless

1. Brit.Rom., published 1732; p.137.
2. What path the vallum really followed as it approached Pons Aelius from the west is uncertain as excavations undertaken in 1929 by the North of England Excavations Committee proved. The official survey of 1749 simply projects the line east almost as far as the Town Wall then shows it turning sharply down to the river.
3. Quarry House (site of Milecastle 5) stood at what is now the junction of Westgate Road and Corporation Street.

seems not unlikely that Clerk and Horsley were really looking at the same configuration just outside the Town and that what Horsley took to be the Vallum ditch was really all that remained of the southern slope of the Wall ditch with the "raised footway" superimposed upon the northern lip.¹ Perhaps Horsley here confused Wall and Vallum as we understand the terms since he certainly favoured the view that west of Collingwood Street and within the confines of the town the Wall ran on the north side of Westgate Road.

Stukeley says of his journey in 1725² :-

"I pursued the Wall westward out of Westgate. As soon as I passed the houses I espied the ditch on my left hand and the bank whereon stood the Wall, the common road goes all the way on its north side."

and this supports both Clerk and Horsley if the view taken above of Horsley's observations be correct. Dr. Lingard, the Roman Catholic historian, in his Mural Tourification of 1807³ says :-

"A little out of Westgate on the left in the enclosure appears Adrian's Vallum. It is cut through by a quarry. The surface of the ancient soil may be traced by a line. The remnant of the vallum about 5 or 6 feet above that line. Severus's wall a little to the north; not easily traced. The vallum is about 40 yards south of Elswick (thus) Mill. The ditch to the north of the Wall soon appears and the road is mostly formed upon it. The vallum runs parallel generally about 40 yards distant, sometimes only 20 at others almost a mile."

1. This interpretation would agree with Sir Ian Richmond's view of the relationship between the modern road and the wall ditch in this sector. See below page 15.
2. See p.66 of his *Iter Bor.* 1776.
3. See transcription in A.A.VI, 4, 1929, by R.C. Bosanquet.

Brand,¹ whose History of Newcastle is dated 1789, says on page 141 that the track of Severus' work (i.e. the Wall) :-

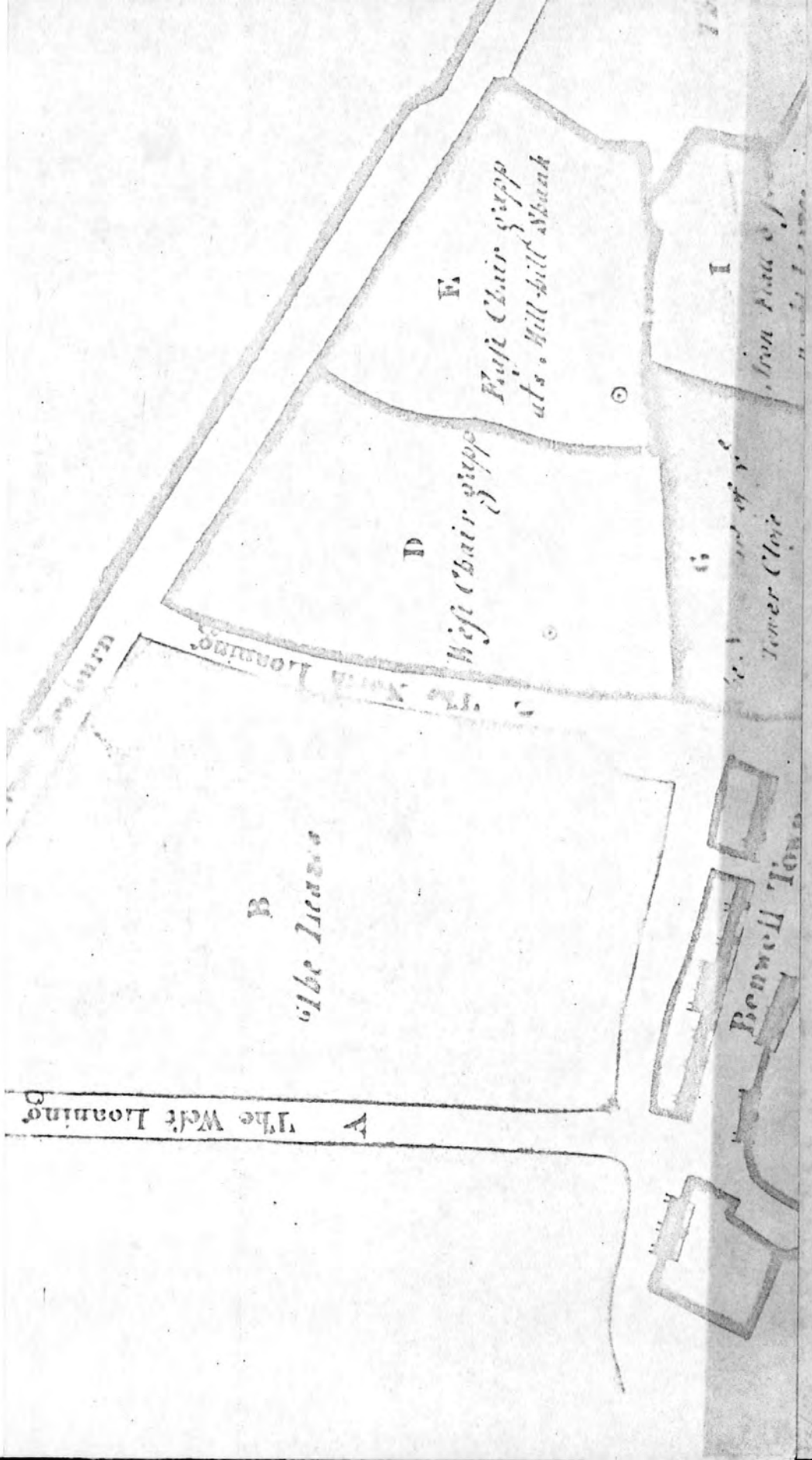
"has entirely been destroyed by buildings and gardens till near the Turnpike Gate² where it was thought distinguishable in Horsley's time, in a field between Quarry House and Newcastle. The writer was of opinion that it passed through the site of this quarry-house, just beyond which, on the west, an immense quarry³ has eradicated every vestige both of the wall and foss of Severus; but mounting to the top of the rising ground beyond it westward, the hollow of the foss begins to reappear running along pretty close to the north side of the turnpike road to Benwell called in the Notitia the Station of Condercum. Hadrian's vallum, which we left running up a field west of the Turnpike Gate, and marked by a range of boundary stones,⁴ disappears through the next field where it has been destroyed by the working of pits, but rises again into obvious notice after we pass the old mill and is a long way distinguishable (with its foss) as it stretches westward toward Benwell,....."

As Lingard saw nothing of the wall outside the Westgate while Clerk and Stukeley⁵ (and possibly Horsley) believed they did, it seems not unlikely that anything that remained of the Wall's foundation was utilised along with other materials⁶ in the making of this part of

1. The map opposite p.1. of his History places the line of the Wall and its ditch too far north of the point where it must have passed under the Town Wall.
2. The location of this gate, in Brand's context, is puzzling. One is left with the impression that the Turnpike gate was on the town side of Quarry House. Yet, unless this is a gate of which we have no knowledge, Wallis places it near the first milestone and mentions no other between it and Newcastle. See "Benwell T.P." page 125.
3. No doubt an important source of material for the new road. Note that both Lingard's and Brand's works are dated after the construction of The Military Road.
4. See Brand, p.142, footnote t, for further information.
5. Writing before the construction of the road.
6. Probably from the quarry mentioned by three of our observers.

the road in 1751. Certainly no foundations of the Wall have ever been recovered in this sector in more recent times. That something of the ditch remained in the 18th century is clearly apparent from at least two of the accounts we have considered and equally apparent is the fact that its proportions must also have been reduced by the natural processes of erosion and silting or even by the deliberate action of human agents. Nevertheless the new road seems to have been closely associated with it at certain points between Newcastle and Benwell. Excavations in Westgate Road in 1934, just north of Stephenson's Monument, revealed the lip of a well-defined ditch below the southern half of the street which at that point is a projection eastwards of the line of Westgate Hill¹. Indeed the excavator, Colonel Spain, (p.230) considered that the Military Road had utilized "the deeply eroded line of the Wall ditch up Westgate Hill" and went on to observe that this is why the houses of Cumberland Row² on the north side and their extension eastwards are on ground well above street level with gardens sloping south to the pavement; access to house doors is usually by means of a short flight of steps. Colonel Spain also mentions a pack road known as "the Ald Hee Way" that went from Newcastle to Carlisle in medieval times and avoided the difficulties of Westgate

1. See A.A. Vol.XI, 4, 1934. "The Roman Wall in Westgate, Newcastle upon Tyne" by G.R.B. Spain. The northern part of the ditch had been completely removed.
2. An appellation no longer in use but formerly applied to the northern side of the upper portion of Westgate Hill and terminated at the junction with Corporation Street.



and Benwell Hills by deviating from the Westgate up the line of Bath Lane, along Barrack Road to Cowgate, then proceeding west to near Slaty Ford and West Denton, and to the north bank of the Tyne at Newburn. Part of this route is clearly discernible on the 1749 official survey and continues west by way of Close House, Wylam, and Ovingham.¹ It would be the natural route for Wade to follow in 1745 from his camp on the Town Moor; indeed it is well known that his first day's march took him no further than Ovingham.² Although laden pack animals or wheeled traffic could obviously make this detour west from Newcastle there was always the more direct route followed by the present Military Road and it is of interest to note that this is referred to as "The old Roman Wall or Street"³ to Newcastle from Newburn" upon a survey dated 8th October, 1708, of coal pits in the Benwell area. A copy of this map dated 11th December, 1785, and certified as accurate by John Newton, Surveyor, may be seen at the Northumberland County Record Office, and is reproduced opposite in part. The original, which was made in connection with a lawsuit over coal royalties, extends no further west than "Denton Bridge",⁴ though

1. According to the County History, it is referred to by Hodgson, McLauchlan and Bates and joined the Stanegate near Newbrough.
2. Journal of House of Commons, vol.26, p.112.
3. Note also reference to "High Street" in Denton Estate letter of 21.7.1752 in County Record Office.
4. An interesting proof of a structure earlier than that planned as a result of the 1749 survey.

the terminal section from West Denton to Newburn would not, so far as we know, be of Roman origin. The fact remains, however, that much of the course of the Wall itself as far west as Benwell is largely presumed and in the circumstances perhaps the most we can do is to accept the line of the Ordnance Survey in the well-known "Map of Hadrian's Wall".

In his revision of Bruce's "Handbook to the Roman Wall" (pp.46-47) Sir Ian Richmond considered that in its initial course the modern road lay partly north of the Wall ditch and partly over it and that this relationship remained constant almost to Benwell; that no foundations of the Wall had been recovered he believed to be due to the fact that here it was built to the broad gauge and that this in turn would imply a flag foundation-course so that the whole could be completely removed by stone-robbers.

In 1937 his own excavations at Benwell Fort,^{1.} undertaken in association with F. G. Simpson, showed that in the grounds of the then Rutherford College, immediately east of the fort, the ditch lay wholly north of the Military Road,^{2.} gradually converging upon it to the east. This, the authors concluded, would bring the line of the Wall, at its anticipated union with the south guard-chamber of the main east gate, roughly under the north pavement of the modern highway .

1. See A.A.4, XIX, 1941.

2. cf. Brand's Account above, page 12.

+

+ The appearance of a Gateway here.

BO

¶¶ This is the Road which is now doing at the Expence of the Government, in the making of which, there appeared the Remains of an Exploratory Tower, about four yards square, adjoining the wall on Bonwell Hill, which is on high Eminence, and distant from the Fort about 14 Chains, to the west.

BB seem to have been draw wells and were walled round 7 or 8 feet deep

37

7 3

□ A □ □ □

- a. The appearance of a Gateway here.
- b. a Causeway seemingly leading to it.

A The visible Remains of a Roman Sudatory and near it a Spring, which was remaining in the Memory of some now living from whence probably both this and the Hypocaust below were supplied with water and most likely since drained by working the Colliery.

a

33 At these places the Foundations of the wall of the Fort went quite across, and there remained not the least appearance of the wall or Dutch going through the Fort as described by Mr Gordon.

I could not any where ascertain the thickness of the walls, as some parts had been sought out and taken away and indeed the whole Fort as well as the other parts of the wall was filled with Rubbish and Stones.

In trenching of the Ground, to the South of the Station I have discovered the Foundations of several Out Buildings, as Mr Horseley conjectured.

The Masons believed that the Stones of which the fort and the Roman wall were built were different from those of my Quarries and from any of the Quarries avround, being much whiter; but on examining I found them to be of the same Grain and on being exposed to the weather have come to the same Colour and Hardness. And I am the more persuaded of their being the same Stone as there are still large Quarries on each side of the wall at convenient Distances which have been wrought and are now quite grown over with Brambles and Whins.

B. O

Causeway

NB The Black lines represent the Foundations exactly as I met with them & the Dots where the Stones had been taken away, none of the foundations appeared above the Surface but were grown over with grass.

100
95
80
70
60
50
40
30
20
10
Chains

Certainly not far west of the fort it runs across to the south side once more. Robert Shafto's plan of Condercum,¹ dated to 1751 or '52, shows the line of the east and west walls cutting across the course of the new road and reports".....not the least appearance of the Wall or Ditch going through the fort as described by Mr. Gordon"². His failure to see anything that remained of the Wall at its junction with the east rampart, however, may well be because the present pavement on the north side of the road lies somewhat beyond the excavations of the roadmakers. Indeed his plan indicates a structure just north of the road on the east side of the fort, which may well have indicated the guard-chamber. Shafto professed himself unable to determine the thickness of the walls - no doubt within the limits of his investigations - and observed that the whole fort, as well as other parts of the wall, was congested with rubbish and stones. On the stones, however, his remarks are interesting. He says :-

"The Masons believed that the stones of which the fort and the Roman Wall were built were different from those of my Quarries and from any of the Quarries arround (thus) being much whiter; but on examining I found them to be of the same Grain and on being exposed to the weather have come to the same colour and hardness. And I am the more persuaded of the're being the same Stone as there are still large Quarries on each side of the Wall at Convenient Distances which have been wrought and are now quite grown over with Brambles and Whins".

Some 308 yards, or as Shafto preferred, fourteen chains, to the west of

1. Reproduced opposite from Vol.I of Brand's Hist. of Newcastle.
2. Itinerarium Septentrionale.

the fort the remains of an "Exploratory Tower about four yards square adjoining the wall on Benwell Hill" appeared during the making of the road. This, of course, was Turret 6 b whose discovery at this time may indicate that the roadmakers were plundering the line of the Wall for stone, though but quarter of a mile further west was a quarry¹. where the lodge of St. Cuthbert's School is now situated. Road and Wall are now seen on separate parallel courses though they coincide once more ascending the hill beyond West Denton and continue so far over three miles to Great Hill, approaching Heddon on the Wall. Sir John Clerk reported that a mile beyond Benwell Fort the "praetentura" began to be more distinct especially at Denton Burn and here of course is the first fragment of the Wall to be seen above ground. When Brand's History was produced in 1789 it was reported as being nine feet wide, with five courses of facing stones preserved on either side and an apple tree growing out of the middle. The illustration on page 54 of Sir Ian Richmond's revision of Bruce shows considerably less stone work in mid-nineteenth century but excavation in 1927 proved the fragment to have suffered very little since and confirmed the width as from 9 feet 1 inch to 9 feet 5 inches; the foundation consisted of flat stones and clay. Barely quarter of a mile to the West is the remains of turret 7 b together with an attendant portion of Wall excavated in 1929.² At these two points the Wall is

1. Now largely filled and landscaped.
2. A.A.4, VII, 1930. "Excavations on Hadrian's Wall West of Newcastle upon Tyne in 1929", E. Birley.

approximately 26 feet 6 ins. and 29 feet from the edge of the modern highway while at the third fragment quarter of a mile further west and just without the city boundary the distance is under 11 feet from the edge of the comparatively recently constructed dual carriageway. Bearing in mind the accounts of Sir John Clerk and others and the fact that Wall and highway here pursue separate parallel courses, the roadmakers can scarcely have been responsible for depredations upon the Wall in this area. Not for long, however, does this happy state prevail as nearly half a mile before the Lemington crossroad is reached, Wall and road have merged again; indeed at Milecastle 9 (Chapel House) excavation¹ showed that the northern third of the structure lay beneath the curtilage of the turnpike and indicated a roughly centre-of-the-road position for the Wall. Now we are approaching the parts where in 1724 Sir John Clerk could enthuse upon what was still to be seen of the Wall and its appurtenances though further consideration should perhaps be delayed since we have reached and, in all probability, passed the limits of the roadmakers' operations at this end for 1751.

1. Again see A.A.4, VII, 1930, E. Birley, p.153.

NORTHUMBERLAND 1752

Any survey of operations during this year is hampered by the fact that no accounts have been found to cover items of expenditure after 2nd November 1751 and before 20th January 1753. It will be recalled, however, that the Act had simply granted £3,000 out of supplies for 1751 towards the project so that further sums had to be obtained by annual application. Consequently, we find that each year from 1752¹ to 1757, with the exception of 1756, petitions were submitted² to the effect that though the Commissioners and trustees, by virtue of the Act passed during the previous session, have caused part of the road to be amended and made passable, they cannot finish it or execute the powers vested in them unless the House shall be pleased to grant them such further sum as it may deem fit. Similar petitions were submitted on behalf of both Counties and were considered, usually in January, and referred to the Committee of Supply. Thus it was that the petitions came before the House on the 17th January, 1752, and were referred to Committee on 22nd April, 1752; on 19th January 1753 and to Committee on 14th March; on 18th January 1754 and to Committee on 7th February when a sum of £6000 was resolved instead of the usual £3000; on 16th January 1755 and to Committee on 27th March, when a further £6000 was resolved. In 1757 the last petitions were presented on 4th February and referred to Committee but the whole question of finance would require too great a digression

1. See the following vols. of J.H.C. under headings of "Carlisle Road" and "Supply":-
Vols.26 1750-54, vol.27 1754-57.
No mention is made of the Road in vol.28.
2. They were probably delivered by Bigge at the same time as the accounts.

at this stage and has therefore been considered in a separate section on the cost of the road.

The press has little to relate and were it not for certain of the Denton Estate Letters, preserved at the County Record office, the prospect would be bleak indeed. Three letters¹ are of particular relevance, one dated 27th May 1752 from Mr. John Airey² to a Mr. Carter through whom he wishes to communicate with Edward Montague,³ of whose whereabouts he is ignorant, and another dated 21st July from Wm. Newton⁴ to Montague; the third, from Newton (the Agent) and Isaacson (the Commissioner ?) to Montague, is dated 19th Nov. 1752.

1. Record Office, Ref. ML7/60b.
2. A family of Aireys were "coal-fitters" (Supplied coal as freight to ships) in Newcastle and from the next letter, that of 21st July, we see that John Airey had an office in town. According to Vol. XIII of the County History he does not appear to have owned the Manor of Whitchester but he may well have been the tenant. A John Airey was a Commissioner. The Newcastle Journal reported on 16th Oct. 1756 the death of Thomas Airey, heir of the late John in Westgate who had died early the previous month. Thomas had died at Crow Hall, his country seat near town.
3. Edward Montague, grandson of the first Earl of Sandwich, sat as Member for Huntingdon from 1734 to 1768. He possessed estates in Yorkshire and Berkshire and coal mines in the Denton area; he also owned Rudchester at this time and later lived at Denton Hall. The position is somewhat involved but, broadly, Montague and his cousins, Wm. Archdeacon and Anthony Isaacson (See below p.27) were the heirs of John Rogers, who died 1758. Denton was assigned to Montague. In Aug. 1742 he married Elizabeth Robinson of West Layton, Yorks., who achieved distinction mainly through her ability as a letter writer (most of her work has been preserved). Her talents attracted to the Hall many distinguished people including Dr. Johnson and Sir Joshua Reynolds. (N.C.H. vol. 13, also Tomlinson).
4. Newton appears to have been agent, or perhaps "coal viewer" to Montague. The Gentleman's Magazine for 29th Aug. 1749 mentions a William Newton of Burnopfield as the inventor of a machine for drawing coals out of deep pits, (Richardson).

The Act, no doubt following Campbell the Surveyor's recommendations, had been precise as to the general route of the new road, viz. from the West Gate of Newcastle by way of East Denton, Chapel Houses, Heddon-on-the-Wall, Harlow Hill, Portgate, Chollerford Bridge, Walwick, Carrawburgh, Whinshields, Clowgill (Closegill), Brampton, High Crosby, Drawdikes, Stanwix, to the Scotch Gate at Carlisle, but left the exact line between the specified points to the Commissioners and trustees or any seven of them who were authorised "to act, to view and survey the lands and grounds within the said counties respectively (Cumberland and Northumberland); and to set out and appoint such part and parts thereof respectively as they shall think proper to be used and applied for the new intended road" The Act lists a commissioner by the name of John Airey and there can be little doubt that he is the writer of the letter of 27th May since he states in it that the commissioners have desired him to acquaint Montague of his intention to take nothing for the ground which he will lose to the road in its passage through his property of Whitchester, provided that his neighbours will act in the same manner. Other landowners such as Lord Northumberland and the trustees of Greenwich Hospital¹ have already signified their intention of taking this course and merely desire to have their grounds fenced off from the road at the commissioners' expense. He is further to seek Montague's leave to carry on the road through his property at Rutchester (thus). The letter begins by noting that "Wee are proceeding fast on

1. See p. 25 footnote on Throckley.

the Military road, which is east as far as Heddon on the Wall; and will soon reach Rutchester. It is proposed to keep upon the Roman Wall as much as possible” though here we must exercise caution for the second letter, written two months later, states categorically that though operations have reached Heddon they are only complete as far as West Denton. The proposal to keep the new road upon the Roman Wall is likewise a theme upon which the second letter enlarges.

The letter from Burnopfield of 21st July is of considerable length and contains such a wealth of information that it seems advisable to reproduce it here in full.¹ Clearly, from the first sentence, the contents of Airey's letter of 27th May have been communicated to Montague and Montague in his letter of 21st June has instructed his agent Newton to contact Airey both as a commissioner and as an adjacent landowner.

Newton's reply to his employer follows :-

Burnopf.^d July 21st 1752.

Honoured Sir,

Immediately after I received your Honours favour of the 21st June last, I waited upon Mr. Airey at his Office in Westgate Newcastle, having before Viewed the intended Military Road through Ruchester and as it was not then certainly known whether the road would be exactly upon the Old Roman Wall or not, I recomended that we might have a meeting upon the place in order to settle that point. This Mr. Airey said was very necessary and according to that gentlemans appointment Mr. Isaacson (who was so good as give his Company) and myselve went with him on Thursday last and Viewed it where we met with Mr. Wear and the Tenant Wilson. We all agreed that the Military road would be best upon the Old Roman Wall through that Ground; for that it is the strightest (thus) way, the easiest expense and will do the least damage to the ground, and Mr. Airey said their people² had set it out so.

1. The original spelling and punctuation of the letter is retained.
2. "their people". As a Commissioner, Airey is probably referring to the commissioners' employees, i.e. Brown the surveyor, the undertakers etc.

There are about 20 old and young ash trees including some bad scrubby oaks growing upon the Old Roman wall that must be taken down in order to make way for the Road, which I have not yet valued; but Wear says and I think they may be worth about Ten pounds if cut after Michaelmas when the sap is down, there is likewise a bad Stone Wall upon it¹ that divides the Closes that must be taken away also; but the Stones of that and other stones that may easily be got out of the Ruin of the Old Roman Wall must be reserved² to make a Stone Wall on each side of the Road and this must be done at the Commissioners expense and I think it will cost 4 Sh. a Rood on each side amounts to £88,³ (A hedge and Quicks will not do so well because there is nothing in the Ground to repair it with.)

As the Road is to be upon the Old Roman Wall I think the Damage of Ground will not exceed Four pounds per year Accounting the Breadth 22 yards and length 70 Chains which is 7 Acres but supposing it to be 8 Acres (which is more than it will be) I think Ten Shillings an Acre a high price for that Ground as it falls to be upon the Ruins of the Old Roman Wall and I find that Wilson the Tenant will be content with Four pounds a year.

It is my Opinion that the before mentioned Damage⁵⁴ longer than three years after the present high road⁵ through Ruchester is totally laid off and not used; but I cannot yet see whether it can be laid off or not but think a great part of it may when the New one is completed and made fit for use.

If this affair can be settled as before mentioned the Estate will be no worse for the Road but rather better in my opinion; because there will be a much better road to Newcastle Market. After the fence Walls are built on each side I would recomend planting it with Elm Trees on each side as your honour was pleased to Observe when at Newcastle. it will be Ornament, Shelter and profit.

I told Mr. Airey that the Trees now standing upon the Old Roman Wall where the Military road is to be may be valued by two indifferent persons and the Commissioners to pay your honour according to that Valuation, but

1. So that the Roman Wall at this point was not high enough to act as a barrier to farm animals.
2. They would thus be denied to the undertakers for roadmaking.
3. Correct, if we assume the area affected to be eight acres.
4. It is regrettable that a portion of the text has been lost here due to a tear along the line of a fold in the letter.
5. Probably the Military Way.

he said they would rather chuse that your honour would sell them. I think as these Trees are most of them Old there can be no Improvement by their standing. Mr. Airey said it would be right to have a Stone wall on each side of the Road, but I did not mention to that gentleman how much I thought the Damage of the Ground will be; because I did not know how your honour will please to have it settled.

Your honour has a power by the Act of Parliament (page 636)^{1.} to make a bargain with the Commissioners for Damage of Ground etc. and in case it cannot be agreed in that way, to be settled by a Jury; but I think as good terms will be got by bargaining or referring to two indifferent persons as by a Jury and at less expense and trouble.

The Military Road is already finished from Newcastle to West Denton and is formed and a great part of it made from there to Heddon on the Wall which is about three-quarters of a Mile from Ruchester Grounds and Mr. Airey says the Undertaker is to make it to^{2.} Sheldon Comon this year therefore desires your honour will give leave to carry it through Ruchester. I told that Gentleman I would imediately lay the affair before your honour and he might expect an Answer in Ten Days or a fortnight.

From Newcastle to West Denton the Road keeps at or upon the present^{3.} high Street, therefore there is little or no Damage so farr and from thence upon or very near the Old Roman Wall through the following lands to Sheldon Comon (viz.) thro a small part of West Denton belonging to Mr. Blacket of Wileham.^{4.}

Chappell House Ground Lord Northumberland.^{5.}
Newburn Grounds Lord Northumberland.^{5.}

1. i.e. of the Act.
2. Sheldon or Shildon Common was the area south of the Wall between Wall House and Halton Chesters. Mr. Lancelot Allgood presented to the House on Jan.17th 1754 a bill for enclosing and dividing Great Shildon Common. See Vol.26 J.H.C., p.904. The Royal Assent was received 5th March.
3. See above, page 14.
4. West Denton was sold 16th Feb.1688/9 by Mark Errington to John Blackett of Wylam and remained the property of the Blacketts till 1767 when it was sold to John Baker of Tynemouth. N.C.H.
An entry dated 25th Aug.1756 in the Twelfth Account records the payment of £21.15. 0. to Lady Blackett for three roods and fifteen perches of ground made part of the road, and for damage done to her grounds.
5. Chappell House Ground Newburn.
When the tithes of the latter parish were commuted in 1841 the Duke of Northumberland still owned Butterly, Newburn, Newburn Hall, Walbottle and Whorlton. Thus over a mile of the new road passed through his ground in this area.

Throckley Ground ¹	Greenwich Hospitall and touching upon one of your Honours Ridges ² there.
Heddon on the Wall Grounds	(Mrs. Hymoors ³ -- (Lord Carlisle ⁴ -- (The Minister ⁴ of Heddon Church Mr. Bewick of Close House.
Ruchester	Mr. Montagu
Whitchester	Mr. Airey and Mr. Bell
Harleyhill	Several private Gentlemen.
Sheldon Comon .....	.....

1. Throckley Ground. Throckley and other estates were in the possession of the Radcliffes of Dilston and Derwentwater in the 16th century and remained in that family and followed the same descent as the rest of their estates. The Third Earl, of course, was beheaded for treason in 1716 following his part in the Fifteen but it was sixteen years before the Crown became possessed of all his estates. George II would have preferred them to be sold but other interests prevailed and an Act of 1735 directed that they should remain vested in the king and the rents applied to the payment of the annuities and interests on the other encumbrances on the estates and thereafter to the completion of the building of the Royal Hospital for Seamen at Greenwich, and, after the completion of the building, to the better maintenance of the inmates. In 1749 an Act enabled £30,000 to be raised out of the estates for the benefit of various members of the Radcliffe family and also divested them out of the Crown and vested them in trustees for the use of Greenwich Hospital. For further information see N.C.H. Vol.X, p.301.
2. ridges ... John Rogers of Denton Hall possessed a tenement in Throckley. He seems to have become insane after the death of his wife in Jan. 1722/3 and his name does not appear on business documents after Sept.1723, although a commission for lunacy was not procured until 1746. He died 24th June 1758. His heirs, Ed. Montague, A. Isaacson and Wm. Archdeacon leased the property to Wm. Brown. N.C.H. Vol.13, p.163.
3. In 1717 the common lands of Heddon, containing 1020 acres, were divided by award, 504 acres on the west side to the Earl of Carlisle. In 1796 the 6th Earl sold his moiety of Heddon to Nathaniel Clayton though the transaction was not completed till 1812. N.C.H.vol.13,p.83.
4. As from July 1743 the Minister of Heddon Church was Andrew Armstrong. He had previously been Curate of Slaley (1734) and of Ovingham (1738). N.C.H.

Lord Northumberland, Greenwich Hospital and Lord Carlisle gives the property of their Ground on condition that their Tenants be paid the Damage dureing their Leases and have their Ground fenced off on both sides and these fences kept in repair for Six years at the expence of the Commissioners; but I do not find that these Damages or fences are yet all settled, tho I am told some of their Damages are settled at Ten Shillings an Acre yearly during their leases and the hedging and repairing at 3s. 6d. a Rood _____

I hear that Mr. Blacket of Wilehams damage¹ is not quite settled altho the Road is finished some time since through his Ground. Mrs. Hymoors, the Minister of Heddon Church, Mr. Bewick and the private Gentleman of Harley hill are not yet agreed with, and I find some of them inclined to have it settled by a Jury According to Act of Parliament.

Mr. Airey says he will ask no Damage for himselfe or Tenant, but as the Old Roman Wall is the Division Hedge between his Ground and Mr. Bells they will have little or none by the new intended Road.

Mr. Isaacson desires his Compliments

I am Honoured Sir your most Obedi- Humble Serv.

Wm. Newton.

Especially worthy of note are the first paragraph and the last as indicative of the attitude adopted towards the Wall - - - "we all agreed that the Military road would be best upon the Old Roman Wall - - - It is the strightest (thus) way - - - The easiest expence - - - Will do the least damage to the ground - - - (The Commissioners and their surveyor) had set it out so - - - the Old Roman Wall is the division hedge - - - Little or no damage will be done by the new intended road - - - ".
How often must these very remarks and many like them have been heard during the years whenthe road was in the making and how little surprise would it occasion today to find their general tenor in the report of the original surveyor, Dougal Campbell, should it ever come to light. Though no reply in writing appears to be extant, there can be little doubt that

1. i.e. at West Denton.

Montague signified his approval of Newton's views for a further letter from Newton to Montague dated 19th November, 1752, (and countersigned by Isaacson) imparts the result of their negotiations with John Brown, the Commissioners' Agent, and recommends that the terms arrived at be accepted. Once again the entire letter is reproduced.

"Newcastle Novr.19th 1752.

Honoured Sir,

On the 14th of October last we took a through view of the Carlisle Road from Newcastle as far west as Shildon Comon (thus) which is about four miles west from Ruchester and viewed the ground both where it is made and where it is intended, in order to enable ourselves to talk with the Commissioners relating the damage it will do in Ruchester Estate and waited upon them the 21st. After some talk with them they desired that Mr. Brown their agent and us would try to settle it which at last we did on the following terms in case (?) Your Honour and the Commissioners agree to it viz. We to have nine shillings an acre at 30 years purchase for the ground that the new Road takes up in Ruchester, to have the Old Road and three shillings a Rood for fencing on each side of the new Road, and stones off the Old Roman Wall in making a new stone wall on one side the other side to be a hedge and Quick.

We have heard nothing from the Commissioners since but Brown the Agent tells us that they agree to it.^{1.} If Your Honour have no objection we will wait upon the commissioners once more and confirm it, for we think these terms will be a full satisfaction for all - damages We think that the best way will be for us to dispose of the small quantity of wood that stands in the way and to apply the moneys towards planting young elm trees on each side of the new Road. We are your Honours most Obedient Humble Serv^{ts.}

Wm. Newton.
Ant. Isaacson.

P.S. Mr. Rogers^{2.} still continues to do well."

Exactly how far the new road had now progressed is difficult to estimate, bearing in mind Airey's remark in the May letter and Newton's

1. See below page 177 for settlement of Montague's claim.

2. See footnote on Rogers page 25.

in that of July. Even the third letter of November is inconclusive as to whether operations have actually reached Rudchester though, as we shall presently see, they had reached Heddon in that month. The "Old Road" to which Newton refers was probably the Military Way and of the use to which it might have been put, as a foundation for the new road, Stukeley,¹ whose attitude we shall consider later, had no doubt.

With one notable exception, the press is of little assistance during the year under consideration. Without specifying the business, the Newcastle Journal announces meetings of commissioners to be held on the 25th January, 22nd February, and 25th June, but the issue of the 4th November, however, contained a real scoop which its competitor, the Courant, appears to have missed :-

"A few days ago" runs the account, "the workmen employed in making the Military Road to Carlisle, found a great number of curious Roman coins and medals in the Ruins of the Old Wall near Heddon. They had been deposited in wood boxes which were almost decayed; yet several of the medals are as fresh and fair as if but newly struck. Some of them are made of silver; but the most part of copper and a mixture of coarser metal. They are thought to be as valuable a collection has has been discovered for some centuries past."

Unfortunately, all trace of these items has vanished.²

1. See below page 62.
2. Hutchinson, Vol.II, p.439, more or less reiterates the Courant's account. The County History, Vol.XIII, pp536-7, mentions the find in similar terms and also refers to another coin group described as "a hoard" from Heddon-on-the-Wall understood to have been found about 1820, 31 of which were presented to the Society of Antiquaries of Newcastle in 1856. C.E.Stevens, vol.26, 1936, Journal of Roman Studies, pp.71-73, citing Bruce's Roman Wall says "Bruce, after speaking of a hoard found at Heddon and lost without trace, continues "We are more fortunate regarding a small collection believed to have been found about 1820" It may be that there has been some confusion in the past over these two hoards. Of the 1752 collection we can only conclude that it has indeed been "lost without trace". An entry concerning the 1752 hoard, page 204, Sykes, Local Records Vol.I, states "several of the most curious coins were purchased by the "Royal Society".

The issue of the 18th contained a most interesting notice that may not only be an indication of the roadmakers' progress but also of a growing interest in how it could be utilised as a basis for the further extension of road communication. Bearing neither heading nor signature it runs

"It being proposed to make a Turnpike Road from that part of the road now making for the passage of Troops and carriages between the City of Carlisle and the town of Newcastle upon Tyne, which lies through the township of Welton to the town of Morpeth, and from there to Blyth and from thence to Newcastle upon Tyne aforesaid, the Nobility, Gentlemen, Clergy and Freeholders interested therein are desired to meet at the Townhall at Morpeth aforesaid on Wednesday the 29th day of November inst. at Ten o'clock in the forenoon to consider upon the Road and Branch or Branches therefrom and resolve upon proper ways and means to effect the same".

The meeting had been well attended according to the issue of 2nd December and had agreed that the road envisaged should follow the route Welton,^{1.} Stannerton,^{2.} Belsay, Whalton, Morpeth Low Common Gate, Stobhill, Hertford Bridge, South Blythe, Potts House, near Horton to Annitsford, Longbenton, Sandifordstone Bridge, Newcastle. However, as objections had been made to the section through Horton to South Blythe, a further meeting would be held at the same place on Wednesday, 13th.

"to consider of making a road in the most commodious way from Welton to Morpeth and from thence to Blythe and Newcastle and to sign a petition to Parliament for a power to make such roads as shall be agreed at this meeting".

1. i.e. In the area of the present Whittledean Water Works.
2. Stamfordham.

Various issues between those of 30th September and 2nd December outline a similar project on the south side of the river following the route from Gateshead along Jackson's Chare, over the Windmill Hill and on via Swalwell, Winlaton, Crawcrook and Wylam "to the road now making". Meetings were held at the Nag's Head in Gateshead where the petition had been signed on 31st October but the following meeting was to be at Wylam at the house of Wm. Brown when the draught (thus) of the Act would be prepared and a plan of the road would be ready for inspection. A further meeting was announced for the 16th December though no further mention of either project appears to be made at least throughout the following year of 1753.^{1.}

The final notice of the year regarding the Carlisle Road appeared in the issue of the 23rd December and contained a somewhat disturbing item. After announcing a meeting for 4th January to examine the Treasurer's accounts and on particular business it went on to invite proposals from all persons willing to make such part of the road as remained unfinished in Northumberland! The solution however lies in the payment dated 24th January (q.v.) of £23.16. 6. to Christopher Lightfoot as money due to his father "the late undertaker", and

1. Though further investigation is required one would like to feel that the first of these proposals can be traced today in the Highways B6309 from Whittledean to Stamfordham and Belsay, along A6087 to Whalton and Morpeth, and on by A192 and other routes to Blyth and Newcastle and that the second eventually became, in part at any rate, B6081 and A695 running west from Gateshead.

apparently senior partner. . Subsequent payments were made to "Thomas and Christopher Lightfoot, the undertakers" so that Thomas now appears to have become senior and the contract to have been secured by what was virtually the same firm. Whether a new agreement was entered into we cannot be certain but at least we may hope that before his demise Lightfoot had realised his intention of reaching Shildon Common by the end of 1752.

NORTHUMBERLAND 1753

For 1753 there is an even more acute shortage of material in the Newcastle Journal than for the previous year - four notices of meetings to be held on 21st April, 19th May, 23rd June and 24th November respectively and in only the last instance is the business stated, viz. to examine the Treasurer's accounts. Perhaps it might be supposed that under Brown, the Surveyor's, direction all was proceeding smoothly enough for little discussion to be necessary on the part of the Commissioners - except for occasional meetings to ratify agreements over compensation or matters of a similar nature. However, another source, to which has been given the temporary reference of "The Douglas Papers",¹ leads one to the conclusion that routine meetings of a general nature were held regularly as a matter of course and that only extraordinary meetings for the discussion of special business were advertised.

Elsewhere in the County, as the large number of notices in respect of turnpikes bears testimony, there was no lack of construction, either in progress or under consideration.² In addition we have the accounts for most of 1753³ and these reveal that between the 24th January and the 10th November the Lightfoots (usually Thomas and Christopher) received a total of £1490 "for making the Road" which at 7s. 6d. a rood of 7 yds. would represent approx. 16 miles of road. Thus, if the contractors had reached the neighbourhood of Shildon in 1752 they could have been somewhere in the Housesteads area by the end of 1753.

1. See Introduction, page VI. ff. 2. See page 136.

3. See Appendices V, VI, VII.

This, however, in light of an item in D.P.9 and comments made in 1755, both of which we shall consider at a more appropriate stage, is clearly over-optimistic. If, as there is good reason to believe, they were in the Portgate area in March 1753 but no further west than Walwick in the early months of 1755, and this through country where considerable Wall material had been at hand for much of the way, one cannot but wonder how such tardy progress is to be explained. The Undertakers' agreement with the Commissioners¹ is explicit - money could be paid only for work completed to the Surveyors' satisfaction and the accounts are usually careful to distinguish between "making the Road" and any other form of work done by the Lightfoots. Of course the death of the senior partner, Christopher, may have slowed operations and inclement weather may from time to time have caused their cessation though the regularity of payments throughout the year would tend to show that such breaks were not long; certainly there was no shortage of money in '53.² There were of course, again as accounts reveal, ancilliary tasks to be performed, such as "stubbing" of wood, levelling of hills, filling of hollows and making a crossing over the road but these were unlikely to hold up operations for long. Perhaps the simplest solution, in part at any rate, is that the roadmakers had not reached their target of Shildon Common the previous year, but another is, and this would seem to be borne out by the Denton Estates Letters of 27th May and 21st July 1752³ that the undertakers would

1. q.v. Appendix I.
2. Accounts show the Commissioners to have had resources of at least £2609. 8. 3½. for the year.
3. See pages 22 and 24.

forge ahead with preliminary operations such as clearing and levelling and laying the first layer(s) and then return to the beginning of that sector to complete their task.

Many and varied were the activities concerned with roadmaking, as the Sixth, Seventh and Eighth Accounts, covering the period 20th January - 3rd November, 1753, reveal. Early in '53 or perhaps late in '52 John Brown the surveyor had made a crossing over the road at Walbottle¹ while Layburn had made three arches at Rudchester Dene² and two at Halton and Shildon Common. In the same year he had extended the flank walls of Newburn Bridge ends and done other additional work to the same bridge, built walls at Newburn Dene and Walbottle Lane, made nine yards of conduit, attended to work on the battlements and flanks of Denton Bridge, and made two troughs at Walbottle Dene. For all this and other work which he had carried out he received a total of £161. 6. 7. For raising the road at the gill between Rudchester and Whitchester and for cutting down a hill at Heddon William Ramshaw had been paid £13.19.10; John Richardson received £15.12. 0. for building conduits; and for making two batteries to support the road at Heddon John Crawforth had received £13. 0. 3.

For stubbing wood, levelling two hills and filling up two hollows Christopher Lightfoot (son of the deceased) had received £23.16. 6. and a further £10.17. 6. for more stubbing of wood and for making a crossing.

1. Possibly for coals ?

2. Payment for this work was made on the 24th Feb. so that the road can hardly have been completely finished in every detail as far as Shildon in 1752. Payment for the Halton and Shildon work was on the 21st April. Possibly the bridge builders lagged behind the roadmakers.

Only two quarters' salary (£20) are mentioned in respect of Brown though he received £100, probably on behalf of a mason, for building walls, and a further sum of £50, the purpose of which is not specified. Other payments of a minor nature were made to Ralph Davison for filling up quarry holes and for damage to his ground, to John Usher for the digging of a well that had been filled up by the roadmakers' operations, and to various printers for advertising meetings. Further small payments were to Hannah Hindmarsh for 11 roods of ground, to Michael Pearson for making 40 roods of Wall at East Matfen and covering them with sods since there was not enough stone to make them up to 5 feet high, for one-third of an acre of his ground and for erecting two gates; also to Henry Waugh for paving his front at Westgate which the widening of the road had made necessary, and to William Moffitt for making 294 yards of pavement also at Westgate. In the same year, 21st July, Edward Montague¹ was awarded £65. 2. 0. for four acres and one rood of his ground, and Edward Bigge (the solicitor) £152. 3. 0. to cover his fees and expenses since 11th May 1752. Tweddell himself drew three quarters of a year's salary, £15, and ten guineas for "extraordinary trouble" in the execution of his office. William Gibson² received £31.10. 1½. for his "Bill of Business" which is not itemised but which may have been connected with the summoning of a jury. Three items totalling £70 included one payment to John Bell for building several walls at Halton, and two to Joseph Hedley and Partners for work on the

1. See above page 23.

2. See below pages, 53, 54 and 71.

road and for building a wall along the north side of Shildon Common. The final entry is one of £110. 4. 6. to Gislingham Cooper in respect of fees paid by him at the Treasury and Exchequer.

This particular period is covered by the Sixth, Seventh and Eighth Accounts which had been delivered at the Bar by Bigge and ordered to lie "on the table". According to the first of these (20th Jan. to 5th May) the commissioners began with a balance of £170. 6. 9½. and on 1st March made two withdrawals from Cooper through Langdale Sunderland,¹ totalling £420, and one further of £19. 1. 6. through George Bates.² This exhausted the cash in Cooper's hands from the previous year. Expenses amounted to £608.17. 2., leaving a balance of 11s.1½d., though there appears to be an error of 2s. 0d. in the totals. The Seventh Account (19th May to 15th September) shows withdrawals of £1,000 and £500, again by Sunderland; expenses amounted to £1210. 5. 9. leaving a balance of £290. 5. 4½. In the final account (the Eighth, 29th September - 10th November) Thomas Simpson drew £400 and Matthew Ridley³ £100 for the Commissioners, giving a total of £790. 5. 4½. Outgoing payments amounted to £606. 4. 7½. which left £184 in hand. So ended 1753. Exactly how far the completed road extended is impossible to say, though if the contractors were in the Portgage area⁴ in March 1753, it seems reasonable to suppose that they had reached Shildon Common after all in 1752 - from somewhere in the neighbourhood of Lemington Crossroads the year before. If that be so, then at a conservative estimate, one feels that they could well have arrived in the neighbourhood of the North Tyne by the end of 1753.

1. "Collector of Customs for this port". Newcastle General Mag. November 1752.
2. Neither he nor Sunderland appear in the list of commissioners.
3. There was a commissioner so named. See also p.151, footnote 2.
4. D.P.9.

NORTHUMBERLAND 1754 and '55

Not only have we no accounts for the years 1754 and '55 but the press, with one notable exception, is almost as silent as for 1753. Fortunately, the Douglas papers, some twenty two in number, came to light, eleven of which apply either definitely or with reasonable certainty to 1754, five are dated 1755, two belong to 1756, and the remainder are either certainly or probably from the period 1750 to '53. They form a sequence, however, and should be considered as a whole rather than subdivided. Literature, too, has something to offer by way of comment for a very strident voice had been raised against those who so wantonly desecrated the Wall and its appurtenances. Here references are centred upon Stukeley and, though they pertain mainly to 1754, also have application to 1755 and beyond. The years 1754 and '55 then, because of the nature of the source material, have been considered together.

First the press. The Newcastle Journal gives notice of three meetings in 1754, that of the 28th September on special affairs, of 26th October to settle the Treasurer's accounts and to consider special business, and that of the 9th November also on special affairs. The following year is a little more promising for the issue of 5th April 1755 mentions in its Newcastle section :-

"We are assured that £6,000 has been granted for carrying on the Military Road to Carlisle and it is expected it will be finished this summer."¹

In fact it was not and would not be until the Autumn of '56 that

1. Ordered by Committee of Supply 27th March 1755.
See above p.19, also below p.134-5.

Lightfoot would receive the balance of his account for finishing the road. Two announcements of meetings on 30th August and 1st November simply say "Special Affairs" but a third on the 29th November was "To settle the account of Thomas Lightfoot, Undertaker, and on special affairs". With such phrases as "To settle the Treasurer's accounts" we are familiar enough but particular mention of the Undertaker's account is unusual. In the absence of other information perhaps the simplest solution is that certain details required explanation or ratification before payment could be made.¹ The notice is signed "J. Weddell", no doubt a printer's error for "Tweddell". One further meeting was announced for 3rd January, yet again on "Special Affairs".

Not since our outline of the events of 1751 when we probably left the roadmakers somewhere in the vicinity of Lemington Crossroads have we made any appreciation of the state of the Wall before further deprivations were made upon it. Once again we shall rely mainly upon Sir John Clerk, resuming with him his 1724² journey as he approached Walbottle. Here it was that he observed what he called "The treu forme" of the stone wall with the great ditch on its north side. The foundations of the wall are intact at this point with some courses of faced stone (his sketch shows three) protruding above the mass of rubbish on either side. He notes the width as eight feet (though wherever it has been possible to check in this sector in modern times

1. The undertakers' average earnings were probably in excess of £100 a month.
2. The substance of these observations has been made on page 37 ff. of the earlier Thesis.

it has been found to be nearer nine^{1.}), and believes the height to be as much as nine or ten feet in some places.^{2.} So much was he impressed by the wall, ditch and valum in the "Gell" west of Walbottle that he includes a section through them. This shows mounds and ditches to be well-defined and the wall once more to have three facing courses clear of the fallen matter on both sides. Presently he observed a "square fort" (evidently Milecastle 10) about 70 feet square but which did not seem to him to have been of great strength. At Heddon the wall appeared "in all the perfection it can well have" though unfortunately, Sir John gives neither measurements nor description, apart from noting a few ornamental stones among the rubbish and what, from the sketch, can only have been a centurial stone still in position but quite illegible. From "Haddon Hall" the system^{3.} advanced towards Rudchester ("the ditches are carried parallel to one another the whole way cut through a rock") where he came upon a large square fort of about "150 elles each side" which joined the wall and was part within and part without the praetentura, i.e. projected north of the wall. So impressive were the remains between Harlow Hill and Haltonshields, and one mile of that sector in particular, that Sir John has left us a sketch showing again three courses of facing stones projecting above the rubble, the Military Way,^{4.} and the Vallum with both north and south

1. Footnote 22, page 234, Trans. Architect. and Archaeol. Soc. of Durham and North'd. vol. XI.
2. Though apparently not here.
3. "Praetentura" - Sir John.
4. Which presumably he was travelling along.

marginal mounds. Nor is his the only witness we have as to the state of the wall hereabouts. In the Itinerarium Septentrionale (page 72) Gordon says,

"Near Harlow Hill, the Turff Wall comes within 175 paces of Severus's. About 100 paces further west of this place the same Stone Wall appears very conspicuous, being about 9 feet high, though the square stones Or outfacings of the Wall are not above two Courses intire"

while on the official survey of 1749 appears an inset inscribed "A piece of Severus's Wall as it now appears $\frac{1}{2}$ a Mile West of Harlow Hill". It depicts four courses of masonry, apparently at ground level, and over-topped by a mass of bush grown rubble.

At Halton Shields Clerk noticed "a small antient structure near the stone wall which resembled an oven" and which, as Professor Birley pointed out in a footnote to the text, may indeed have been an oven belonging to Milecastle 20. In this area the Wall retained four or five courses of hewn stone, keeping the same appearance to within a mile of Portgate by which he meant (erroneously) the intersection of the Wall and Dere Street. His reference to "the ruins of great buildings of stone which are covered over with grass" is doubtless to the Fort at Halton Chesters and a little to the west he came to "portegate so called from a porte that has been in the pretentura" for here he observed a Roman "casseyway" leading to Scotland. John Warburton had similarly dubbed the crossing in his map of 1716 but not so the 1749 Survey which assigns Portgate to its proper place half a mile further west even though it confuses Dere Street with Watling Street. Sir John offers no description of the crossing

though Horsley mentions a square castellum lying half within and half without the Wall (page 42 Brit.Rom.). Again a little to the west and he noticed what was obviously a turret - a tower within the wall - but what really appealed to him in this sector was the magnificence of "the praetentura in all its ditches and Aggeres". Even the 1749 survey has a section across the system "near Portgate", with mounds and ditches well defined;¹ the Wall is shown as 10 feet 6 inches thick, and if the sketch be accurate, standing to a height of some 8 feet though neither face is complete to that height. Between Portgate and North Tyne (a distance which he under-estimated at three miles) he was so impressed by what he saw that he formed the opinion (perhaps based on a misapprehension as to the Wall's original dimensions) that scarcely anything had been removed from it. His opinion was certainly not corroborated by the 1749 Survey for yet another inset is of a profile of the Wall on Wall Fell near St. Oswald's "when clean'd of rubbish". Though impressive, the Wall is far from complete!

Chesters is dismissed by Sir John in three brief sentences.

He observed both bridge and fort which latter he regarded as square "about 150 elles each side" but found nothing in any way remarkable and of the Baths makes no mention whatever. To the west he found the system to be "very entire" in many places for several miles except where it had been ravaged by time and with the stone wall standing to the same height and thickness as he had observed before, presumably in

1. As indeed they still are in much of the area west of Dere Street crossing.

the sector west of Portgate. Not to be outdone, the Survey bears yet another inset showing a detailed plan of the Military zone from what is presumably Milecastle 27 just east of the Bridge, through Chesters and on past "4 Watch Towers" which must represent Turret 27B, Milecastle 28, Turrets 28 A and B, to a "Castellum" sixty feet square which could only be Milecastle 29, all of which must have been clearly visible, or so one would think, when the Survey was made. Our confidence, however, is a little shaken by at least one of the measurements inscribed thereon e.g. "About 300 yards nearly from Tower to Tower" when it should be over 500 and by the fact that the Wall joins the fort on the north side of the east and west main gates instead of on the south. Had the Wall been visible at these points such an error could hardly have been made. While it is not suggested that the Survey is anything but the genuine work of Campbell and Debbeig (the Surveyors) it is not an unreasonable supposition that the insets were not and were added, perhaps by a third party from another source. We might also note in passing that Warburton's "Vallum Romanum", the publication of which succeeded that of the official survey by some four or five years, also contains a "Survey of the Country between Newcastle and Carlisle, Representing the several present Roads and the Tract which is proposed for the New intended Road" with a number of insets suspiciously resembling those on the official survey.¹

1. See earlier thesis "Origin and Planning of Military Road from Newcastle to Carlisle (Lawson) pp.30-31, or A.A. 4th series, Vol.I, McDonald on John Horsley, for further comment.

Beyond Chesters Sir John's views were confirmed by Gordon who thought that for three miles after leaving Walwick the remains were "in greater perfection and magnificence" than anywhere else between the two seas. Although there is no contact between Wall and road from Brunton to the top of Limestone bank, apart from quarter of a mile or so approaching¹ Walwick, we have none the less reached the area beyond where the two finally part company and so need follow Sir John no further. His account, and those of others, may be far from perfect but at least they provide us with clear evidence that many miles of Wall, albeit in varying states of preservation, still remained in the eastern sector in the first half of the eighteenth century and were, in all probability, available for the operations of the roadmakers. Certainly there are sections of Wall of varying lengths as at Heddon, Brunton, and west of Walwick² where Wall and road do not coincide and which may have escaped the worst attentions of Lightfoot and his partners, although to what extent we cannot be sure. Elsewhere, under the directions of Brown and the commissioners, they had no hesitation, whenever convenient, in using the

1. See the well-known wood-cut on page 96 of the 10th edition of the "Handbook to The Roman Wall" by J. Collingwood Bruce, edited I. A. Richmond. This depicts the foundations of the Wall clearly visible in the roadway in 1862 when it required further metalling. On the same page it is reported that in similar conditions in 1928 the Wall was found to be seven feet seven inches wide with the broad foundation extending another two feet two inches to the south.

2. Why the road should suddenly swing left at Walwick and desert the line of the Wall from here to a point beyond the top of Limestone Bank gives rise to speculation. Mr. Gillam of Newcastle University has expressed the view that it is following the line of the Military Way which in this sector probably ran on top of the northern mound of the Vallum and presented a good foundation. Professor Birley adds that the then owner of Walwick may have objected to the road passing over his ground west of the hamlet.

lower levels of the Wall as part of their foundation and in spreading suitably broken material from higher levels on either side.

Further proof of the destruction is afforded by certain references in the Douglas papers¹, though this collection also provides much other valuable information. To introduce the people mentioned therein will perhaps provide the simplest approach. Joshua Douglas was an attorney in Westgate Street,² Newcastle. William Errington, who figures most prominently in the papers, lived at Sandhoe and had purchased, probably in 1750,³ the rights of Dr. J. Blackburn in Portgate, an estate bounded on its north side by the Roman Wall; John Donkin was his agent and Thomas Scott the tenant of Portgate. John Errington, described as "an infant",⁴ was the nephew of William and owned Grottington, (Little ?) Whittington, Spy Hall and Errington Hill Head which lay to the north of the Wall, though the latter farm had ground on both sides of the new road; his agent was Robert Loraine. With John Brown, surveyor to the Commissioners, and Lancelot Allgood, Member of Parliament and "patron" of roads, we are already familiar, but of Thomas Errington, possibly brother of William, and his wife whose initial was "M" we know very little. Broadly the papers are concerned with the acquisition of land in the Portgate area

1. See Appendix XXII, D.P.4., D.P.5.
2. "at the foot of Westgate Street" says one letter addressed to him.
3. D.P.1.
4. D.P.15.

for the making of the new road and while there emerge from the negotiations numerous details concerning the price of hedging, interminable wrangles over costs and damages both real and alleged, and even highly relevant facts pertaining to the Wall itself, yet the most recurrent topic, and one which occupied the time of at least three Trustees' meetings, was William Errington's claim for a fence between his "out"¹ property and the Military Road - apparently to replace the Roman Wall which the roadmakers had demolished - and the trustees' adamant refusal to supply one.

The three papers, to which have been allocated the references D.P.2, 2a, and 2b, all appear on the same sheet and apparently belong to 1753.² The first (D.P.2) is a note from Lancelot Allgood to Tho. Errington concerning an appointment in Newcastle. Errington uses the space left on Allgood's letter to write to Douglas (D.P.2a), whom he addresses as "Dr. Brother" and a lady, probably Errington's wife, and whose initials are M.E., adds a few lines (D.P.26) at the side. As she begins "Dr.Br." and ends "Yr. affectionate sistr.M.E." it would seem that Thos.Errington was brother-in-law to Douglas to whom the letters are now addressed. Thomas may possibly have been the father of the minor,³ John. Reference is made in Errington's letter to a meeting with Allgood, (No doubt to be at Douglas' place of business), to an enclosed map, and to the fact that he has got all the depositions signed and witnessed as

1. "Out" property and "inn" (thus) are equivalent to the modern colloquial terms "inby" and "outby". "Inn" property was that part of the farm usually in the vicinity of the buildings and which by virtue of the fact that it was the easiest to manure, had had its degree of fertility raised and its value correspondingly enhanced. "Out" property being further away and usually on the perimeter of the farm received little or no stimulant and so was worth less, being only good for grazing.

2. The handwriting makes the year a little uncertain. It could be 1733 but, on balance, 1753 is more likely.

3. D.P.15.

well as he can wish. His wife, however, thinks it not proper for him to interest himself in John Brown's "affair". Bearing in mind that Allgood later refused to vote against the provision of a fence for Wm. Errington at the meeting of 6th Oct. 1754,¹ it is more than possible that the Erringtons felt that they could count upon his goodwill and one can hardly escape the conclusion that if the date of this and the previous letter is Nov. 1753 then the underlying purpose is really the preparation and presentation of the Erringtons' claim against the commissioners. The third note (D.P.2b) does not further our enquiries.

The next letter in the collection (D.P.3), that of 17th December, 1753, puts the matter of William Errington's complaint, together with the question of the value of his ground, in the hands of the Attorney and the following paper (D.P.4) which is endorsed "Mr. Donkin's Reasons for the fence desired(?) by W.E. and against(?) one of earth" and headed "Representation of Damage done to Portgate out pasture by the Military Road being made through it" could well have been enclosed with D.P.3. Equally, of course, it could have been either William Errington's or Douglas' reply to Brown's observations in the fifth paper, stating as it does that before the road was made the Wall was a fence to some of the pasture, not merely a boundary, and could have been put in order as such for 6d. a rood; there were plenty of good stones in it which could have built two walls six quarters high but now they have all been used for the road so that not only the fence,

but the shelter which sheep and cattle derived from several parts of it, has been lost; further, Portgate out-pasture is not common ground, no one but the owner having the right to set foot on it; in any case, most of it has been under tillage at various times, as indeed are several acres at the moment. It is really in this paper that we see the argument between William Errington and the commissioners beginning to develop. From the former's point of view the Wall was a fence or barrier and as such required a replacement at the Commissioners' expense.

Paper 4b is almost certainly a continuation of Paper 4 and is merely an observation on the disadvantage of an earth dyke with quicks since such a dyke needs supplementary material - only procurable at great distance - until the quicks are sufficiently grown. It could be a comment of either Errington or Douglas on the remarks regarding quicks in D.P.5a.

The next paper in the collection is of especial interest. It is endorsed "J. Kirkup's (?) Accot of makeing the new Road between Portgate and Grottington¹ (thus) Grounds" and is a veritable mine of information although there is no hint as to who J. Kirkup might be, if indeed the handwriting has been correctly deciphered. We are informed that in this area the Roman Wall - which was the boundary between the Portgate and Grottington estates - was as high as two and a half yards in some places² though other parts were lower and yet others entirely level with

1. Modern version - Grottington.

2. Which accords well with what we already know.

several stones under the surface; that the old road lay entirely on the north side^{1.} of the Wall; that the new road lies half on the Portgate side and half on the "Old Way" side; that, with the exception of a small quantity, all the stones above the surface have been laid out into the new road though some parts of it are of incorrect height through none of the stones under the surface having been taken up; that the stones thus lost would have made two dikes each seven quarters^{2.} high; that the length of the required dike would be about one hundred and fifty roods which would have cost seven shillings and six pence per rood; and that the value of Portgate land when the road was laid was eight shillings an acre per year.

The second half of the document begins "2nd March 1754 Mr. Brown said" and seems to be Kirkup's(?) notes on Brown's observations concerning the north side of the road in the same sector. According to these Brown had mentioned seven shillings a rood for a stone dike through Portgate enclosed grounds; the stones were higher to the (Grottington) Fell side where Mr. Loraine had offered to build a stone dike at five shillings per rood and agreed to make an earth dike with quicksets at three shillings; Brown's offer was four shillings for stone though most of the dike to be built on the fell could be of earth and quicksets. It was also Brown's opinion that Wm. Errington's Fell ground was worth five shillings per acre, his enclosed ground ten shillings. In the absence of detailed balance sheets for Northumberland for 1754 and '55,

1. And therefore cannot have been the Military Way in this sector though it has been assumed that it was so in the vicinity of Rudchester.
2. In linear measurement "a quarter" meant a quarter of a yard. Shorter O.E.D.

the importance of these notes as a complement to the Denton Estate letters in shedding light on commonplace proceedings and discussions cannot be overemphasised.

The document designated D.P.6 gives no indication of its precise date save that its contents would probably require to be known at an early rather than at a late stage in the proceedings; its position, like others in the series, is thus quite arbitrary. It is endorsed "Substance of Clauses in the Act of Parliam.^t for Military Road relating to Mr. Errington's claim of a fence" and is quite probably Douglas' own notes. His observation from page 634 that power has been given (to the commissioners) only to widen the road and not to make a whole new road upon any person's grounds would seem to be contrary to the very title of the Act;¹ in any case the passage on the page cited empowers the commissioners"..... also to widen any narrow parts" not"only" to do so. Likewise his conclusion that a clause on page 636 relates wholly to "Bodies Politick" also seems to be inaccurate though he may have found a loophole in the clause which begins on page 635 but ends on 636 and which says first that lands purchased shall "be sufficiently ditched or fenced out" and then continues "and after the said Lands and Grounds shall be so ditched and fenced out"². Other points that

1. "An Act for laying out, making, and keeping in Repair, a Road proper for the Passage of Troops and Carriages from the City of Carlisle to the Town of Newcastle upon Tyne" and not, as in so many other instances, "An Act for Repairing"
2. He failed, however, to convince the commissioners!

he makes such as differences being settled by a jury, convenient notice given of what ground is wanted to be treated for, and lands becoming part of the road only after payment, seem accurate enough, although, even to the layman, it would hardly appear that an overwhelming case had been made out in favour of Errington.^{1.}

The next of the Douglas papers (no.7) is something of an enigma at first. It relates to the breadth of the Military Road though the calculations are somewhat meaningless until one remembers that the Surveyor (i.e. through the commissioners) had power to depart where necessary from the statutory width of 16 feet of metalling or 27 feet from ditch to ditch. About one thing it is categoric, namely that the width of the foundations of the Wall (in what is presumably the Portgate area) was 3 yards, also that it belonged to the owner on the south side who was obliged to repair it.

The eighth paper is endorsed "Rates to be paid W.E. per acre for his ground used by the Way and per Rood for Fence signed by Mr. Brown 25th May 1754". Brown, however, makes it clear that it is his private opinion that Portgate "inn" grounds used by the road are worth nine shillings per acre, "out" grounds or fell pasture five shillings; that no more than three shillings per rood should be paid for quickset or five shillings for stone fence, and that for stones which were in the foundation of the old fence (i.e. the Wall - W.L.)

1. See Denton Est. Letter of July 21st 1752, page 26, where agreements on fencing by some owners, who had given their land to the commissioners, are mentioned.

there should be no payment. And these indeed, where appropriate, were the figures upon which sums in D.P.10 and D.P.11 were based. Only the closing sentence, the signature, and date are in Brown's handwriting. The remainder may well be that of Douglas.

The ninth of the Douglas Papers is endorsed

"Thos. Scott Tenant of Portgate his claim to damages by making the Military Road. Copy of this delivered to Mr. Brown 28th September 1754".

It is of immense interest, putting as it does the tenant's point of view but placing no compensatory value against any of the items mentioned; presumably this was to be done later. One item, however, calls for comment, viz.

"By watching in the Day Time to prevent Trespassers in the East pasture of Portgate from the time of the North Fence¹ thereof being taken down for making the said road till Rebuilt which was from about March 1753 untill (thus) June 1754".

Its importance will immediately be apparent for it tells us precisely when the roadbuilders were at work in this area. It will be further noted that mention of the rebuilding of the north fence has reference to the east pasture, not to the controversial "Meadow and Grounds in tillage" of D.P.10.

The tenth paper is endorsed "Mr. Wm. Errington's Whole Demand for Damage by Military Road" and headed "Portgate Grounds belonging solely to Wm. Errington Esqr Taken up by the Carlisle Road". There is some correlation with D.P.11 (Conveyance of Ground), the two documents

1. i.e. the Wall.

agreeing in respect of the two areas of land involved and the total value thereof, viz. £40.17. 6. but according to D.P.10 Errington's total claim amounted to £173. 3. 4. Several items however have been deleted and as the very first of them - £71.13. 4. in respect of 200 roods of wall to be built alongside the larger of the two plots conveyed - lies at the core of the argument then it would seem that only the undeleted items (totalling £79. 2. 6.) were agreed by Brown and the Commissioners. If this be so then the second and third items from the bottom of the sheet (i.e. in respect of Errington and Loraine) which are preceded by a word that appears to be "Agre(e?) are probably anticipated rather than actual payments. Wm. Errington was to be a very disappointed man!

Next in order has been placed a document (D.P.11) endorsed "Abstract of Conveyance of Ground taken from Mr. Wm. Errington's Estate at Portgate whereon the road is made" and which could not have been completed without the information in D.P.10. Messrs. M. Ridley, E. Collingwood, Wm. Bigge, J. Swinburn and J. Reay acted for the commissioners, to whom Errington conveyed 2 acres and 22 perches of his "in" grounds and 1 acre 2 roods 17 perches of his "out" grounds for the sum of £40.17. 6; the Abstract bears neither date nor signature.

In view of the fact that the only minutes (and then probably incomplete) that have come to light of meetings of the Northumberland Commissioners are contained in the Douglas papers, the next two documents, because of their similar nature (D.Ps.12 and 13) may be

considered together. They appear on the same sheet endorsed "Minutes of Transactions at Meetings of Comm^{rs}." though whether they represent the official minutes or are more properly minutes made by, say, Douglas for his own convenience, is uncertain. The proceedings at the meeting of Saturday Oct. 6th 1754 seem to have ended in some confusion. Representing the commissioners were Matthew Ridley, Lancelot Allgood, Edward Blackett, Henry Ellison, Ralph William Grey, William Bigge, John Williams, and William Gibson who officiated as clerk possibly in the absence of Tweddell. The business before them was Wm. Errington's application for a fence between his ground and the road at Portgate, or an allowance to enable him to construct one. Ridley was evidently late so that when the vote was taken the company was evenly divided. Grey, Bigge and Williams were against; Allgood, Blackett and Ellison apparently had some sympathy for Errington so that the first positively refused to vote while of the other two it can only be said that they abstained. Gibson, as Clerk, gave a casting vote, "not being asked", then Ridley arrived and proposed they give Errington £10 for the stones! So unsatisfactory was the outcome that a further meeting followed on Saturday the 9th November.¹ This, as we have already noted, was advertised as being on special affairs.

1. Though, as we know from the press (vide p.37) another meeting to examine the Treasurer's Accounts and on special business had intervened on the 26th October.

At least four commissioners were present - Edward Collingwood, Ralph William Grey (again) William Bigge (again) and William Gibson who once more acted as Clerk. Since three of these had already voted against Errington's application, however, Douglas' renewal of it obviously had little chance of success. As Bigge informed him very pointedly, a decision had already been taken and to this they adhered^P. Douglas then pressed for a declaration of their former resolution in writing which Bigge refused. The attorney made one more plea. Did they refuse to make or give satisfaction in the matter of the fence and must his client expect none? Bigge remained adamant and though Collingwood and Grey acquiesced, they took little part in the proceedings.

The following paper (No.14) is a simple account of the amount of fence necessary between the road and John Errington's ground on the north side of it, to which must be added 63 roods on the south side. There is a slight error of 5s. Od. in the total cost. The paper has been so numbered since the information contained therein would be required at the next meeting of commissioners on the 30th November, the minutes of which have been given the reference D.P.15. The document is endorsed "Order 30th November 1754 for payment to

1. If only four Commissioners were present the legality of the proceedings was at least doubtful. However Joshua Douglas is listed as a commissioner and this was quite probably the attorney. If so, then he would bring the total to five but it seems somewhat irregular that he should sit as a commissioner and represent a client at the same meeting! The ruling that seven or more should act for the rest does not seem to have been kept very strictly.

Mr. Loraine of 0: 5: 0: and 0: 3: 6: per Rood for Dike and Hedge to separate the Military Road from Mr. John Errington's ground". This meeting took place on the date stated when Allgood, Wm. Bigge, R. W. Grey, J. Williams, Jos. Douglas and Wm. Gibson were present, and it was ordered that Robert Loraine, Agent to John Errington, "an infant", should receive a total of £154 to cover the cost of a hedge, stone wall, gates, and damage on his ground at Whittington and Errington Hill Head. No doubt his Uncle William felt somewhat embittered.

A letter dated 7th January 1755 from Douglas to Donkin, agent to Wm. Errington, comprises D.P.16. From the number of deletions one assumes that it was a draft and would seem to indicate that Douglas still refused to accept defeat. He requires details further to those already supplied by Donkin concerning the old Roman Wall, with particular reference to the contents of the old road from the east end of Little Whittington inn (thus) grounds to Watling Street which lay alongside the old Roman Wall. The remainder of the letter has no relevance. Donkin's reply (D.P.17) is dated 24th January and enclosed the required information though it is not to hand. Brown had called at Sandoe (thus) the previous day to make an agreement but Errington, believing that Douglas could get better terms, had requested Brown to negotiate with the attorney, to which Brown had agreed. Errington also thought that a gate for the crossroad to Portgate Fell might be asked for.

Matters continued to drag on as shown by D.P.18, a letter from Errington to Edw. Collingwood dated 25th March. Collingwood had been present at the Commissioners' meeting of the 9th November 1754 but like Grey, had said "little or nothing" though he agreed with the decision then taken. Errington may have thought him sufficiently well disposed as to examine for errors the papers enclosed with this letter before passing them to Douglas. The enclosures were evidently a re-statement of his case against the commissioners with Brown's reasons for refusal appended. The issue was finally clinched at a meeting on the 28th June 1755 (D.P.19) when Wm. Bigge, Wm. Ord, R. W. Grey, Michael Pearson, Richard Wilson and William Gibson were present. Matthew White may also have attended. Errington's application for a fence "made along the Roman Wall" through his out grounds at Portgate was again submitted and again turned down for the simple reason that no fence should be supplied at public expense where, in the commissioners' view, none had existed before!

Errington at last capitulated. Douglas evidently wished to try another approach involving the assistance of his client - perhaps a personal hearing before the commissioners - but in the next letter (D.P.20) and dated 21st July 1755 Errington has no desire to comply, believing that such an application will be to no purpose. He trusts that Douglas can find some other method without involving him. In any case he is going away on Tuesday.

The next document, D.P.21, is very uncomplicated and, by reason of its close connection with the paper following, is probably to be dated to the beginning of 1756 or the end of '55. It is endorsed "Terms propos'd by Mr. Brown for makeing the Military Road thro' Winshalls and from (?) Meadow Bog" which are part of the grounds of Joshua Douglas within the Manor of Henshaw.^{1.} We can scarcely doubt that the Douglas in question is the attorney or that Winshalls is the modern Winshields approximately half a mile west of Twice Brewed Inn. Brown's terms are six shillings per acre (thirty years' purchase) for the ground used, three shillings per ~~rod~~ for making fences and ditches on both sides of the road, and fifteen shillings for each of four gates. The terms thus offered were confirmed in the next paper, D.P.22, by Wm. Bigge, Ro. Shafto, M. White and Wm. Lowes. The document is doubly endorsed in different hands, firstly "28th Febr'y 1756. Order for confirming Agreement with Mr. Brown abt making Way thro' Winshalls" and secondly, "28th Feb 1756 Order for Confirming Agreeent with Mr. Brown abt Making Road thro Winshalls with The Terms under Mr. Browns hand". Presumably the terms had been agreed verbally first but it is all too obvious that the ratification is signed by only four commissioners.

Such then, broadly, is the gist of the Douglas papers. Dealing as they do with the difficulties and doubts of ordinary

1. See page 71 below.

people, the day to day affairs of surveyor Brown, the personal feelings of the commissioners, and the determined efforts of an attorney on behalf of his client, they not only fill vital gaps in our information but bring to the story an interest it must otherwise have lacked, and to which another pen must have done greater justice.

Of the lack of information in the local press concerning the roadmakers' progress and of the absence of accounts for the year '54 and '55 we have already lamented, though the above Papers would seem to have come to our aid in establishing that operations had proceeded as far as Portgate in March 1753 and were perhaps complete in 1754. Fortunately, literature, in the form of Stukeley's Diaries and letters, vol.3,¹ has a few crumbs to offer us. Of particular interest are two letters from the Rev. John Walton of Corbridge² who obviously valued the opinion of the eminent antiquarian and who

1. Surtees Society 80.

2. The Rev. John Walton, the younger, was Vicar of Corbridge from Jan. 1741/2 till his death in 1765, an office in which he actually followed his father. Biographical details of both may be obtained from the County History Vol.X, 1914, page 201f, but there are also numerous references to him in Wallis's Northumberland, Vol.II, and in Stukeley's Medallio History of Carausius. Wallis mentions the following as being in the possession of Walton :- A silver coin of Nero found near Halton Chesters; a fibula dug up at Rudchester; a "brass" coin struck in honour of the festival of Mars; a coin of Carausius; an abundance of coins turned up by the plough and many "seals" of Roman work, apparently all found near Corbridge; also an Altar to Astarte, found in Corbridge Churchyard (another was unearthed at the same time to Tyrian Hercules) but a footnote adds that Walton has since died and that his collection of Roman and other antiquities have been sold by his executors to the Hon. and Rev. Mr. Graham of Netherby in Cumberland.

Further references, especially to articles in Walton's collection, can be found in Stukeley, Vol.I, pp.71-2, 128, 145, 175, 232-3, 248, 258, and Vol.II, pp.151, 155, 185f, note on p.193. Acknowledgements to Professor Birley.

had obtained an introduction through a third party named Duane.^{1.}

The first letter recorded is dated 5th Feb. 1754 but the opening sentences make it clear that there had been earlier contact.

Reference is made to "The altar" without previous explanation and also to the "new road". At this time of year, says Walton, little is done upon it and though the Wall must suffer in consequence yet "the goodness of the foundations will render it one of the finest roads in the nation", a remark hardly likely to find favour with Stukeley.^{2.}

Of course there would still be considerable remains, continues Walton, where Wall and Road deviated. Finds had not been so numerous as expected and, as there was plenty of stone in the wall, the roadmakers had left untouched the "castle" (fort) and "tower" foundations, the very places where most items of interest might be expected. Since the next sentence refers to parts of the country which are less inhabited and cultivated and since he has already mentioned areas where wall and road separate, likewise the good state of the road's foundation, we can probably conclude that the sector he has in mind is that between Portgate and the North Tyne. When considered in conjunction with the date, Feb. 1754, this would

1. Duane. Wallis's Northumberland, Vol. II, p. 167 mentions a sculpture of Hercules found at Vindobala which had lost both head and feet through the carelessness of workmen. It was removed to London by a "curious" antiquary, Mr. Duane, of whom Stukeley said that he judiciously indulged a taste for the elegance of those learned curiosities, in the midst of the confinement and business of the law.

2. Cadwallader Bates, while owing that militarily the road may have been well planned and certainly attracted a considerable amount of trade and traffic to Newcastle, also declared that for ordinary purposes there was not a worse engineered road in the kingdom! Hist. of N^oland, 1895, p. 265.

agree well with the reference in D.P.9¹ about which comment has already been made.

In the next paragraph Walton mentions having got some legionary and centurial stones as though he had followed the roadmakers' progress and rescued them, since some inscriptions at first "were broke in pieces". He had heard that an altar had been found at Benwell but not many coins appeared to have turned up apart from a hoard of about 3000(!) mostly of Magnentius and Decentius². which came to light about a mile from the Wall in digging for gravel. He himself has a "counter" of Vespasian. He will be obliged if Stukeley will let him have his observations on the first-mentioned altar and "upon No.1 etc." though whether this refers to an enclosed drawing of the altar or to some other enclosure, or indeed to an earlier letter, is difficult to determine.

Walton's second letter to Stukeley is dated almost a year later, 24th Feb.1755 from Corbridge. It is clear that in the interim Stukeley has written not once but twice to him and sent him two books. That Walton has not replied earlier has roused feelings of shame in him though he presents the excuse - admittedly not a sufficient one - that he has been expecting from Walwick some centurial inscriptions which have not yet

1. See p.51 above.
2. Prof. Birley reports that he has never found any other reference to this hoard which must therefore be assigned to "Northumberland, unlocated".

arrived. He doubts whether Stukeley would want any of these small stones but he had nevertheless hoped that something better would turn up in the making of the road west of Walwick, though all that had been found, apart from centurial inscriptions, was a small broken image of what he takes to be Minerva. From Carrawburgh, however, he had obtained a "Burcred"¹. and this, together with the date of the letter, Feb.1755, gives a useful check on the progress of the roadmakers.

There follows an enquiry as to whether Stukeley thinks that Pons Aelius can have been at Corbridge or Chesterford and the letter closes with the remark that Walton has not seen the Vicar of "Simondburn", Mr. Henry Wastal², since hearing from the Doctor though he had been in his company some two or three days before. Like Walton, Wastell too had an interest in the Wall

1. or Burgred, King of Mercia. According to Humphrey's Coin Collectors' Manual, Vol.II, p.413, there had been a general decline in the coins of Mercia since the reign of Offa. Burgred's are the rudest of the series. Acknowledgements to Prof. Birley.

2. Properly spelled Wastell, the Rev. Henry, M.A. For approximately half a century (1723 - 1771) he held the living at Simonburn, one of the most valuable in the country. Unfortunately, for more than 20 years he carried on a litigation with his parishioners over tythes at so great an expense that the living produced less at his decease than at his induction. See Mackenzie, Hist. of Northumberland, Vol.II, page 238, also 1914 County History, X, p.101-2, for further details.

and an entry in Stukeley's¹ diary dated 15th July 1754 records that Wastell has dined with him and informed him that "they" have destroyed the Wall entirely for many miles, the stones of which they take and beat to pieces to make a foundation for their new road. Some years previously he had asked a shepherd to look out for inscriptions for him and the man had found him a dozen but "having no great knowledge in these matters" he had not taken pains to read them and still had many of them at Simonburn. Stukeley's advice was to give them to the Library at Durham.

The next relevant entry in the diary is that of 19th Oct. 1754 which tells of a visit to Carlton House and an introduction to the Princess of Wales with whom he had conversed at great length throughout dinner. To her he had praised the Northumbrian Wall as the greatest of all Roman works anywhere for he had travelled the whole length of it, taken drawings of innumerable inscriptions, altars, pillars and the like. Her Highness had

1. The following brief details of Stukeley's life are from the Dictionary of National Biography. He was born 1687 at Holbeach, Lincs. and took his M.B. at Cambridge in Jan. 1707-8. In May 1710 he went into practice at Boston, Lincs. but moved to Ormonde Street, London, in 1717. His M.D. came in 1719.

His greatest friends were the brothers Roger and Samuel Gale and with the former he went on long antiquarian tours, traversing the whole length of the Wall in 1725. In 1726 he moved to Grantham.

He took holy orders and was ordained at Croydon in 1729, receiving a living at Stamford whither he took up residence in 1730. In 1739 he was inducted to Somerby by Grantham, but from 1748 lived in Queen Square, London, also at his house in Kentish town.

He had married Frances Williamson in 1728 but she died 1737. His second wife was Elizabeth, daughter of Thomas Gale of York, the father of Roger and Simon. Stukeley died 1765.

enquired as to the length and dimensions of the structure and Stukeley had made the most of the occasion to express his concern

"at the havoc now making of this most noble antiquity by the surveyors of the new road carrying on by act of Parliament, who pull the cut and squared stones of the wall down, and beat 'em in pieces with sledge hammers to lay the foundation of the road with 'em, and in a country abounding with stone, and where the Roman road¹ still remains, if they take the pains to seek for it, which would much shorten their labor (thus)"......

His indignation, however, reaches an even higher degree in his entry of 23rd Oct. 1754,² when he records a letter (admittedly a copy of one he had sent in July to Dr. Hill) to the Princess. His purpose is clearly to follow up the advantage he had gained in reaching the ear of this lady a few days earlier. Perhaps, even in late 1754, it would not be too late to have the wanton destruction halted and fresh plans drawn up could he but enlist her patronage in the struggle. As existence of the road itself attests, his efforts were doomed to failure but how better can we applaud his efforts than by reproducing the relevant portion of the letter. It runs:-³

"The honor your royal highness has indulged me, and the discourse in particular which we had on the Roman Wall in Cumberland, imboldens me (to) address the present paper to answer your royal highness's questions to me more particularly, and to engage your powerful patronage to protect this most noble, most magnificent work, from further ruin, not from enemys, but from more than Gothic workmen, quite thoughtless and regardless of this greatest wonder, not of Brittain only, but of Europe.

1. i.e. the Military Way.
2. p.141, i.e. of Diary.
3. Stukeley's spelling has been retained.

A friend of mine¹ who lives at the Roman wall, dining with me lately, we had some discourse about it. They are now busy in making a new turnpike road, pursuant to Act of Parliament, quite across the kingdom there from Newcastle to Carlisle. He tells me he gave a shepherd, who keeps sheep in the open fields adjacent, orders to pick up all the inscriptions he could find about the wall, and he would give him 6d. a piece. The man presently found him a dozen, some pretty much decayed, others very legible. He purposes to give them to the library at Durham, where already is a very fine collection of Roman antiquity, which I copped in the year 1725. I observe they are very elegantly cut, both as to letters and sculpture of figures, but the prints of 'em in Horseley and Gordon and others are very far from doing justice to them, they having not the art of drawing. He tells me, now they are making this new road, they have destroyed the old Roman wall for many miles. Their method is to take cut and squared stones of the wall, beat them to pieces, to make a foundation to this new road, and this in a country where stone is every where under their feet, for the country is chiefly a rock of stone.

Besides, there is a road made the whole length of the wall by the Romans. It was the business of the surveyors of the work to trace out this road. They would have found it pretty strait, well laid out in regard to ground, and it would have been a foundation sufficient for their new road. The late learned Roger Gale and myself rode the whole length of it in the year 1725, so I speak as an eye witness, and I write with grief to see so little taste, so little judgement shown by the public in this otherwise laudable undertaking.

Surely it well became the wisdom of the legislature to act with great deliberation in so important affair, especially in regard to the preservation of this greatest wonder of Roman magnificence, not only what is now left whole or in ruins, but that ever was.

This mighty wall of four score miles in length is only exceeded by the Chinese wall, which makes a considerable figure upon the terrestrial globe, and may be discerned at the moon

This vallum of Hadrian's in Northumberland, was well pallisaded, and was a tolerable security, whilst a compleat

1. Wastell.

garrison was kept to defend it; but alas that was seldom the case. The soldiers were too often called off to the continent.

Severus, the emperor who resided for some time and died at York, was a great, wise, and valiant person. He, seeing a true greatness of mind, projected and executed the mighty work of the wall, built chiefly on the ground of Hadrian's vallum. This work is worthily called the greatest glory of his reign, I add, of the Roman Empire. And is it not to be regretted, in an age of building and architecture, that this British boast and glory should be destroyed?

Would it be misbecoming a monarch to visit it where so many great emperors have been in person, more than those that I have named? How carefully do the Popes support and repair the ruins of Roman magnificence, well aware of the benefit accruing from the resort of travellers to see them?

Must we send our nobility and young folks innumerable to spend immense sums of money yearly in foreign countrys for that purpose, and leave our own unvisited, but what is worse, doomed to be destroyed, and that under a public sanction?

When Mr. Gale and I were there, we tired ourselves day by day in copying and drawing inscriptions, altars, milliary columns, basso relieves, plans of forts, etc., which I have still by me. Numberless we left behind, not thinking they were to be broken in pieces to make a road; that so little sense of antient grandeur and learning should be left among us, to take away even the temptation of inviting the curious to travel thither!

On the Rev. Doctor's observations concerning the Moon and the Wall of China, and indeed upon the currently held view of Hadrian and Severus, we can at least be charitable. But as to his tirade against the road and its makers we can only wish that his letter had been dated some four or five years earlier. Even then, the chances of his success in obtaining any diversion of the new project would probably have been slender.^{1.} Concerning the

1. See above, page 26, comment on current views of the new road.

practicability of using the old Military Way, if Stukeley and Gale could follow it in 1725 then surely the Surveyors could have done the same in 1749, yet this road, throughout its length, is conspicuously absent from the official survey.

Stukeley, however, was not finished and though he returns briefly to the attack in his "Medallic History of Carausius"¹ his crescendo came in a paper read to the Antiquarian Society on 3rd May 1759 when with all the force at his command he declaimed:-

"With what regret do we learn, that now in our own days, the overseers and workmen employed by Act of Parliament, to make a new road across the kingdom, along this wall, this wonderful work of Severus the emperor, they demolish the wall, and beat the stones in pieces, to make the road withal. Every carving, inscription, altar, milestone, pillar, etc. undergoes the same vile havoc, from the hands of these wretches. This grand work, the glory of the Roman Power, the glory of Britain, the greatest work the Romans ever did, this stupendous work, which, was it well known, would invite all curious foreigners to visit it, along with the infinite numbers of learned and antient sculptures, is thus demolished by these senseless animals, under the sanction of government; and in a country, where there can be no want of materials, being entirely stone and gravel."

1. See Vol.I, page 9, (1757) and page 135.

NORTHUMBERLAND 1756, '57 and '58.

These years have been considered as a whole since the source material for any one of them is, by itself, somewhat attenuated. Viewed over the three years, however, it assumes more solid proportions, consisting of the accounts for most of 1756 and '57, notice in the press of a single meeting in 1756 but of considerably more for '57 and '58, and finally a reference in the Journal of the House of Commons in 1757 which we have already noted.^{1.}

The Twelfth Account, covering the period between 3rd February and 30th October 1756, was delivered at the Bar on 14th December by Mr. Bigge as usual and ordered to lie on the table. It does not greatly increase our knowledge since out of 26 entries no fewer than 9, involving a total of £2300 out of £3103. 3. 4½. disbursed, simply say "Paid by order of the said trustees to the said John Brown Surveyor on account the sum of" These sums vary in size from £60 to £500 but, as is usual in such entries, we are not informed of the purpose for which the money is required.^{2.} The roadmakers, who were in the Carrawburgh area in Feb. 1755^{3.} must now have been well beyond that point, perhaps a mile east of the turning for Shield on the Wall, where the new road and the Vallum part company and where the Wall's ready supply of stone was

1. See above page 19.
2. By contrast the Cumberland Accounts are much more detailed.
3. See above page 61.

no longer available. Brown would therefore be at the expense of procuring alternative sources. Four payments of £10 were also made to him as normal quarterly salary, and one of £20 to Tweddell as yearly ditto. On 31st Jan. Thomas Lightfoot received £75.16. 5. "being the balance of his account", and on 4th Apr. a further payment of £100. On the same day an entry of £3.14. 6. was recorded in favour of John Richardson, Mason, for building conduits while on May 29th and June 26th Thomas Layburn had payments of £20 on account as "Undertaker of Bridges".

In August the sum of £21.15. 0. was paid to Lady Blackett¹. for three roods and fifteen perches of ground made part of the road and for damage done to her grounds, and a further sum of £23. 1.10. to Nicholas Roberts for one acre and twenty perches used for the same purpose. But the payment which eclipsed all others was made on 12th October to Thomas Lightfoot, namely the sum of £193. 4. 9½. "being the balance for finishing the Road from the Town of Newcastle upon Tyne to Carriers Gap". For Lightfoot this was literally "the end of the road" though bridges were probably not yet complete, and toll houses certainly not erected. Officially, therefore, even in Northumberland, the road was not complete and would not be so for more than another twelve-month. The same account records two further payments, one of £214. 0.10. to Mr. Wm. Gibson, "being money paid by him to and to the order of Christopher Lightfoot

1. See above page 26, for possible cross reference.

Deceased as Undertaker of the said Road ...". It will be recalled that Christopher Lightfoot, the original senior partner, had died in 1752¹. so that this was evidently a debt of long-standing. It may well be that in the earlier years there had been on some occasion a shortage of money at the commissioners' disposal. It would seem, therefore, that Gibson, who was a commissioner and who sometimes acted as Clerk at meetings². had come to the rescue by paying the roadmakers. The other, and final payment recorded in this account, is one of £1.10. 0. to Wm. Baird for damage done to his ground by working stones out of his Quarry for the use of the road. As the resources at the Commissioners' disposal over the period reviewed amounted to £3,259.18. 5½., there remained a balance of £156.15. 1.

Though we may be sure that routine meetings of commissioners continued as usual during the year, only one, for 18th Dec. on "Special affairs", seems to have been advertised in the Newcastle Journal.

The Thirteenth Account, which is the last available for Northumberland, was duly delivered at the Bar by Mr. Bigge on 20th Dec. 1757. It covers the period 27th Nov. 1756 to 3rd Dec. 1757 and notes in addition five items unpaid. Out of thirty entries on the sheet, eleven are "paid by order of the said Trustees to the

1. See pp. 30-31 above.
2. See pp. 53 and 54 above. He was also Undersheriff of Northumberland in 1757.

said John Brown on account " and vary from £20 to £373, making a total of £1449.16. 1. out of £2349.12. 3. disbursed by the trustees. As is usual in the case of Brown, no indication is given as to the destination of these sums and so, as before, we can only surmise that the bulk was spent on materials for the road, toll houses, on haulage, tools, his own expenses in lōdging, horsehire and the like. He also received two half-yearly payments of £20 as salary, and Tweddell one of £20 for the whole year. Thomas Lightfoot received a total of £15. 6. 6. in May and July but this was for repairs to the road. John Johnson as "Undertaker of Bridges" was paid £40 on July 2nd and on 3rd September £30¹, both "on account", and is not mentioned again, though one of the items remaining due after the balance had been drawn up was one of £150 "to building bridges, and damages done the Grounds of Private Persons and for Repairing the Road"! On the same two dates John Gibson and his partner received £40 on account as undertakers of Halthwistle Burn Bridge and a further £52.18. 0. as settlement in full. Also on 2nd July Thomas Layburn, so often mentioned in connection with the bridges on this road, received £40 but is described as "late undertaker". Another payment made on 3rd Sept. was £65.17. 0. to James Skaife for making three acres of his ground at Temmond². part of the road and for making 229 rood of

1. Almost certainly for work at the Poltross Burn. See below page
2. New Temon, where the Poltross Burn divides Northumberland from Cumberland.

hedge at three shillings per rood. A weightier item however was that of £159.18. 8. to Edward Bigge for fees and disbursements "in obtaining the Act last Session of Parliament".

On 12th Nov. Thomas Armstrong of Fell End¹. received £51 for four acres and thirty six perches of his ground made part of the road, for hedging, and for any damage done and on the same date for one acre, two roods and twenty two perches of his ground near Chollerford Bridge, Robert Lowes received £31 and a further £13. 2. 0. for keeping in repair the hedges and fences made through his property; this was at the rate of two shillings per rood for 131 roods. Two further payments were recorded on 12th Nov., firstly one of £7 to Robert Lowes for damage to his grounds (exact location unspecified), and the other to Mr. Wm. Gibson,². "Undersheriff of the County of Northumberland for his trouble in summoning a jury to ascertain the damage done to the Grounds of Mr. Thomas Armstrong by making the Road, and for his Journey, Horsehire, and Expences in attending the View, and drawing Jury Inquisition, and for money laid out and Expended in Entertaining the Jury on that view, the sum of£18.12. 6."

The account closes on 3rd Dec. with two payments, the first of which was £116. 1. 0. to the Rev. Cuthbert Wilson for making 797 roods of hedges through his ground at Walwick, and the second £62. 0. 6. to Joshua Douglas³. for two acres, one rood and thirty seven perches of

1. A little over two miles west of Haltwhistle Burn.
2. On Gibson see above pages 53 and 54.
3. Almost certainly Joshua Douglas the Attorney. See D.P.21 or Appendix IX.

his ground at Henshaw which had been made part of the road and for making 271 rood of fences in the same ground at three shillings per rood. The Commissioners' resources for the year had totalled £2484. 3. 7. comprising a balance of £156.15. 1. from the Twelfth Account and three withdrawals from Gislingham Cooper of £1500, £556.18. 8. and £270. 9.10. With expenses of £2349.12. 3. this left a balance of £134.11. 4., hardly sufficient to meet outstanding debts totalling £359. 6. 9. These were to John Carrick (£19.11. 0.), Thomas Errington¹ (£3. 7. 6.), and John Armstrong (£36. 8. 3.), all for ground and hedges; to the builders of turnpike houses was due the sum of £150 while the building of bridges, damages done to private property and repairs to the road accounted for a like amount.

Tweddell's account was examined and allowed on 14th Dec. 1757 by William Ord, John Williams, Wm. Fenwick, Joseph Reay, Ro. Shafto, Wm. Cooper, John Swinburn, Wm. Gibson and J. Douglas for the Commissioners.

For this same year the press is more informative than for some time past. There was a notice in the Newcastle Journal of a meeting of trustees on 5th February on special affairs while the issue of Feb. 12th announced that a bridge was to be built over the Haltwhistle Burn according to a plan in the hands of John Brown of Kirkharle. Proposals were to be submitted at the Moot Hall on

1. See above page 45 or D.P's 2 and 2a.

Sat. 25th Feb. This work, as we have noted in the final account, was undertaken by John Gibson and Partner who received a total of £92.18s. Od. for their work. A further meeting, under the usual heading of "Carlisle Road" and again on special affairs, was announced for the 9th April but on the 23rd of the same month came a dramatic change of heading. Notices now adopted the more impressive title of "Grand Road from the City of Carlisle to the Town of Newcastle upon Tyne" and the first of these announced that a bridge was to be built across the Powtross (thus) near Temmen at the joint expense of the Northumberland and Cumberland Commissioners and that undertakers should apply either to Brown at Kirkharle or to Richard Waller¹. at Brampton for particulars of dimensions. Proposals were to be submitted on or before the 14th May. An item in the minutes of the Cumberland commissioners of the same date orders that their clerk and treasurer, George Blamire,² should attend the next meeting of their Northumberland colleagues with power to agree with them "Upon a plan for building a Bridge over Powtross between the two Counties (to be finished this summer) on such conditions as they shall think the most convenient." There can be little doubt about the outcome for the Northumberland account for 1757, as we have just noted, records two payments in July and September totalling £70 to John Johnson "Undertaker of Bridges",

1. Surveyor to the Cumberland Commissioners.
2. His expenses were £1. 3s. Od. according to Cumberland accounts. Entry for 26th Nov. 1757.

while the minutes of a meeting of the Cumberland Commissioners held on the 22nd October order the payment of £22.10s. Od. to John Johnstone "in full for building half the Bridge over the Powtross at Temmon." There has always been confusion between "Johnsons" and "Johnstones" but the dating of payments makes it seem likely that we are dealing with the same man. That the Northumberland payments included work at "the Powtross" seems reasonable though it will be recalled that there was an unsettled item of £150 for bridge building. If the Cumberland contribution of £22.10s. Od., and there is no record of any other payment at this time to Johnstone, was really half the cost of the bridge in question then it compares very favourably with Haltwhistle Burn Bridge for which payments had totalled just over double! In the absence of plans to guide us, however, it may be that more work was involved.

Under the new heading, 27th August's Journal^{1.} bore the long-awaited announcement, "As much of the said Road as lies in the County of Northumberland is now completed and made passable for Troops Horses and Carriages." Commissioners were to meet on 3rd September to consider the location of turnpikes, tollhouses, etc. and to proportion tolls. They were also to consider measures for the further execution of the Act("made in the twenty fourth year of His present Majesty") for making and keeping the said road in

1. But not the Courant.

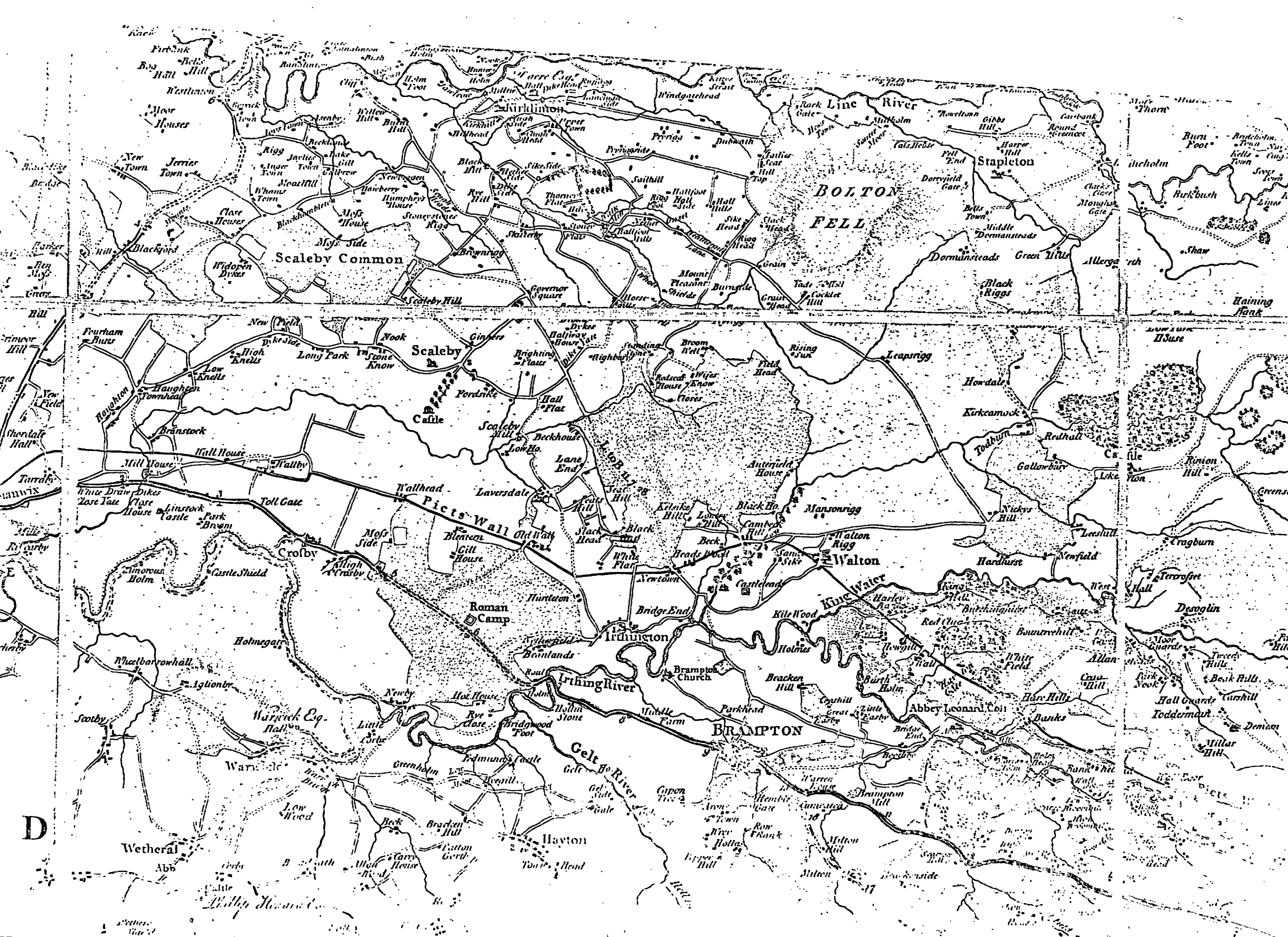
repair. Just over six years had elapsed since its commencement making the average amount laid per annum in Northumberland a little under seven miles.

We have little knowledge of the outcome of this meeting, and while tollhouses are the subject of a separate section, we can say that one of Northumberland's unsettled items in the 1757 accounts was the sum of £150 for building turnpike houses. Notice in Newcastle papers of the completion of the road was, of course, in accordance with the provisions of the Act and on 1st October in the Journal (and Courant) came the announcement that the road within the county of Cumberland being nearly completed, Commissioners were to meet on the 22nd to consider places for fixing gates and tollhouses, to proportion tolls and concert measures for the further execution of the Act. Again on the 1st October a notice in the Journal (but not the Courant) intimated that in Northumberland the gates and turnpikes were set up and that at a meeting on the 12th November the proportion of the tolls to be taken at the several gates and turnpikes would be considered and gatekeepers appointed. Who they were, however, cannot be determined in the absence of records.

Two further notices in 1757 are of interest. On 19th November it was announced in the Journal that any person(s) inclined to repair as much of the road as lay in the County, or any part of it, for five years should deliver proposal(s) to the meeting to be held on the 3rd December at the Moothall while on 3rd December a similar invitation was issued to anyone willing to keep the road in repair

between Harlowhill Bar-gate and Newcastle, or any part of that sector. Proposals were to be delivered at the next meeting on Saturday, 17th December.

During 1758 notices continued to appear in the press from time to time. Thus we learn that there were to be meetings on the 18th March, 27th July and 12th August. There was a further meeting on the 30th September to settle the Surveyor's Accounts and on other special business while that of the 14th October would receive a report regarding the same account and appoint a surveyor, obviously in succession to Brown, at a salary not exceeding £20 a year. Properly qualified persons willing to fill the office were to attend and offer their proposals. Brown had seen the project through from beginning to end and other entries on 9th September and 11th November show that he had likewise resigned his appointments with the Alnmouth and Ponteland turnpikes.



D

CUMBERLAND 1751

Of the Military Road in this county, it may be said that we have almost a surfeit of source material for not only may minutes of commissioners' meetings as far as December 1791 and from 1855 to 1877 be examined at the County Record Office at Carlisle but most of those pertaining to the earlier period, together with accounts^{1.} and contracts are also duplicated at the Record Office of the House of Lords. We know, therefore, that the meeting of 24th June was attended by twenty three Cumberland Commissioners, of whom twenty were sworn^{2.} that day and the remainder at subsequent dates. It was resolved that the offices of Treasurer and Clerk should be combined, and that the treasurer should give security to the Commissioners for the sum of twelve hundred pounds; further, that he or some person deputed by him must make all payments for work done on the road.

Richard Waller was appointed as Surveyor at a salary of forty pounds a year and the commissioners adjourned to the Bush where, perhaps in more convivial surroundings, they then proceeded to appoint

1. Except that for 1753. Relevant documents pertaining to both Cumberland and Northumberland were photographed at the expense of the Dept. of Archaeology, Durham University.
2. In accordance with the provisions of the Act. The twenty were Sir Philip Musgrave, Edward Hasell, Dr. John Waugh, Henry Aglionby Snr., Rev. Mr. Wilson, Dr. Low (Archdeacon), Henry Fletcher, Montage (thus) Farrer, Wilfred Lawson, Wm. Millbourne, Fletcher Partis, Rev. Mr. Baty, Rev. Mr. Wardale, Joseph Nicolson, Rev. Mr. Jackson, Rev. Mr. Head, Rev. Mr. Birket, Joseph Dacre, Henry Aglionby, Jnr., John Brown. The Rev. Mr. Graham, John Brisco and the Rev. Mr. Brisco were sworn on 16th July, 12th August and 9th Sept. respectively.

George Pattinson^{1.} as Clerk and Treasurer at a salary of twenty pounds a year, his appointment like that of Waller, to commence the same day, Midsummer 1751. Finally, having accepted Mr. Alderman Blamire as Pattinson's guarantor, they instructed the Treasurer to send for twenty five copies of the Act and adjourned the meeting until nine o'clock the following morning.

On 25th. only eleven^{2.} were present and they resolved

"That the making of the Road do begin at John Bowsteads house at Stanwix bank. That it be Carried the whole way in as streight (thus) a Direction as the ground will admitt. That it go along the lane to Luke Fishes, Thence thro' Widow Bell's Close by Draw Dikes, thro Draw Dikes Grounds to the Wood bridge near Lancelot Clemisons from thence thro Mr. Hoskins Ground to the 2 ashes in Crosby Lane by High Crosby, from High Crosby over Newby Moor to the River Irthing at the Ford near Ruleholme."

It was further resolved to advertise in the Newcastle papers that the road would be contracted for by the mile and that all persons inclined to make any part of it should apply to Waller who would attend those wishing to view; they should deliver their sealed proposals to Pattinson and be present at the Bush on 16th July. Similar conditions were to apply to any persons willing to build a bridge over the Mill Beck in Draw Dikes field,^{3.} the bridge to be six yards in width and each end to be as wide as the road.

1. The Bush was the house of Esther Pattinson. Relationship with the Clerk has not been established.
2. Sir Philip Musgrove, Dr. John Waugh, Montague Farrer, Joseph Dacre, Henry Aglionby, Jos. Nicolson, Rev. Mr. Jackson, Rev. Mr. Wilson, Wm. Milbourne, Wilfred Lawson, Ed. Hasell.
3. See Section of Hodskinson's Map (1774).

The meeting was then adjourned till ten o'clock on Tuesday, 16th July, at the Bush and notices to that effect appeared in the 29th June's issues of the Newcastle Courant and Journal and also in the Journal of the following week. At the meeting of 16th July eleven Commissioners¹ were again present and decided to contract for the making of the road from John Bowstead's House at Stanwix Bank as far as the two ash trees in Crosby Lane, with a group of partners from Yorkshire, namely John Byers, Thos. Hetherington, John Hetherington, Isaac Byers, John Byers younger, and Benjamin Byers. The price was to be twelve shillings per rood² and the Treasurer would pay to the contractors from time to time such sums as the Surveyor should certify as necessary for carrying on the work of the road. The Surveyor was also to provide hammers, shafts, barrows, gavelocks and any other tools necessary. The records of the same date contain the formal agreement³ between nine of the Commissioners⁴ present and Byers senior and his partners. In addition to the terms already noted, the work as far as the two ash trees⁵ was to be completed by

1. Though not precisely the same eleven as on 24th June.

2. The Cumberland Commissioners regarded a rood as seven yards as the agreement states. According to the Shorter Oxford Eng. Dict. it might vary locally from six to eight yards.

3. See Appendix X. No mention is made of the retention of any sum pending satisfactory completion of work c/f Northumberland App.I.

4. viz: Waugh, Graham, H. Aglionby, Dacre, Farrer, Milbourne, Jackson, Brown and Nicolson.

5. which could also be described as to the west end of Park Broom Lane as well as on the Crosby Lane and so were no doubt at the junction of the two.

December 25th and must follow the course directed by the commissioners or their surveyors. The width from ditch to ditch was to be twenty seven feet and that of the stone work in the middle twenty feet. Stones were to be broken to such size as the Surveyor might direct and be laid to a thickness of fifteen inches in the middle sloping to five inches at the extremities, the whole to be covered with gravel to the satisfaction of the Surveyor. Ditches at either side were to be a yard wide or as directed by the Surveyor and deep enough to carry water from each side of the road. Drains connecting one ditch to another but not requiring to be arched were also to be the responsibility of the contractors who had likewise to maintain their work for one year following completion and leave the road fit for its intended purpose, i.e. the passage of troops and carriages. The agreement was signed and sealed by the partners in the presence of Pattinson and Waller but the matter of a bridge over the Mill Beck - possibly because of lack of proposals at this meeting - was not settled for some weeks.

At the next meeting on 18th July, seven commissioners were present and it was ordered that when the money granted by Parliament should be made available by the Treasury it should be deposited with the London bank of Sir Richard Hoare and Company, withdrawal therefrom to be in favour of the treasurer at the written direction of seven or more of the commissioners.^{1.} It was further ordered that, in

1. Within the provisions of the Act.

accordance with the Act, notice in writing should be served on the owners of ground through which the road was to pass requiring them to attend the next meeting on Monday, 12th August, at the Bush, to contract for the sale of as much ground as it might be necessary to purchase. It was also placed on record that when the contract with Byers and his partners was made all the commissioners present had agreed that if the undertakers appeared to have an unsatisfactory bargain at twelve shillings a rood the matter would be further considered upon completion of the road. This had been necessitated by the fact that "the Persons who came out of Yorkshire" to contract for the making of the road had combined and demanded what was considered to be the exorbitant price of twenty shillings a rood and in persuading them to accept twelve some such concession on the part of the commissioners had evidently been necessary. The meeting was then adjourned till 10 a.m. on 12th August though the signatures do not quite coincide with those stated to be present. At the meeting of 12th August, however, no owners are recorded as having attended, which may well indicate that it had become only too apparent that the acquisition of lands would not be quite so simple a process as the commissioners had anticipated. Accordingly, one of the matters that now occupied the attention of the meeting was a request to George Irton, High Sheriff of Cumberland, to empanel a jury of twenty four to appear before the commissioners at the Bush on the morning of Saturday, 17th August. Another was the appointment of the London banker, Sir Richard Hoare, to act on

their behalf and receive their statutory allocation of one thousand pounds for the year 1751, which sum a further request desired the Lords Commissioners of the Treasury to pay Hoare. Yet another was to Hoare to pay five hundred pounds, after receipt of the thousand, to the Clerk and Treasurer, George Pattinson but a footnote on the order, and dated 9th September, states that Sir Richard has refused to receive the money from the Treasury and that Mr. Gislingham Cooper of the Strand is appointed in his stead. The meeting adjourned till 17th August when it re-assembled with nine commissioners^{1.} present and ordered that the jury, now sworn,^{2.} should give in their verdict on Sept. 9th. as to the value of the ground through which the road must pass.^{3.} On this date however the eleven commissioners present deferred their order regarding the jury till 2nd Nov. but a contract to build a bridge over the

- | | |
|------------------------|----------------|
| 1. Henry Aglionby Snr. | Wm. Millbourne |
| Jos. Dacre | Jos. Nicolson |
| Mountague Farrer | Rev. Jackson |
| Rev. Graham | John Brown |
| | Rev. Birket. |

It is not proposed to name those present at each meeting. These are given as good attenders.

2. "You shall well and truly and according to the best of your will and knowledge assess and settle the value of the lands and grounds now by you to be viewed, which are necessary to be bought for a road from the City of Carlisle to the two ashes in Parkbroom Lane. So help you God."

Not till minutes of a meeting on 2nd Nov. do we learn their names.

3. No details are given as to which section of the intended road is to be considered first. Presumably this was settled verbally or left to the convenience and discretion of the jurors.

Mill Beck at Draw Dikes¹ signed by the "undertakers", Richard Bell, Arch Thompson and Jos. Robinson in the presence of Geo. Pattinson and Wm. Dobinson, had their approval. Last mention of this matter had been on 25th June. Work was to be finished by the following May Day in consideration of the sum of £46.

On 2nd November nine commissioners attended, and, as nothing but the names of the twenty four jurors² is recorded, evidently took no action but to hear the reports of the said jury which follow on the next page³ of the minutes. The reports are dated

1. See map opposite p.77, and Appendix XI.
2. Thos. Gibson and Wm. Graham of Scaleby
R. Blacklock and Robt. James of Longpark
Hugh James and Rich Dalton
and Da. Palmer of Stoneknowe
Geo. Simpson of Barrow Close
Ro. James of Scaleby Hill
Da. Littermer of Agnuswell (thus)
Geo. Graham of Riggfoot
Wm. Graham of Hallside
John Pattrickson of Low Knells
John Graham of Burnt Hill
Tho. James of Dikeside
Isaac Brown of Guilt Bridge
I. Graham of Edmond Castle
Abraham Bird of Hayton
James Dalton of Walby
Wm. James of Low Knells
Thos. Grayson and Wm. Pattrickson of Howton Head
Ri. Goodfellow of Corryfield
Geo. Graham of Scaleby
The list was signed by Geo. Irton Esqr. Sheriff.
3. A note at the foot of the second report fixes the next meeting for Sat. 16th Nov. at the Bush.

24th Aug. and 7th Oct. respectively and show the assessors to have begun at the intersection of Park Broom Lane with the line of the proposed road and to have worked in the direction of the city, first to "Luke Fishes" and thence to the house of John Bowstead at Stanwix Bank; the required information had obviously not been forthcoming in time for the meeting of 2nd Sept. From Parkbroom Lane the following owners were visited and the value of their land per acre is given in brackets:- Featherstone Nicolson (£18), James Bowstead (£18), Alexander Hoskins (£30), Henry Aglionby (£30), Widow Bell (£35), Rev. Dr. Waugh (£40), Thomas Lowry (£40), Tho. Lowry of Stanwix (£35), Colonel Stanwix (£35), James Robinson (£35), Thomas Sutton (£35). In all cases the cost of hedging is given as 12s. 6d. per rood. At the next meeting, on 16th Nov., the eight commissioners present heard two letters (no doubt already drafted by the clerk) to the banker, Gislingham Cooper, one directing him to pay three hundred pounds to Pattinson as soon as he should receive the thousand pounds from the Treasury and the other authorising him to pay ninety five pounds nine shillings to Mr. Edward Bigg¹ of Lincoln's Inn as the proportion for which the County of Cumberland was liable towards the expense of passing the Act, and to retain in his own hands the sum of fifty eight pounds thirteen shillings².

1. Properly with a final "e".

2. Constituted as follows in an entry of Nov. 8th. 1751, in the 1751-52 account with Cooper:-

"Paid at the Treasury	£7. 3. 6.	Tellers Fees and Civil List	£40. 0.0.
Warrant	0. 9. 6.	Auditor	6. 5.0.
Pells Office	4. 4. 6.	Messengers	0.10.6.
			<hr/>

£58.13.0.

See Section on Cost of Road.

paid by Cooper as fees in the Exchequer upon receiving the aforesaid one thousand pounds. Both letters are stated to have been signed by seven commissioners though signatures are not reported. Of much greater interest, however, was the third document to occupy the meeting's attention, viz. the report of work done on the road and now about to be despatched to Parliament. For some reason not readily apparent the roadmakers, like the jurors, had begun at Park Broom Lane on the land of Featherstone Nicolson. On his ground 28 roods had been made and on James Bowstead's and Alexander Hoskins' 18 roods and 81 roods respectively; on Henry Aglionby's 111 roods had been trenched and part stoned, likewise 26 roods on Ann Bell's; on Thomas Lowry's 10 roods had been trenched and stoned and on Dr. Waugh's 10 roods trenched but only part stoned, making a grand total of 127 roods or 889 yards finished and a further 157 roods or 1099 yards begun. The report concludes by explaining that as advice had only been received in that day's post that the money sanctioned by Parliament was now in the hands of Gislingham Cooper and that consequently none had yet been received by the treasurer, no accounts of payments and disbursements could yet be sent up; it was signed by the eight commissioners present.^{1.} That discord over the price offered for ground had arisen in at least one quarter is apparent from the business of the next meeting which was held on 21st December^{2.}

1. H. Aglionby, J. Brisco, M. Farrer, Jos. Dacre, Wm. Millbourne, R. Wardale, Wm. Jackson, Jos. Nicolson.
2. Copies of orders promulgated at meetings between 21st Dec. 1751 and 21st Sept. 1754, were obtained from the Military Road Minute Book by courtesy of the staff of the Cumberland Record Office at Carlisle, where a book may be inspected.

and when it was recorded that Alexander Hoskins, whose ground must have lain towards the eastern limit of the present area of operations, had refused the terms offered in respect of both land and hedges. The Commissioners, however, were in no mood to argue and directed that Hoskins' receive written notice :-

".....to come and receive from George Pattinson our Treasurer the sum of eighty six pounds six shillings and threepence for the ground lately belonging to the said Alex. Hoskins and now taken in and made part of the Military Road and for making new Hedges, being the sum appointed by a jury for that purpose."

What the outcome of the matter was we cannot be certain but since there is no further allusion to Hoskins in the minutes it seems likely that he concurred, however, unwillingly! At the same meeting the Commissioners availed themselves of their right to make a temporary road¹ for general use in order that work might proceed unimpeded upon its permanent counterpart and Waller the surveyor was accordingly instructed to mark out such a road from Luke Fish's house to the Tythe Barn at Stanwix passing over the respective grounds of Henry Aglionby, Thomas Sutton and Thomas Lowry. The conclusion would seem to be that in this sector the course of the new military road was to be along what was already a well-established track. The meeting

1. The Act permitted the Commissioners to make "....a road or way through over, or along, any grounds adjoining to any narrow or ruinous part or parts of the said road hereby intended to be made and kept in repair to be made use of by all passengers with horses, coaches, carriages, or otherwise, as a publick highway while the said narrow or ruinous parts of the said intended road are making, mending or repairing, and until such time as it shall be convenient and safe for passengers and carriages to travel and go along the said road intended to be made, mended or repaired, and no longer."

then ordered the treasurer to pay Thomas and John Hetherington forty pounds in part for the work done between Bowstead's house at Stanwix Bank and the lane leading to Low Crosby, and adjourned till 18th January.

While it is unfortunate that we do not have the Cumberland Commissioners' Accounts as submitted to Parliament for the years 1751, '52 and '53, we do have their meticulously-kept records of meetings and as these usually include details of principal payments authorised the loss is not so great as it might otherwise have been. Mention has already been made of such disbursements as are recorded for 1751 but it must also be noted that while Cooper had been authorised to issue £300 to Pattinson as well as to pay Bigge £95. 9. 0. and retain the Treasury fees of £58.13. 0.,, withdrawals for December 1751 totalled £800.

CUMBERLAND 1752

Eight commissioners attended the meeting of 18th January when the principal resolution was that Mr. Jos. Nicolson should settle "the several proportions" of the bridge which they intended to build over the Irthing at Rule Holme (thus) and that the clerk should send the details to those who had already signified their interest in the project with instructions to lodge their proposals before the next meeting. This is the first order with reference to the Irthing bridge though it is always possible that discussion had already taken place.

February's meeting was held on the eighteenth of that month with nine commissioners present. Three important orders were made. First, the Clerk was instructed to draw up "a memorial" to the Lords of the Treasury for Cooper to receive the thousand pounds granted by Parliament.^{1.} Second, that a contract be made with William Lowden, James Bowman, and Joseph Greenhow for building the Irthing bridge and that Mr. Millbourne should draw up a proper contract to be executed at the next meeting. Meanwhile a provisional agreement was signed by the contractors Lowden and Bowman to do the work for £340 provided that sufficient rock could be found within six feet of the surface^{2.} to bear the weight. Should it not, then the commissioners were to provide a frame of wood or contract with the

1. This was sent off the same day though Cooper did not draw the money until 8th June.

2. In the bed of the river, "when the same is Low in Summer".

partners to do so, provided that a reasonable price could be agreed. The third order was that an advertisement be placed in the Newcastle papers to the effect that proposals would be received at the next meeting for making the road from the two ash trees in Park Broom Lane to the Ruleholme Bridge and from there to the lane at the east side of Burrymoor.^{1.} On 14th March, with twelve commissioners present, it was decided to contract for this work with John Railton of Bows (thus) and his partners at seventeen shillings a rood. The formal contract in respect of the bridge was accepted but Lowden and his partners were also bound in the sum of £400.^{2.} Other business included the appointment of Rev. Christopher Musgrave as commissioner in place of Sir Alfred Lawson, deceased, and the payment of forty pounds to the original contractors for work on the road as far as Park Broom Lane end. The meeting was adjourned till 21st March, and with no business reported on that date, further adjourned till 9th April.

Response to the advertisement for continuing the road on its second stage had obviously been disappointing and so at the first meeting in April it was decided to re-advertise.

It is equally obvious that Railton had repented of his original

1. Seems to have applied to the area east of the Irthing and in the neighbourhood of Hollinstone.
2. Both agreements appear as Appendices XII and XIIIa.

bargain for he appeared at the next meeting on 25th April and refused to keep the agreement. He may have begun the work, for Waller the surveyor was now charged with the task of finding someone to continue casting the road from High Crosby to the Ruleholme bridge and from there to Hollin Stone, also to attend the next meeting on the 12th May. Waller apparently had no success for an order at the meeting of 6th August makes it clear that Railton is busy on Irthing Common. A further fifty pounds was ordered to be paid for work on the Stanwix-Park Broom sector.

The May meeting ordered the payment of forty pounds for work on the Irthing Bridge and accepted two documents, one a petition to the Lords of the Treasury to pay the sum of one thousand pounds to Cooper and another authorising Cooper to receive it on their behalf. The meeting of 20th June likewise concerned itself with money, ordering the treasurer to draw five hundred pounds from Cooper and to pay sixty pounds and fifty respectively to the original contractors (the Hetheringtons) and to the Irthing bridge contractors (Lowden and Partners).

There was no meeting in July but at that of 6th August a useful check on progress is provided by an order to the surveyor to inform three commissioners that they might view the road then in making over Irthing Common before Railton applied the gravel. Richard Bell was to have forty six pounds for building the bridge over Draw Dikes Mill Dam, plus another five for going more than a mile further than expected

to get stones. Lowden (here spelled "Lowthian" and sometimes elsewhere as "Louden") and the Hetheringtons were to have a further fifty each while the treasurer was directed to draw a further three hundred pounds.

A second August meeting on 29th was attended by twelve commissioners but apparently had nothing of importance to discuss and adjourned till 14th October, when eight attended. They directed the clerk to insert in the Newcastle papers notice of their intention to choose a successor to Richard Gilpin (deceased) and the treasurer to pay Railton fifty pounds for work on Irthing Common and Hetherington and Byers twenty for work on their sector. At the November meeting (18th) Andrew Hudlestone of Hutton John was elected and authority given to pay Hetherington a further twenty pounds.

At the last meeting of the year on 16th December, the seven commissioners present^{1.} signed, for presentation to Parliament, an account of progress to date. Two miles and forty seven roods have been completed between Carlisle and the end of Park Broom Lane; the stone bridge at Draw Dikes is finished; two miles of road, one on each side of the Irthing, have been contracted for but not finished (though part is stoned) because of the badness of the weather; two

1. H. Aglionby, M. Farrer, J. Stanwix, W. Milbourne,
R. Graham, R. Wardale and J. Nicolson.

hundred and eighty nine roods are also trenched ready for stoning on Irthing Moor. Scarcity of materials between the two ash trees at the end of Park Broom Lane and the east side of Burrymoor, the wetness of the season, and the difficulty of arriving at reasonable terms with contractors account for the slow progress; they have also contracted for a bridge over the River Irthing but have apparently been hampered by the ignorance of the workmen in not laying a proper foundation for the pillar and by the violence of the floods; however, they have sufficient security to oblige the contractors to complete the bridge in a workmanlike manner and hope to be finished by the following summer.

The same report certified that the accompanying orders, contracts and agreements were true copies.

CUMBERLAND 1753

The first meeting took place on 17th February, attended by ten commissioners. Nothing is reported save adjournment to 17th March but appended after the commissioners' signatures is an announcement, either to be exhibited in some public place or to be inserted in the press, that it is intended to build a stone bridge over the beck at Low Crosby and those interested are to hand in proposals before the next meeting; Waller will show where the bridge is to be built.

The March meeting adjourned itself until 23rd April when with fourteen commissioners present, the treasurer was ordered to pay Railton fifty pounds for work on Irthing Moor. Huddleston and Rev. Charles Smallwood took their oath, Smallwood being one of the original commissioners named in the Act. The meeting then adjourned till 17th May when, again with no business recorded, it further adjourned till 7th June. Even then it must have been brief with only two orders to the treasurer to pay the Irthing bridge contractor fifty pounds and Hetherington and Partners fifteen pounds eight shillings and four pence.

On 12th July with thirteen commissioners present, proceedings must again have been short with, once more, two orders to the treasurer. First, he was to draw five hundred pounds from Cooper and, second, to get in by a week the following Saturday, the bills for damages of all people from Stanwix to Linstock who had allowed

the contractors to go through their lands. No business was reported from the next meeting on 11th August, save an adjournment till 31st instant and on that date a further adjournment until 18th September. On that date, with eight commissioners present, the treasurer was ordered to pay Richard Bell eleven pounds five shillings for making nine drains on Irthing Moor and Brampton Park and to draw a further four hundred pounds from Cooper. He was also to pay John Johnstone twenty pounds in part for making the bridge at Low Crosby.¹ On 18th October Johnstone was allowed a similar sum, in settlement for having completed the bridge, and Railton two hundred pounds for making the road toward Brampton. Lowden was to receive eighty pounds in respect of the Irthing bridge and Waller, the surveyor, was instructed to get the road trenched beyond Brampton as far as possible that winter. At the November meeting (3rd) the treasurer was ordered to pay Bigge's bill of eighty four pounds and five pence for attendance at the Houses of Lords and Commons during theyear. Further orders were given that all accounts were to be sent to Parliament that day and that the clerk should send a precept signed by the commissioners to the High Sheriff to summon a jury of twenty four to value the ground and new hedges required where the road was now made from Linstockt.

1. This is the first mention in the Cumberland records of Johnstone but see above on 17th March, p.93, on bridge and again above on page 74 on Johnstone.

to Ruleholme. A declamation dated 10th November (and following the orders of that month's meeting) recalls the promise made to the original contractors, Hetherington and Partners, that if they appeared to have a hard bargain^{1.} their agreement would receive further consideration. Accordingly, they were now allowed a further fifty seven pounds ten shillings. On the same day the Hetheringtons (Thomas and John) gave their written promise to maintain and repair forty rood of the road made by them from Lanty (i.e. Lancelot) Clemison's to the two ash trees at Linton Lane end of the farm for three years.

At the meeting of 1st December it was ordered that the jury, now sworn, should give in their verdict on Saturday 27th instant, also that the treasurer should pay Richard Bell nine pounds ten shillings for making six drains on Irthing Moor and near Low Crosby.

The last meeting for nearly three months took place on 22nd December with only five commissioners present. They received the names of the twenty four jurymen empanelled of whom seven had served on the previous occasion.^{2.} It was ordered that they should receive three pounds (shared among them, no doubt) for their trouble, also that the clerk should advertise in the Newcastle papers for any person(s) willing to make the section of road from Burrymoor End to Brampton. Proposals were to be lodged by the next meeting which was to be held on 16th March.

1. See above page 81.

2. See above page 83.

So ends the record of meetings and orders for 1753. It is to be regretted that the commissioners' summary of their achievements, which is most likely to have existed and been sent to London in November, has not survived. The impression can hardly be avoided that progress had been somewhat disappointing.

CUMBERLAND 1754

Despite their recess of nearly three months, the commissioners apparently had little to occupy their time when the March meeting took place. Of the nine commissioners present,^{1.} four were clergymen; the Dean of Worcester also attended, perhaps as a guest. A note says that they signed a petition, presumably to the Lords of the Treasury to release the two thousandpounds voted this year by Parliament, and also a letter of authority to Cooper to receive the money on their behalf.^{2.} They then adjourned till 20th April when, with the Dean again present, they ordered the treasurer to pay Lowden twenty pounds for work at the Irthing bridge and further adjourned for a month.

On 18th May, eight commissioners met and issued a number of orders: first that the surveyor should begin immediately to get the road trenched from Closegill to Temmon (?) and to the river at Powtross (thus); second that the treasurer should draw five hundred pounds from Cooper; third that Bell should be paid £6.10. 0. for making drains in Brampton Park; fourth that Bigge should receive sixty three pounds three shillings and four pence for his charges for the year; fifth that the surveyor should immediately set people to work to trench and make that part of the road from

1. H. Aglionby, J. Brisco, Wm. Milbourne, M. Farrer, J. Nicolson and the Revs. E. Birket, R. Graham, R. Wardale and W. Jackson.
2. It will be recalled that in 1754 and '55 Cumberland received double the previous grant of One thousand pounds.

Burrymoor to Brampton¹. and finally that the meeting should be adjourned till 8th June. By contrast only one order, apart from adjournment till 13th July, was issued, namely that John Nowell (who has not been mentioned previously) should receive sixty four pounds five shillings for 514 roods of new hedge made in Brampton Park.

In July authority was given to the treasurer to draw one thousand pounds from Cooper and to pay Lowden and Partners forty pounds in full for making the Irthing bridge, and a further eighteen pounds fourteen shillings for additional work ordered by the commissioners. Lowden had evidently finished the bridge in "a workmanlike manner" despite his unpromising start.²

Railton and Partners were to receive three hundred pounds, in part, for work done between Irthing Moor and Crosby Lane and Nowell sixty pounds on account for making the road near Brampton - the first intimation that he was engaged on road-making as well as on hedging though the agreement with him follows the orders of the second August meeting. With this month the balance sheets that have been preserved commence but Railton received no more than a

1. "...set people to work ... from Burrymoor to Brampton ..."
Perhaps to fulfil their statutory obligations. Such a course had evidently been considered at the meeting of 15th Sept. 1753 when Waller was instructed to give notice to the Surveyor of the Parish of Crosby that he must furnish an exact list of all those liable to repair the roads in that parish so that they could appear at the next meeting and be employed in doing statute work on the road approaching Brampton. The order, however, was deleted.

2. See report at close of year 1752.

The bridge is inscribed "This Bridge was Built at the Charge of the Government. Begun in 1753 Undertakers Wm. Louden, Jos. Greenhow -- " Raising of the road surface had probably obscured Bowman's name.

total of onehundred and seventy onepounds fifteen shillings that month - perhaps because of shortage of funds. Thus accounts and orders issued at meetings are not always in complete agreement and small amounts usually appear only in the former. The meeting was adjourned till the seventeenth instant when, with seven commissioners present, the treasurer was ordered to pay Nowell and his partners one hundred pounds, on account, for work on the road near Brampton. An agreement follows, signed by seven commissioners, with Tho. and John Hetherington, Richard Bell of Brampton and apparently John Nowell for making the road from Cumcatch Gate on Brampton Common, by Brampton Milns (thus), through the Barns Farm, and over Capon Clugh (thus) to Turtoy Gate and to Scarrow Hill, at nineteen shillings a rood. Three bridges are also to be made, two at the Milns and one at Capon Clugh for eighty pounds by the same contractors.

The next meeting occurred on 9th August and was adjourned till 24th instant when it was ordered that Nowell should receive eighty pounds, in part, for work done in Brampton park. On 21st September, with seven commissioners attending, the treasurer was ordered to pay Railton and partners two hundred pounds, in part, for work on Irthing Moor and the surveyor to complete as soon as he can the sector from "the end of the road now finished to Stanwix Bank to the end of Priest Beck bridge" and to increase its width to

nine yards;¹ he is also to set up good oak posts on each side of the said causeway. The next meeting was held on 19th October when the only order was an adjournment until 23rd November but a note is added that all copies of contracts and accounts were signed that day and ordered to be sent to Parliament as usual. The account for that year, however, continued to the day of the above adjournment. There follows the usual declaration as to the accuracy of the copy of the account forwarded and a report of the work completed to date. The road has been finished from Carlisle to Brampton Town Foot; they have contracted for four hundred roods of road from Cumcatch Gate to Scarrow Hill and for the making of three bridges between those points; the same sector is all trenched, stoned and broak (thus), only awaiting the final covering of gravel and the completion of the bridges; the remaining part of the road within the county, i.e. east from Scarrow Hill, is also trenched, stoned and "broak" except for some one hundred and five roods; three stone bridges have been completed but there is a section of about three hundred roods from Brampton Town Foot to Cumcatch Gate not yet contracted for but which, when done, will complete the whole road within the County of Cumberland.

At this point it might be stated that even if the Commissioners

1. The order, as stated, is not easy to understand. Work in the Stanwix area had been finished for some time, but, as the original contract only stipulated a width of twenty feet, this may have been found to be too narrow.

appeared to be satisfied with progress, their satisfaction was by no means universal and it would be another three years before they could report that the road had been completed. The Newcastle Journal of 6th July, 1754, spoke very forcefully upon the subject in the following terms:-

"We hear from Carlisle that the Military Road now making at the public expense from that city to Newcastle will scarce be finished so soon as was expected, that part of it which lies in the County of Cumberland is going on very slowly; and, in proportion to what hath already been made of that Road, more money will be required to compleat that part of it which lies in Cumberland than that part which lies in Northumberland, it being double the length of the other part which lies in Cumberland. We are also informed that several of the Turnpike Acts which have been obtained for repairing the roads in Cumberland are far from answering the expectations of the public; the country in several parts being burdened with tolls, while the roads still remain in a ruinous condition, which creates such discontent that very little money can be borrowed on the credit of the tolls, and that only at the highest interest.

.....It is suggested that management of these roads be put in hands of those Trustees who will lend the money necessary

.....If something is not speedily done the County will be much exasperated against those who oblige them to pay their money without having anything done for it."

At the meeting of 23rd November, orders were made to pay Thos. Hetherington three pounds ten shillings for damages to his ground by leading stones to the new bridge (Ruleholme, most probably) and to various parts of the road from as far back as 1752, and to pay John

1. This proved to be incorrect.

Harding of Ruleholme four pounds for damage to his ground. If Hetherington were one of the persons who originally "came out of Yorkshire"¹. then he would seem to have settled in Cumberland since he now has ground near enough to the road to supply stones for it.² It will also be recalled that he and John had entered into a further agreement, along with others, to make another section from Cumcatch Gate to Scarrow Hill. The payments now ordered on behalf of Hetherington and Harding are reflected in the next account which began 26th November 1754 and not '55 as stated on the document. The meeting was adjourned to the first Saturday of the following March.

1. See page 79 above.
2. An order made later at the meeting of 13th September, in respect of further damage, informs us that his ground was in Brampton Park and Hollin Stone.

CUMBERLAND 1755

The account for 1754 is continued up to 10th January 1755, the last recorded payment of George Pattinson who, apart from the occasion of his appointment on 24th June 1751, has usually been referred to simply as "the treasurer". His death must have occurred in the early weeks of 1755 for at the first meeting of the year on 22nd March his successor, George Blamire, has already been appointed¹ without previous reference. It was now ordered by the seven commissioners present that Mrs. Judith Pattinson, as executrix of the late George, should pay to Blamire the sum of four hundred and three pounds three shillings and eleven pence halfpenny as the cash in hand of the former treasurer. It was also ordered that Waller should receive thirty two pounds seventeen shillings and sevenpence halfpenny to enable him to discharge several workmen employed by Robert Rontree (thus) though upon what particular task he was engaged is not clear. Nowell and Partners were to receive thirteen pounds sixteen shillings, in full, for completing 282 roods from Brampton Town Foot to Burrymoor and sixty pounds, in part, for their work on 400 roods from Cumcatch gate towards Scarrow hill. Two other payments, both small, were made to Thomas Lowry of Stanwix and Henry Aglionby for damage done to their ground. The same meeting

1. It will be recalled that an Alderman Blamire had acted as guarantor to Pattinson at the latter's appointment. See p. 78 above.

appointed Sir William Lowther of Whitehaven a commissioner and trustee in place of Sir James Lowther, deceased, and desired Governor Stanwix, a frequent attender, to acquaint Sir William of his nomination.

The next meeting on 10th April made no order save to adjourn till 19th instant when the treasurer was ordered to pay Joseph Crosthwaite seven pounds fifteen shillings and nine pence for work done on the road near Priest beck bridge. As there have been no orders to advertise for proposals for some time it must probably be assumed that arrangements in respect of contractors were now left in the hands of Waller.

The following meeting on 17th May sanctioned the withdrawal of five hundred pounds from Cooper and adjourned till 18th June.

Seven commissioners attended the June meeting and ordered payments of sixty pounds to Byers and Partners for work done between Scarrow Hill beck and Temmon, and of thirty pounds to Nowell and Partners for work between Cumcatchgate and Scarrow Hill. Blamire was again ordered to draw five hundred pounds¹ from Cooper and the meeting adjourned till 17th July. That month the commissioners present instructed Timothy Featherstonhaugh, High Sheriff for Cumberland, to empanel a jury of twenty four who were to present

1. The accounts do not state whether the two withdrawals ordered in rapid succession in May and June were actually made. Income for the year totalled £2941.10.3½. comprising £403. 3.11½. held by the first treasurer, £538. 6. 4. in Cooper's hands from the previous year, and the grant of £2000 from Parliament.

themselves to the said commissioners, or any others named in the Act, on the 30th August at the Bush.

At the next meeting on 7th August the treasurer was ordered to pay John Stephenson, Wm. Routledge and John Lowden thirty pounds, in part, for work on the three bridges between Scarrow Hill and Temmon,^{1.} and Byers and Partners one hundred pounds, also in part, for further road work on the same sector. Railton was to receive a similar payment in respect of the section from the two ash trees to Ruleholme. Two other small payments were made the same month for hammer shafts and for the painting of the wood posts between the Wen and Priestbeck in respect of orders made at the following meeting on 30th August. Nine commissioners were present^{2.} and further instructions were given for the payment of another twenty pounds to Stephenson, Routledge and Lowden and of sixty pounds thirteen shillings and ten pence to Bigge the solicitor. Byers and Partners were to receive a further forty pounds and the treasurer was to draw one thousand three hundred pounds from Cooper. The surveyor and treasurer together were instructed to view and measure the amount of road "stoned and break" on Nowell's and Byers' contracts. This

1. The first indication of the identities of the contractors concerned. The bridges were at Scarrow Hill, "Low Birk Crag", or "Birk Cragg", probably Low Row Bridge, and "Temon". See Meeting, 15 July 1756, p.109. The latter bridge was probably the one now known as Marbleflat. Temon (or Temmon) was probably the nearest habitation. What is now marked as Temon Bridge (O.S.) is referred to in the Orders as the bridge over "Powtross" (Poltross).
2. H. Aglionby, W. Milbourne, M. Farrer, Rev. W. N. Jackson, Rev. Dr. C. Musgrove, Rev. R. Graham, J. Nicolson, J. Dacre and Rev. R. Wardall.

may have been the usual practice but no previous reference to it has appeared. The names of the twenty four jurors empanelled appear after the above orders.

At the following meeting on 13th September the jurymen were again awarded three pounds for their services which on this occasion had been the valuation of grounds taken in by the road between Scarrow Hill and the Powtross (thus). For summoning the jury, a bailiff, named William Harding was awarded twelve shillings. Nowell and his Partners were to receive a further hundred pounds on account and small sums were allowed to John Lowes and John Hetherington for damage to their property. Archible (thus) Frazier was to be paid twenty three pounds six shillings for trenching between Scarrow Hill Beck and Temmon, eighteen pounds five shillings for making twenty one conduits between Cumcatch Gate and Temmon, and four pounds nine shillings for work done by the day. For damage to his ground at Draw dikes, Rickerby Atkinson was awarded thirteen pounds.

On 30th October, eight commissioners attended that month's meeting and apparently lost no time in putting into effect the findings of the jury. James Skaife of Temmon, John Bell of Clowsgill (thus), Nathaniel Jackson of Low Birk Cragg, and John Laverick of Low Row all received compensation for the loss of ground made part of the road and further payment for making the necessary hedges through their property. With regard to the sector between Scarrow Hill Beck and

Temmon, Frazier was allowed nineteen pounds ten shillings and ten pence for trenching six hundred and forty six roods, Stephenson and Partners forty pounds, on account, for the three bridges, and Byers and Partners twenty pounds, on account, for making the road. Nowell and Partners were to receive forty pounds, on account, for work between Cumcatch Gate and Scarrow Hill. For damages to property at The Walls and at Millus^{1.} (thus) Farm small sums were to be paid to John Lowes and Lancelot Clemison respectively and the meeting was adjourned untill 22nd November at the Bush as usual.

The accounts for the year close on 30th October and it is to be regretted that no reference is made to the usual report to Parliament on the extent of the year's work. If such a report existed, it does not appear to have survived.

Seven commissioners attended the November meeting and ordered that the treasurer should pay Joseph Gillibourn twenty shillings for ground of his made part of the road, and Nathaniel Jackson twelve pounds ten shillings for stones and bricks. It was reported that Sir Richard Hilton of Hilton Castle, one of the original commissioners, had died and Timothy Featherstonhaugh of Kirkoswald was nominated and elected in his place. The meeting was then adjourned until the second Saturday in March 1756 and payments ordered at the November meeting above appear in the 1756 account.

1. i.e. Mills or New Mills.

CUMBERLAND 1756

The year 1756 is unusual in that no petition for a further supply of money seems to have been made. As shown by the account, Appendix , Blamire began the year with resources of One thousand eight hundred and nineteen pounds nine shillings and eleven pence and at the first meeting on 13th March, with nine commissioners in attendance, it was ordered first that Wm. Graham and Samuel Boustead of Rickerby should receive four shillings for damage done to their ground, second that Nowell should receive forty eight pounds five shillings for making three hundred and eighty six roods of hedge from the New Mill Gate east of Brampton to the east end of Anthony Richardson's Farm being all through the Earl of Carlisle's ground, third that Railton should be paid three pounds five shillings for damage to his ground at Townfoot near Brampton, fourth that George Bell of Closegill should receive a total of forty three pounds one shilling and ten pence half penny for ground of his taken in by the road and for hedging, and finally that Waller and Blamire should inspect the bridge at Brampton New Mills and decide to what height it should be raised though no indication is given as to why it was considered too low.¹ The meeting then adjourned till 27th March when it ordered the payment² of William Hetherington for iron work in connection with the road and of Byers and Partners, twenty pounds on account, for work on the road between Scarrow Hill Beck and Temon.

1. For the agreement, respecting this and two other bridges see above, page 99.

2. £2. 9. 4½.

The following meeting, on 29th April, apparently had little or no business to conduct and simply adjourned to 2nd June when it was ordered that Archd. Thompson receive three pounds twelve shillings and six pence for work (unspecified) done up to that day, and Archd. Fraser¹ a total of thirteen pounds fourteen shillings and six pence for making conduits east of Brampton, for trenching seventy five roods (at 2/4 per rood) between Scarrow Hill Beck and Temon, and for work on the road between Cumcatchgate and Scarrow Hill. At the same meeting the death of the commissioner, Sir William Lowther, who had been appointed little over a year previously on the demise of another member of the family, was reported and the present Sir James was nominated and appointed in his place.

On 15th July eight commissioners attended and ordered the payment of twenty five pounds eighteen shillings and four pence to John Lowden, John Stephenson, and Wm. Routledge for building a total of three hundred and eleven yards of additional stone battlements at the Scarrow Hill, Birk Cragg and Temon bridges. They were also allowed twenty five pounds, in full, for completing their contract in building these bridges as soon as they should enter into a bond of one hundred pounds for maintaining them for seven years from the following Michaelmas (29th Sept.) in accordance with their contract,² a document which does not appear to have arrived. Other orders

1. Elsewhere spelled "Frazier".
2. Work was in process the previous year. See Aug.1755's payments. See also Footnote 1, p. 105 above, re names of bridges.

directed payment of one hundred pounds on account to Nowell, Bell and Partners for work on the road between Cumcatch Gate and Scarrow Hill, and to Byers and Partners sixty seven pounds, also on account, for work between Scarrow Hill beck and Temon. For making gates, John Tenniswood was to receive eleven shillings and four pence, and Wm. Hetherington seven shillings and three pence for hammers. In general, payments ordered and accounts are usually closely aligned at this period, save that officials' salaries are not the subject of orders.

At the August meeting (17th) it was directed that Fraser receive eleven pounds sixteen shillings and ten pence half penny for work on the road done by the day and that Byers and Partners should have thirty pounds, on account, for further work between Scarrow Hill Beck and Temon. The meeting then adjourned until 14th September when four orders for small sums in respect of damage to properties were made.

At the same meeting a difficult situation came to a head. Railton and Rontree¹ who were responsible for the section of road between the two ash trees in Park Broom Lane and Burrymoor appear neither to have fulfilled their contract nor to have paid their workmen for some time. Their last recorded payment from the treasurer had been one hundred pounds on 7th August 1755. Previous dealings between Railton and Rontree on the one hand and the

1. Probably pronounced "Rontree" in the Cumberland dialect. The correct spelling would no doubt be "Rowntree".

commissioners on the other may be briefly summarised thus :-

Following an advertisement for proposals for making the road from the two ash trees in Park Broom Lane to Ruleholme and thence to the east side of Burrymoor it had been decided on 14th March 1752 (p. 89) to contract with John Railton of Bows (thus) and partners, of whom the principal must have been John Rontree, at seventeen shillings a rood. Following what must have been a disappointing response, or an unsatisfactory state of affairs with Railton, or both, it was decided on 9th April to advertise again, apparently with no better effect. Railton appeared before the next meeting on 25th April and refused to keep his bargain but had evidently agreed to finish the section from the two ash trees to High Crosby since Waller the surveyor was instructed to find someone else to continue the work eastwards from High Crosby. In this, Waller may have failed for at the August meeting he is requested to inform three commissioners (unnamed) that they may view the work being done by Railton and partners on Irthing Common before it is gravelled. This implied that Railton had carried on east of High Crosby but that the quality of the work was such that it should be inspected by some of their own members as well as by the surveyor. That the contractors, too, may have had a difficult undertaking is not disputed for the report for the year mentions specifically the scarcity of materials in their area, and the wetness of the season; there was also the difficulty for both sides of arriving at reasonable terms.

On 18th October 1753 (p.94) Railton and Partners received two hundred pounds for making the road towards Brampton, though evidently some distance from that place since in July 1754 it was directed that he be paid £300 for work between Irthing Moor and Crosby Lane though he got only one hundred and seventy one pounds and fifteen shillings and Rontree thirty pounds. According to the accounts Railton received another hundred pounds on 9th August. By an order of 21st Sept. 1754 Railton and Partners were to be paid two hundred pounds which, according to the accounts, he received on 23rd instant. Worse was to follow, for at the meeting of 22nd March 1755 (p.103) Waller was ordered to receive thirty two pounds seventeen shillings and seven pence half penny so that several workmen employed by Rontree could be discharged, no doubt with wages paid up to date. Their rate of pay must have been pitifully small even allowing for the greater purchasing power of money at that period. This, incidentally, was the first intimation that the contractors employed other men. The next recorded payment to Railton is one of a hundred pounds on 7th August.

On the day of the current meeting (Sept.14th. 1756) the balance of their account now stood at three hundred and forty four pounds six shillings and three pence half penny, they acknowledging work to the value of twenty two pounds ten shillings to be unfinished. This amount the commissioners retained with instructions to Waller to employ "proper persons" to finish the work; they likewise

ordered the treasurer to pay all wages and debts due to the workmen and others out of the remainder. Accordingly payments of seventy six pounds eight shillings and three pence were made to workmen and others and two pounds one shilling and ten pence half penny to Isaac Bell on the contractors' account. This left two hundred and forty three pounds six shillings and two pence which Railton and Rowntree did not receive until 1st November.

To return to the present meeting (14th Sept.) Byers received four pounds sixteen shillings for making a side road of thirteen roods and five yards from "the Great Road" down towards Low Row at seven shillings per rood. This is the only recorded instance of such an occurrence.

Archibald Fraser was also to receive eleven pounds eleven shillings for trenching one hundred and fifty four roods from the west end of Nowell's contract at Cumcatch Gate over Brampton Fair Hill and the clerk was instructed to advertise in the Newcastle papers the making of the road over that hill.

Of a more routine nature was the next meeting, on 16th October. Eight commissioners attended¹, most of them "regulars". Two payments were ordered for the purchase of land, the second of which was for that part of Crosby Holme called "Water Lands" which had been made into a gravel pit for the road. Two more were ordered in favour of

1. H. Aglionby, Rev. R. Graham, J. Brown, J. Dacre, Rev. W. N. Jackson, J. Nicolson, M. Farrer and W. Milburn.

Archd. Fraser, one for making forty one roods of road west of Scarrow Hill Bridge, and the other for work by the day. A small account for seventy six hammer shafts was settled and another with Peter Warwick¹ for one hundred and eighty four yards of paving at Scarrow Hill Bridge. Bell and Partners received thirty shillings for filling up a quarry on Closegill Moor through which the road passed and for forming eight roods of road.

The payments for 1756 close on 1st November with the previously mentioned payment of two hundred and forty three pounds six shillings and two pence to Railton and Rontree for making the road between the two ash trees in Park Broom Lane to Burrymoor. The year ended with cash in Blamire's hands on 5th November to the total of eight hundred and thirty nine pounds and with a further sum of one hundred and eight pounds one shilling and ten pence in Cooper's hands.

Two further meetings took place, the first on 6th November. A small payment was made for the purchase of a further piece of land in Crosby Holme, again made into a gravel pit, and another payment of sixty pounds to Nowell and Partners, on account, for making the road and three bridges between Cumcatch Gate and Scarrow Hill. The final meeting was held on 4th December when the only order was an adjournment until the first Saturday in March 1757.

The Commissioners made their usual declaration to Parliament respecting orders and accounts made between 22nd November 1755 and 6th March 1756 and reported as follows :-

1. Probably the same as "Wainick" in later Accounts and Orders.

That they have completed the road from Carlisle to Brampton Town Foot though some places will require gravel in the Spring; that about three hundred rods from Brampton Town Foot to Cumcatch Gate is mostly trenched and advertised to be stoned and completed; that from Cumcatch Gate to Scarrow Hill is finished except that some places await gravel; that the remainder of the road from Scarrow Hill bridge within the county is all trenched, stoned and "broak", only requiring to be gravelled which likewise cannot be done till the Spring.

CUMBERLAND 1757

The first meeting of the new year took place on 5th March at the Bush with seven commissioners attending. It will be recalled that of the three hundred and forty four pounds six shillings and three pence half penny acknowledged to be owing to Railton and Rontree the previous September, various deductions had reduced the sum to two hundred and forty three pounds, and, while it had appeared on the accounts on 1st Nov., withdrawal had evidently not been permitted for it was now the subject of an order to the treasurer to pay it to William Bailey for the use of Railton and Rontree as money due to them "upon their several contracts for making the road between Carlisle and Brampton". By error, the amount in the current order appears as two hundred and thirty four pounds etc. A second order was for the payment of twenty pounds on account to William Workman for making the road over Brampton Fair Hill. No order was made at the second meeting on 2nd April except to adjourn to 14th May when the treasurer was directed to pay Workman a further forty pounds, on account, for his work on the road, and to John Philip of Hatsford for the purchase of yet another piece of ground in Crosby Holme for use as a gravel pit. John Hewett who also had property there was awarded nine shillings for damage to it. Of much greater interest however was an order, also to Blamire, to attend, "with power to agree", a meeting of the Northumberland Commissioners concerning the building of a bridge over the Powtross (thus) between the two counties. The bridge was to be a joint effort.^{1.}

1. See above pages 73-74.

The following meeting on 1st June simply adjourned until 14th July which must have been an occasion of considerable satisfaction. No less than three different contractors had their accounts settled in full upon completion of their work, viz: Nowell and Partners for the section from Cumcatchgate to Scarrow Hill with three bridges, Wm. Workman for the section over Brampton Fair Hill, and Byers and Partners for that from Scarrow Hill Bridge to Temon. Three small payments for damages were made and finally the treasurer was directed to seek estimates for oak posts six feet long, ten inches square and clear of sap, to be set up at the end of every mile.

On 16th August, proceedings were brief with a single order to pay Bigge his unusually small bill of eleven pounds eighteen shillings and nine pence for attendance at the House of Lords and Commons in 1755 and '56. Adjournment was until 24th September when, with seven regular attenders present, it was ordered that Richard Bell and Partners receive nineteen pounds, two shillings and ten pence half penny for additional work at Cumcatch Gate on executing a bond to maintain all bridges built by them for seven years. Four commissioners,^{1.} or any three of them, were empowered to contract for making the part of the road unfinished between Brampton and the Fair Hill^{2.} after viewing the same, and also to contract for the posts or milestones. The reason for this is probably that

1. J. Dacre, W. M. Jackson, R. Wardale, and J. Nicolson.

2. Immediately east of Brampton.

Waller had been taken ill. He received a quarter's salary (ten pounds) on 25th Dec. following but his post was filled in March 1758 and his death is mentioned at the March meeting of 1759 when his administrator or executrix received two pounds two shillings as salary due to him. This would seem to place his death in January 1758. Blamire was instructed to draw five hundred and sixty seven pounds^{1.} from Cooper and to insert in the Newcastle papers notice of a meeting to fix tollgates. The notice^{2.} was to the effect that the road in Cumberland was nearly finished and that the location of gates and tollhouses would be considered at the next meeting on 22nd October in the Town Hall at Carlisle. The change of venue made little difference for on 22nd inst. only eight commissioners attended and they immediately adjourned to the friendlier atmosphere of the Bush. Two payments were ordered for ground taken for the road near Brampton, and another to a mason by the name of Henry Topping for building fourteen roods and one yard of wall to fence the Earl of Carlisle's nursery from the road. John Johnstone^{3.} was paid in full for building the Cumberland half of the bridge over the Poltross. Finally it was decided to erect a toll house and gate near each of Low Row and Low Crosby. Advertisements for proposals for their erection, to be delivered at the Bush on 26th November,

1. It will be recalled that Cumberland had been awarded a grant of £500 for 1757.
2. See page 75 above.
3. See page 74 above.

appeared in the Newcastle Courant on the 5th, 12th. and 19th November.

The final meeting took place on 26th November with ten commissioners present, and, with a single order to pay Peter Wainick and Partner forty pounds, on account, for paving the road at the east end of Brampton, they adjourned to the first Saturday of the following March. No mention of the toll houses is recorded at this meeting but occurs in the report below. The accounts closed on 25th November with eight hundred and eighty four pounds, sixteen shillings and a half penny in the treasurer's hands.

The Commissioners gave Parliament the usual assurances respecting the copies of orders and accounts as from 6th November 1756 to 26th November 1757. With the completion of much of the work, their Annual report was brief, viz: that the road from Carlisle to the Poltross was finished, save for some paving at the east end of Brampton, which would be finished the following Spring; that the sector from Carlisle to Brampton needs a new coat of gravel which will be done the following summer; and that negotiations are in hand for two tollhouses and tollgates which will be erected as soon as the season will permit.

CUMBERLAND 1758 and '59

At their first meeting on March 4th, the seven commissioners present immediately appointed Blamire, who was already clerk and treasurer, to the further office of surveyor at a yearly salary of ten pounds. Now that the project was nearing completion, the reduction in salary¹ probably reflects the proportionately reduced amount of work involved, also the fact that much of the outdoor work could be undertaken by commissioners. Indeed it was now left to any three of them to view the road and settle entries, exits and crossing places. The following meeting on 6th April was attended by eight commissioners who made a single order for the payment of John Stephenson for walling and adjourned till 6th May. The business was a little more varied at this meeting when the treasurer was ordered to make payment to Nowell for oak, fir, birch and elder wood supplied by him, to Arch. Thompson for carpenter's work, and to Edward Smith for painting the mile posts. The connection is obvious. John Railton was paid for seven hundred bricks and for ground made part of the road, and John Stephenson part paid for building a wall across the moor at Low Row turnpike. The death of Fletcher Partis, one of the original commissioners, was recorded and Humphrey Senhouse of Nether Hall was nominated and elected in his place.

The next meeting took place on 3rd June when the seven commissioners in attendance ordered the payment of Benjamin Railton, Samuel Halton,

1. Waller's had been £40 per year.

and Thomas Nicolson for the erection of toll houses and gates.

Tollkeepers were also appointed to begin duty on 12th instant.^{1.}

A month later, on 1st July, payments in full or in part, as appropriate, were ordered on behalf of John Stephenson for his work at Low Row turnpike, Peter Wainick and Partners for paving the road between Brampton Townfoot and the Fair Hill, and Benjamin Railton and Samuel Halton for work at Low Crosby Tollgate. Another gatekeeper, Valentine Leighton, was appointed to this same tollgate as the first had evidently not taken up his appointment and in the July account one pound three shillings and seven pence was allowed to Robert Nixon, evidently for temporary duty at the gate.^{2.}

In August a meeting on 12th instant simply adjourned until 15th. when nine commissioners were present. Bigge's bill of only five pounds eleven shillings and eightpence was allowed and the payment of Nixon regularised. John Tallentine was compensated for damage to his garden, and Wm. Burrow for the loss of gravel taken from his close at the east end of Brampton. John Stephenson received seventeen pounds for building a bridge in Brampton Back Street,^{3.} and Wainick a further sum of fifteen pounds on account for his paving contract. The next meeting took place on 16th September when small sums for damage to their ground were granted to James Skaif (Temmon), Thos. Waugh and Wm. Bell (Low Row), and Isaac Hall (location unspecified).

1. See p.128 for fuller account.

2. See p.128 as above.

3. Now Main Street.

Wainick and his partner received another twenty pounds and the meeting adjourned until 23rd September, when, with no orders made, it further adjourned until 21st October. On this occasion seven commissioners attended¹ and Wainick was ordered to receive the balance of his account for paving between Townfoot and Fair Hill; Henry Toppin was to receive thirty four pounds, eleven shillings and four pence for building walls and for supporting the road; for repairs to Eden Bridge End, Edward Dobson and John Hope were to be paid twenty eight pounds eleven shillings and tenpence halfpenny, and Lancelot Beck eighteen pounds nineteen shillings for leading stones; Christopher Perkins and Arch. Thompson were to be paid for smith and carpenter work respectively, and Robt. Blacklock, Wm. Bowman and David Ewart were to be compensated for damage to their properties. Nicholas Dryden and Joseph Robinson were ordered to build horsing stones at different parts of the road in accordance with their estimate (of which there is no record), the work to be finished before the following May day. The meeting then adjourned until 24th inst. for what was obviously a supplementary meeting to hear the annual report. Eight commissioners were present and the usual declarations made to Parliament respecting both orders and accounts between 26th November 1757 and 25th November 1758. Blamire ended the year with one hundred and fifteen pounds sixteen shillings and nine pence halfpenny in hand.

1. J. Brisco, Rev. Dr. J. Brisco, J. Dacre, Rev. W. N. Jackson, M. Farrer, Wm. Milbourne, Rev. R. Wardale.

The report on the year's work was brief and certified that the road in Cumberland was completed according to the intent and meaning of the Act and that any money remaining in the treasurer's hands would be used in repairing some of the bridges, putting up horsing stones and repairing the road. One further meeting took place in 1758, on 25th November but the only orders were for payment of two pounds two shillings to that faithful attender, Henry Aglionby, for damage to his ground, and for an adjournment to 24th March of the following year.

Although gatekeepers had been appointed since 12th June 1758 it is unfortunate that no accounts of their receipts appear to be extant, only those of the commissioners' disbursements from their Parliamentary grants. As a small sum still remained with the treasurer and another account was produced at the end of 1759, it is proposed to examine the transactions of the meetings of that year as far as they are to hand though the report will necessarily be a brief one. On 24th March the payment of seven pounds seven shillings to Robt. Milbourne was ordered in respect of fencing to his ground and damage to his barn, and as we have already noted, the balance of the late surveyor's salary to his administrator, named as Alice Waller in the accounts. On 21st April, Thomas Benson of Carlisle was appointed a commissioner in place of Rev. Richard Baty, deceased. What was probably Bigge the solicitor's last bill of five pounds twelve shillings and eight pence was allowed, for in December of the current year the account and orders were delivered.

at the bar of the House by Mr. Dalrymple. At the same meeting a back room to the turnpike house at Low Crosby was ordered and the decision taken to prosecute the attackers of the gatekeeper and his wife, both of which matters are more fully considered in the section on Tollhouses and Tolls.¹ The meeting of 19th May simply adjourned itself until 30th June when a single payment of five pounds one shilling and seven pence to John Stephenson was ordered for stone walling² and of thirteen pounds one shilling to Nicholas Dryden and Joseph Robinson for building thirteen horsing stones on the road.

On Saturday, 11th August 1759, the last meeting we shall consider, seven commissioners were present, four of whom, W. Milbourne, M. Farrer, Rev. R. Wardale and J. Dacre, had been present at the first meeting. The only order they made was for adjournment until 6th October. The account closed on 27th September but most of the items therein have already been mentioned with such exceptions as one pound nine shillings and six pence to Isaac Thompson (Newcastle Journal) and one pound to John White (Newcastle Courant) for advertisements in respect of the road. The largest amount was for twenty pounds nine shillings and a half penny for the payment of several labourers and carters and the treasurer ended the year with a small deficit of two pounds, nine shillings and eight pence.

1. See p. 128.

2. In the account this was paid to Henry Topin (thus) and partner.

TOLLHOUSES AND TOLLS ON THE MILITARY ROAD

Tollhouses seem to have numbered up to fourteen as marked on the 1865 Ordnance Survey. From east to west they ran in the order shown below but only the three so indicated still remain. Ordnance Survey designations are used.

(1) Benwell T.P. In vol.II of his "Antiquities of Northumberland" page 177 Wallis says "By the turnpike gate and near the first milestone, a handsome road branched off on the right hand, to Elswick After passing through the turnpike gate, we came by a short and easy descent to Newcastle upon Tyne....."

How close to the first milestone is "near" ? The Act stipulated that measurement of the road must be from the West Gate and one mile from its situation would bring us approximately to Bentinck Road, roughly opposite to the modern General Hospital. The Benwell Turnpike would be a few hundred yards west of the Hospital and at the point where the modern Benwell Grove joins the main road. This, one feels, was most likely to be the gate to which Wallis refers and any road hereabouts which branched south would be the nearest way to Elswick e.g. the modern Mill Lane, probably on the line of a lane that led to Elswick Hall. Elswick Mill stood at the Westgate Road end of the lane. (Picture of Mill, N.C. Hist., vol.XIII.).

(2) Throckley T.P. At the top of Condercum Road. This existed within living memory and apparently was a tram terminus in more



Brunton Gate. Note small window in each gable,
also proximity of cottage to roadside.



recent times. Why it should be so called is not clear. Removed.

(3) Denton T.P. At Denton Square crossroads, close to Denton Hall. Removed.

(4) Throckley T.P. At Throckley crossroads (now roundabout), intersection of Ponteland to Newburn and Military roads. Removed.

(5) Harlow Hill East T.P. This was the well-known White Cottage at Rudchester. Removed April 1968. Its proximity to the road had made it a hazard.

(6) Harlow Hill West T.P. This was the first building at the East end of Harlow Hill and stood on the site now occupied (approx.) by the petrol pumps.

(7) Branch End T.P. This stood approx. opposite Wall Houses, or midway between the two roads branching south and was on or close to the site of Turrett 18B. It was demolished 10/4/58 under an order dated 14/4/55 (acknowledgements to Castle Ward R.D.C.). The last inhabitants were named Hudson and even to-day the field rails will be noted skirting the site of the house.

(8) Stagshaw Bank T.P. This stood on the north side of the road opposite to the Errington Arms Public House and was removed in early 1960. (Acknowledgements to Hexham R.D.C.).

In 1828 the collector was Thomas Henderson according to vol.II of Parson and White's Directory of Northumberland and Durham.

(9) Brunton T.P. This house is still occupied and stands at the top of Brunton Bank. It is known as Brunton Gate and is the first house after the Heavenfield Cross in a downhill direction. The



Bradley Gate. Tollhouse stands at right angles
to road.



present owner permitted the writer to view the inside of the cottage which originally consisted of two rooms facing the road. There is a window in each gable, and an aperture, in line with the gable windows, formerly existed in the internal dividing wall. The road could thus be under surveillance in both directions from either room.

(10) Chollerton T.P. This stood midway between Chollerton Cross roads and the former Station entrance, or approx. opposite the modern filling station. Mr. Armstrong, formerly Blacksmith at Humshaugh, could remember, as a child, his parents referring to "the Pay gate" and the wiles of the cattle drovers to avoid it.
Removed.

(11) Bradley Gate T.P. Nearly a mile west of Housesteads, a solitary cottage near the 30th milestone from Newcastle. Now in a dilapidated condition and last occupied as a weekend cottage during the Second World War. When enquiries were made in 1965 no demolition order was in force or contemplated (acknowledgements to Haltwhistle R.D.C.).

(12) Reaygarth T.P. About quarter of a mile west of Reaygarth which is at the fortieth milestone. The tollhouse stood on the north side of the road and was demolished for road-widening purposes late 1939 or early 1940 (acknowledgements to Haltwhistle R.D.C.).

(13) Low Row T.P.)
 (14) Low Crosby T.P.) At a meeting on Saturday 22nd October 1757 the Cumberland commissioners present ordered the erection of a tollgate and tollhouse near each of Low Row and Low Crosby. The work was entrusted to Benjamin Railton and his partners, Samuel Halton and Thomas Nicolson, who were paid, according to the minutes of the meeting on 3rd June 1758, £110 for the two houses and gates and also £1. 5. 0. for additional brickwork.



East Lodge, Eden Grove, Crosby on Eden, the former
Low Crosby tollhouse. Modifications appear to have
been considerable.



Railton and Halton later received a further £2. 7. 9. for extra work at the Low Crosby tollgate. The same meeting appointed Barnard Sewell, a yeoman of Botchergate, as Receiver and Collector of tolls at Low Row at a salary of £10 a year and Adam Dixon, a carpenter of Coal Hill, to Low Crosby on the same terms. Both were to begin duty on 12th June at 6 o'clock in the morning. Dixon does not appear to have taken up the appointment for at the following meeting on 1st July, Valentine Leighton was appointed to the Low Crosby gate and, according to the 1757 account, Robert Nixon was paid £1. 3. 7. for 23 days' duty at the gate on July 4th (i.e. 12th June - 4th July inclusive). This payment was confirmed at the following meeting of 15th August.

A gatekeeper's lot, however, was not always a happy one for at the commissioners' meeting on 21st April 1759 it was agreed and ordered that Mr. Wm. Dobinson should be employed as a solicitor to prefer and prosecute an indictment against Thomas, William and James Elliot, for an assault on Leighton and his wife. No further mention is made of the incident. At the same meeting the surveyor received instructions to build a little back room at the Low Crosby house.

The Low Row tollhouse has long since disappeared and no local resident could be found who had any knowledge of it, though it is shown on the 1865 O.S. as being near to the junction of the Military road with that passing through Low Row. It is probably significant that the address on the post box near the same junction is "Toll Bar".

By contrast, the Low Crosby tollhouse not only remains in
 1.
 good condition but is occupied. It is white and stands just west
 of the 52nd milestone from Newcastle (4th from Carlisle) on the
 south side of the road.

The only reference to Tollhouses in the Northumberland accounts
 is the unsettled item of £150 in 1757.^{2.} Judged by the price paid
 in Cumberland of £110 for two this amount could well have been for
 three but may have represented the balance of an account already
 part-paid. As the decision concerning the location of tollhouses
 was taken on 3rd September 1757, the only item on the accounts for
 that year that could have reference to them was the sum of £220
 paid to Brown on 1st November. This, however, is purely speculative
 and as there were eventually 12 turnpikes in the Northumberland sector
 with possibly the same number of houses, their total cost, at prices
 prevailing in Cumberland must have been between £600 and £700.
 The most likely solution seems to be that the commissioners commenced
 with a few strategically-placed gates and added to their number at
 a later stage. One of the oldest must have been that mentioned in
 the Journal of 3rd December, 1757, viz: Harlow Hill Bar-gate, a
 title which would seem to have reference to a time when there was
 only one gate of that name.

1. or was until fairly recently. It appears to be vacant July, 1971.
2. See p. 190, Appendix IX.

The tolls to be charged are stipulated in the Act.¹ of 1751.

Briefly summarised, for Northumberland they are as follows :-

For every coach, chariot, landau, Berlin, chaise, hearse or calash, drawn by six or more horses, mares, geldings, or mules, the sum of 3s.; if drawn by four horses etc. 2s.; if by two, 1s; if by one, 6 pence.

For other types of vehicle with four wheels but drawn by various combinations of animals the tolls ranged through 1s. 6d., 1s., to 6 pence.

For every horse, mare, gelding, mule, ass, or beast of burden, laden or unladen but not drawing, 3 pence.

For every drove of oxen or neat cattle 6 pence per score or in proportion for greater or lesser number.

For every drove of calves, swine, sheep, lambs, or goats, 3 pence per score or in proportion.

For Cumberland the corresponding charges are reduced to two thirds of those for Northumberland.

At any one gate in Northumberland not more than one third of the tolls granted above were to be taken and in Cumberland not more than half. Toll was to be paid once per day and to cover the return journey up to 12 midnight provided it was made in the same vehicle drawn by the same animal(s).

Penalties are numerous and cover, by distress and sale of their

1. An Act of 1757, to become effective during the course of 1758 and for a period of 7 years, decreed that, with the exceptions specified by it, every waggon, wain, cart or carriage with fellies less than nine inches wide, must pay one half more than the toll then payable at any gate. Broader wheels were less liable to cause ruts and other damage.

goods and animals, those refusing to pay; and by fines, such other offences as unloading goods or taking horses off, permitting passage through private grounds, and disposing of or receiving tickets all to avoid payment. On the other hand there were many exemptions, such as the movement of vehicles and implements concerned with agricultural pursuits on the farms by the road, the passage of persons going to places of worship on Sundays or to funerals, and of soldiers on horseback together with waggons laden with arms or ammunition. Post-horses carrying mail passed free and so did all vehicles conveying vagrants elsewhere. On election days there was no toll. Persons liable to statutory duties on the road were to remain so and the proportion of statute work to be done would be determined by two or more justices at sessions when requested by at least five commissioners.

Money arising from tolls was to be applied first in the erection of such tollgates, tollhouses etc. as might be directed to be made and kept in order, and secondly for the repair of the road, each County to be responsible for its own sector; jointly, however, they were to set up a suitably inscribed boundary stone at the common border. Tolls sanctioned by the Act were to become effective immediately the road was finished, which was probably the principal reason why notice of such completion had to be affixed to the doors of the Town Hall in Carlisle and the Moot Hall at Newcastle and also advertised in that town's newspapers.

NOTE: According to Parson & White's Directory of Durham and Northumberland, vol. II, 1828, there was then at Walwick a coaching station named "The Royal Oak", the occupant of which was John Bell. At Carraw was the "Highland Piper" occupied by Joseph Pigg. A short distance west of Rudchester there was, according to Bruce, Roman Wall (1851 Edition) an inn generally called "The Iron-Sign", of which some of the buildings were entirely composed of Roman Stones. Nothing now remains.

THE COST OF THE MILITARY ROAD

Despite the fact that we have gaps in the Northumberland Commissioners' accounts of their disbursements from after 2nd November 1751 until 20th January 1753, and from after 10th November 1753 until 3rd January 1756, and in the Cumberland accounts for the whole of 1753 and for more than half of 1754 up to 13th July,¹ it is nevertheless possible to estimate with a fair degree of accuracy the total payments ordered by Parliament and therefore the cost of the road.

The Act had decreed the payment of £3,000 in the proportion of £2,000 to Northumberland and £1,000 to Cumberland for 1751. We also know that the petitions of 17th January 1751/2² met with success for we are fortunate in having the Northumberland Commissioners' account with Gisligham Cooper, Goldsmith, of the Strand, for both 1751 and 1752. This shows that he received from the Treasury on behalf of Northumberland £2,000 on 3rd August 1751 and a similar sum on 8th June 1752. The first Cumberland account with Cooper³ also covers both years and shows that £1,000 was received on 8th November 1751 and again on 8th June 1752.

Simply to draw the sum of £2,000 from the Treasury was an expensive business which in 1751 cost the Northumberland Commissioners £109. 3. 6. or nearly five and a half per cent.⁴

1. We have, however, the orders of probably most or all of the Cumberland meetings for these periods and these usually record payments sanctioned.
2. See page 19 above.
3. See App. XIII.
4. Cumberland sometimes paid nearer six per cent.

It was made up as follows :-

Paid at the Treasury	£7. 3. 6.	
Auditor's Office	£12.10. 0.	
Pells Office	£7.19. 6.	
Tellers	£30. 0. 0.	
Civil List	£50. 0. 0.	
Warrant at the		
Auditor's Office	£0. 9. 6.	
Messengers	£1. 1. 0.	
	<hr/>	1.
	£109. 3. 6.	
	<hr/>	

According to the "Guide to the Contents of the Public Record Office", vol.I pp.95-6, issues from the Exchequer, in medieval times, were made by means of a writ of 'liberate' or other mandate from the King under the Great or Privy Seal usually directed to the Treasurer and Chamberlains of the Exchequer. A Statement of all moneys issued was entered by the Clerk of the Pells on the Issue Roll ("Pellis Exitus") showing by whom the sums were paid and by what warrant. In the 16th century issues were made by one of the tellers upon an order from the auditor acting upon an order from the Lord Treasurer whose own authority was conferred by the Crown. A measure of 1597, however, gave the Clerk of the Pells full control over all the receipts and payments of the tellers and all the acts of the Auditor. The offices of Clerk of the Pells and Auditor were abolished in 1834.

To return to the Military Road, the usual petitions were presented on 19th January 1752/3 and again met with success for the 1753 Account of the Northumberland Commissioners shows that

1. Totals subject to small variations.

after withdrawing all moneys held by Cooper since 1752, they also drew further sums totalling £2,000; we have not the relevant Cumberland account but may assume that the usual £1,000 was available.

There now occurs a hiatus in the Northumberland account but the Journals of the House of Commons come to our rescue with the information that the petitions were presented upon 18th January 1754 and 16th January 1755 and that as a result the sum of £6,000 was received on both occasions. This was in the proportion of £4,000 and £2,000 to the two Counties respectively as the 1755 Cumberland accounts testify. Money, therefore, would not seem to have been short at any time. In fact no petitions appear to have been recorded in 1756 and Blamire, the Cumberland treasurer, began the year with £1,711. 8. 1. in hand, and with a further sum of £108. 1.10. in Cooper's hands; the year ended (6th Nov.1756) with the second amount still undrawn! Tweddell of Northumberland began the same year with £1,574.17. 5½. in hand and was able to draw a further £1,685. 1. 0. apparently without a fresh Treasury issue. He ended the year with a balance of £156. 15. 1.

In 1757, the last recorded petitions were presented on 4th February. An entry for 10th March in the Journals of the House of Commons^{1.} informs us that a grant of £3,000 was made in the proportion of £2,500 to Northumberland and £500 to Cumberland.

1. Vol.27, p.768.

The last Northumberland account (1757) shows a balance of £134.11. 4. at the end of the year but outstanding debts of £359. 6. 9; thus £224.15. 5. remained to be found. Cumberland ended the year (25th Nov.) with a surplus of £884.16. 0½. and the year 1758 with a balance of £115.16. 9½. This sum covered the expenses of 1759 with a small deficit of £2. 9. 8.

The cost of the Military Road to the Treasury may be presented thus :-

	<u>Northumberland</u>	<u>Cumberland.</u>
1751	2000	1000
1752	2000	1000
1753	2000	1000
1754	4000	2000
1755	4000	2000
1756	0	0
1757	<u>2500</u>	<u>500</u>
	16,500	7,500
	<u>7,500</u>	
Total	24,000	
Deduct	<u>1,320</u>	Treasury fees, approx 5½%.
	<u>22,680</u>	

The Military Road, then, had cost approximately £22,680^{1.} and this had included settlement for the sixteen and a half miles of enclosed ground through which the surveyor's report estimated it would pass plus costs of walling, hedging, and damages. Dugal Campbell's estimate of £22,450 had not:

1. Banker's fees included.

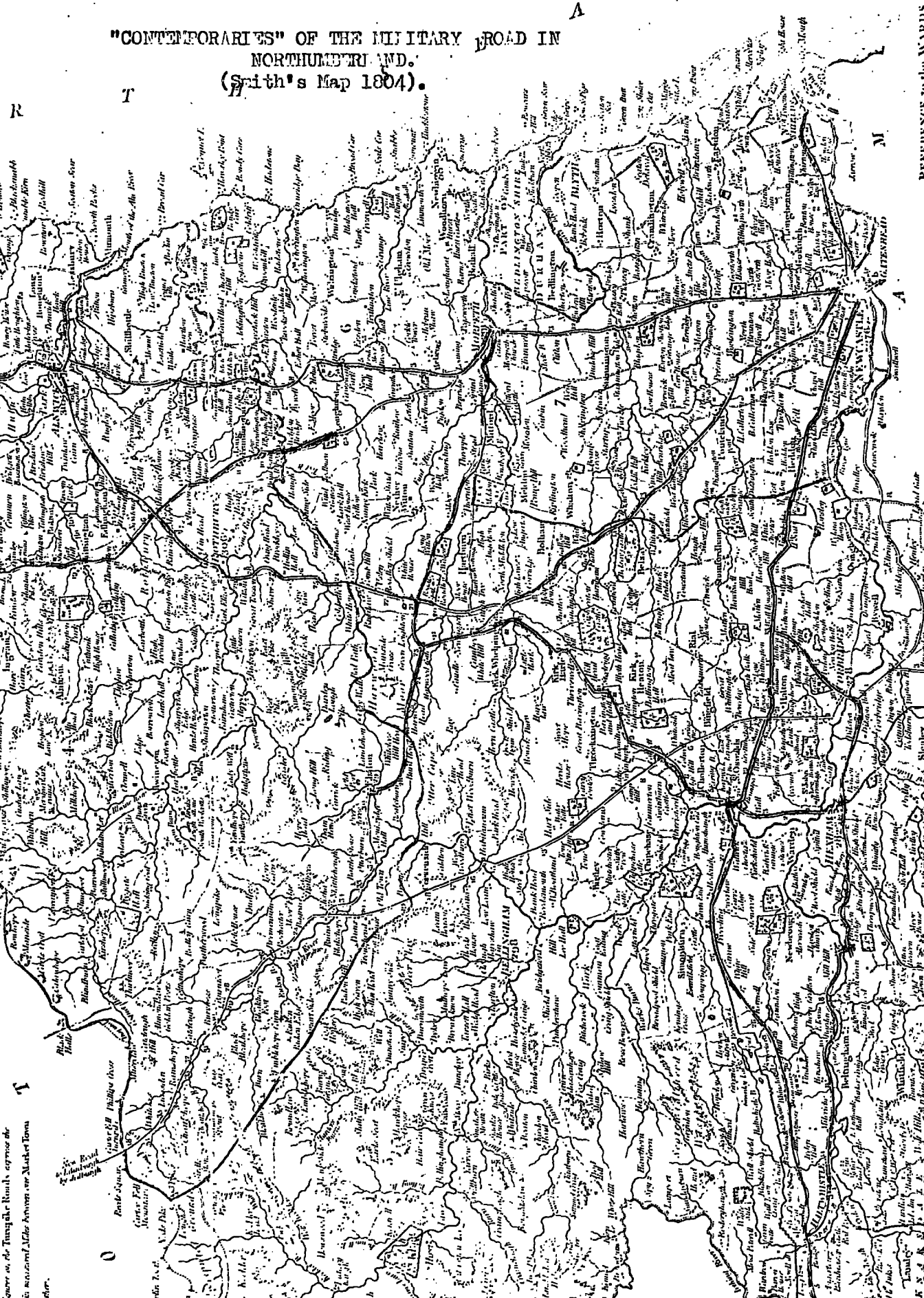
THE CONTEMPORARY SCENE IN NORTHUMBERLAND
AND CUMBERLAND

The large number of press advertisements appearing simultaneously with those of the Military Road, particularly from 1752 onwards, is evidence of the fact that there was considerable road work in progress elsewhere in Northumberland. The situation in Cumberland, apart from the Military Road, is less clear but it will be observed in the Table below that two Acts were passed in 1753. Full details of the initial Acts in respect of each road may be obtained in volumes 25 and 26 of the Journals of the House of Commons from which we learn that at least three preceded the Act governing the Military Road. The list would be as follows, dating each Act from the Royal Assent¹:-

<u>TRUST</u>	<u>INITIAL ACT</u>
Cow Causey to Buckton Burn ("Great North")	1746/1747
North Shields to Newcastle	1749
West Cowgate to Wansbeck (Newcastle-Belsay-Wansbeck)	1749
Newcastle to Carlisle (Military Road)	1751
Alnmouth to Hexham ("Corn" or Alemouth Road)	1752
Morpeth to Elsdon	1752
Long Horsley to Breamish	1752
Berwick, Norham & Islandshires	1752
Hexham	1752
Carlisle - Penrith	1753
Carlisle - Workington	1753

1. For further information on each Trust in Northumberland (beyond the Initial Act) consult index of Turnpike Trust Records at C.R.O.

**"CONTEMPORARIES" OF THE MILITARY ROAD IN
NORTHUMBRIA AND:
(Smith's Map 1804).**



to measured Miles between the Market Towns
after.

The procedure was standard, viz. a petition on behalf of the "gentlemen, clergy and freeholders" of the County or of the "grand jury, clergymen and freeholders", usually to the effect that the high road between two points was in such a ruinous condition as to be a danger to travellers, perhaps even making passing impossible, and that it could not be repaired by the ordinary course provided by the law^{1.} unless provision were made in the form of tolls for the raising of money to be applied for that purpose. Accordingly, Parliament's consent to bring in a bill for erecting turnpikes at which to levy toll was sought. The petition would then be referred to a committee who would also consider the evidence of some person or persons who knew the road well. In due course the Commons would hear the Committee's report and would give directions that a bill be brought in and that certain individuals should prepare it. These, in the case of Northumberland, usually included Sir William Middleton^{2.} or Mr. Lancelot Allgood^{3.} or both. The bill then followed the usual course through Parliament and, as an Act, would give authority to collect tolls for the repair of the section of road designated in the title and would nominate commissioners to see that its provisions were carried out.

1. i.e. by statute work. For a summary of the system please see earlier thesis pp.42-44.
2. According to Welford, "Men of Mark", Middleton succeeded to the title and estates in 1717. He distinguished himself at the Battle of Culloden. He became Member for Northumberland in 1722 and sat in numerous Parliaments until his death in 1757. He had an active interest in the bills connected with all the Northumberland trusts mentioned on page.136 except that of Berwick.
3. Please see pp.193-4 of overprint.

Earliest of the Military Road's near contemporaries, was a section of the "Grand North" road from the Newcastle town boundary to Buckton Burn, a short distance north of Belford. According to the Petition this road was part of the High Post from London to Edinburgh and had become "so deep and ruinous" that travellers could not pass along it without danger and could not be effectively repaired unless provision were made to raise money for that purpose. The petition was referred to a committee who, according to Sir Wm. Middleton's report on 16th. January, had heard evidence from three persons, Mr. Edward Bigge,^{1.} Mr. Geo. Wilson and Mr. Robt. Scott. All knew the section of road, about fifty miles in length, and stated that because of the great numbers of heavy carriages passing and the soil being, for the most part, a deep clay, even travellers on horseback could not use this road in winter without danger; that even if the parishes through which it led did twice their amount of statute work it would be ineffective because of the great distance materials for mending it would have to be brought; finally, the road could not be kept in repair unless some further provision were made by Parliament. Leave was given to bring in the necessary bill and Sir Wm. Middleton, Sir Henry Liddell, Mr. Ord and Mr. Watson were ordered to prepare and introduce it. Its passage was uneventful, Sir William again presenting the report. It received the royal assent on 24th March 1746/7 and was entitled "An Act for repairing the High Road leading from the North end of the Cow Causey,^{3.} near

1. J.H.C. Vol. 25, 22 Dec. 1746.

2. No doubt Bigge, the solicitor, who would probably use this road part of the way to Brenkley from Newcastle. See Append. XX on Bigge, p. 228.

3. i.e. the Moor boundary.

the Town of Newcastle upon Tyne, to the Town of Belford and from thence to Buckton Burn in the County of Northumberland¹. It was apparently the first Turnpike Act for Northumberland¹ but did not apply to that length of road from the town to the Moor's edge. Sykes,² however, informs us that in 1748 "the Corporation of Newcastle began, at their own expense and in the manner of the turnpike roads, a road eleven yards wide across the Moor of this town by the way leading to Morpeth in Northumberland". It was finished in 1749 under the direction of a surveyor named William Joyce.

From a random selection of notices appearing in the Newcastle Journal we know that W. Aynsley was clerk to the trust responsible for the Northumberland (i.e. Gow Causey - Buckton burn) Turnpike and that in June 1747 an order for taking the whole toll "betwixt stage and stage at the first gate passed" had been repealed. In future half the toll would be taken at each gate passed. In August of the same year it was stated that all farmers liable to statute work could compound at the rate of 5s. for every £50 farmed, labourers for 1s. 8d., and in June 1748 the public was acquainted with the fact that tolls for the year ended 20th May amounted to nearly £800, having been much lessened by compositions. No more than £1840 had been borrowed on credit of the tolls and with this and the money collected at the gates about twelve miles had been repaired, the gates and houses had been built, and the cost of the Act and other incidental expenses paid;

1. Wellford, Men of Mark, Vol. I, on Lancelot Allgood, p.41.
2. Local Records, Vol. I, p.188.

a further £2000 was to be borrowed at 5%, to be expended on work of the current session. In the issue of 23rd May, 1752, it was announced that a meeting of trustees would be held at the Post-house in Alnwick when the sum of £700 was to be borrowed and in that of 20th April 1754 that the toll gates would be let at the meeting of 11th May, also that £500 was required. Both notices indicate that repairs were still in hand.

The month of January 1749 saw two local petitions brought before the House. The first, on 25th, was presented not merely by the "Gentlemen, Clergy, and Freeholders of the County of Northumberland" but also by merchants, owners of ships and others dealing with the coal trade, and other traders at Newcastle. Such persons frequently used the road from North Shields to Newcastle which, because of the passage of many heavy carriages, had become so deep and ruinous that travellers could not pass without great danger and loss of time. Since the means of repairing the road were insufficient, leave was sought to raise money by means of tolls. The Committee to whom the petition was referred was headed, once more, by Sir William who submitted their report on 2nd February. Evidence had been heard from Mr. Charles Lauder who had emphasised the extreme difficulty and danger of the road in Winter and, once again, from Mr. Bigge who had confirmed Lauder's remarks and added that there were about two miles which carriages could not traverse without the help of additional horses; statute work was quite insufficient to effect repairs. Middleton and Mr. Ridley were ordered to prepare and bring in the necessary bill, the passage of which was uneventful.

Royal Assent was given on 22nd March, 1749. Clerk to the trust was Joseph French and from Newcastle the road passed through Byker. On 13th May 1749 a notice in the Journal informed all who lived on the road or nearby that they might now compound for "liberty" to pass toll-free through either of the turnpike gates now set up. The sum of £500 was sought on the credit of the tolls.

On 27th January of the same year, the second of the two petitions was laid before the Commons. This alleged that the road leading from the West Cowgate near the town of Newcastle¹ and by or through Kenton, Pont Eland (thus), Hyham (thus) Dykes, Newhamege,² Belsay Mill and South Middleton to the north side of the River Wansbeck "is a common high road and greatly frequented and, by reason of the many heavy carriages passing thereon, the said road is become so deep and ruinous etc." The two petitions end in exactly the same way, a fact which probably points to the same hand and whose more likely than that of Bigge, who had also given evidence regarding the state of the Belford and North Shields road and certainly seems to have made a speciality of Highway Acts? It will be recalled that he also gave evidence

1. This particular road was the subject of a study by certain members of the Ponteland Local History Society who pursued the history of the Newcastle to Carter Bar Road (beginning with the section from Cowgate to the River Wansbeck) from the presentation of this petition in 1749 until the expiration of the trusts involved in 1881. Research, principally involving the Capheaton Estate Papers at the C.R.O. was undertaken by James Keegan, Margaret Oxley, Jean Gosby, Charles Fallows and Ernest Rainey, all of Ponteland, and their efforts were directed by the present writer, who also assisted them with the investigation and collated their results. He examined various relevant Acts and the contemporary press, and presented the paper in 1968. It was entitled "A.696 and all that!" and, with modifications, it has since been submitted to the Editor of "Archaeologia Aeliana" under the title of "The Newcastle to Carter Bar Road".
2. The present Highlander Inn.

on the condition of the Newcastle to Belford road and so very probably drafted the petition and delivered it.

The route of the road at present under consideration is noteworthy since a terminus at the River Wansbeck means that north-west of Belsay it originally followed the course of what is now regarded as the Bolam and Middleton road.¹ From the river the intention was clearly to follow the north bank for the short distance to Wallington Bridge and so unite with another "road" going north by Cambo, Elsdon and Otterburn in the direction of the Carter. The petition was referred to a committee of some forty members whose report was presented by Sir William on 3rd Feb. It included the evidence of Mr. John Dixon² who apparently had little more to say than that the road was in very bad condition and could not be repaired by the methods prescribed by law. Sir William, Mr. Ridley, and two other members were ordered to prepare and present the bill which was actually introduced by Ridley. The Royal Assent was received on 3rd March. If, as seems most likely, Edward Bigge acted as solicitor to the trust which was set up in due course, then the bill, reproduced as Appendix XXI is Bigge's for his services on this occasion. It contains some twenty-nine items ranging over £1. 2. 0. for making four copies of the petition, £31.15. 4. for fees of the House of Commons and for orders, 6s. for

1. See Map following page 136.
2. A person of the same name also gave evidence with regard to the state of the road from Long Horsley to the Breamish. See p. 149.

swearing three witnesses,¹ to £21. 0. 0. for Bigge's own services, all of which, as the Act clearly stated, had to be paid before any other debt that the Trust might incur. The Act itself, running to some thirty pages, is no more inspiring than is usual with this type of document and follows the normal pattern. The introduction reiterates the petition and is followed by the names of the trustees which occupy nearly three pages. There is a similarity about the composition of this list in succeeding Acts with an emphasis on landed families of the county. The Allgoods, Aireys, Bigges, Blacketts, Collingwoods, Fenwicks, Ogles, Shaftoes, Swinburnes, seem to be there every time. Clauses follow on tolls to be charged, exemptions, the appointment of collectors, officers and their salaries, drains, statute work, milestones and so forth. Probably the only points that need to concern us were that no turnpike was to be erected nearer to the West Cowgate than at the south end of the lane leading to Kenton, and that the first meeting of the trustees, or any seven or more of them, was to be at the sign of the Seven Stars, Ponteland, on 28th April, 1749, when a clerk was to be chosen. The Gentleman preferred was John Isaacson, as we know from his signature on notices, the first of which appeared in the Newcastle Journal of 6th May 1749. The purpose of the meeting was to arrange for the borrowing of £1,000 on the credit of the tolls and to consider the proposals of those willing to undertake repairs, but whether an incident reported on the 27th of the same month was the

1. though we only have the evidence of Dixon.

result of high spirits or of deliberate malice is something that must remain obscure. On the previous Wednesday night or Thursday morning the Ponteland turnpike gate, several posts and rails belonging to the trust, and the gate-keeper's centinel (thus) box had been burned and destroyed - an action which could be punished by death! The same issue announced a meeting on 3rd June when a new gatekeeper would be appointed though whether the old one considered that the occupation had become too hazardous is something upon which we can only speculate. At any rate, twenty pounds reward for information leading to conviction was offered, even to the miscreant who might report his accomplices.

The Journal of 5th August carried notice of a meeting to be held on 21st to consider proposals for repairs to the first mile from the Wansbeck southwards but, as insufficient trustees attended, business had to be postponed until the following month. On 3rd March 1750 the erection of another turnpike was to be discussed,^{1.} and at the same meeting the decision to repair six miles of road north from Clickamin (thus)^{2.} was probably taken since at the following meeting, at the house of Mr. Robt. Shotton of Ponteland, proposals for the repair of this section were to be considered and two hundred pounds borrowed against the credit of the tolls. On May 9th 1752 it was announced that the road from Ponteland to the

1. No information concerning the location has come to light.

2. Now spelled "Clickemin". On A696 just out of Ponteland village on the Newcastle side. From here, six miles would extend to Belsay.

Wansbeck had been repaired and that it would be let as a whole or in part in order to maintain its condition; also that the trust wished to borrow £1,400 at four per cent, presumably to effect repairs on the other side of Ponteland. No mention has been made of a surveyor though probably such an appointment was made in the early days of the trust and filled by John Brown of Kirkharle.^{1.}

The next petition in succession was that read on 4th March 1751, and pertaining to our present study, viz. the Military Road between Newcastle and Carlisle. It was followed by the Act which received assent on 22nd May.^{2.} On 5th December of the same year followed that relating to the "Alemouth" Road, also widely known as the Corn Road. It is couched in the usual terms, which may well stamp it as another of Bigge's, to the effect that the road from Alemouth to Alnwick and on by Lemington Coal Houses and Edlingham Dikes to Rothbury, from there to Coldrife and Ewesley Gate, to Cambo and Wallington and then by Kirk Harle, Little Bavington, Colwell, Chollerton and Wall to Hexham, is a common High Road which because of its narrowness and the danger to travellers on horseback cannot be widened and kept in repair unless provision be made for raising money. Further leave was sought to make a branch road from some convenient point between Alnwick and Rothbury to Jockey's Dike Bridge, the present road being much used but in ruinous condition and frequently impassable. For once, Sir

1. See above page 2 on Brown. Also A.A.1966, p.206, (overprint in front cover of this thesis) or earlier thesis, p.34, footnote, for other information.
2. See earlier thesis pp.44-48 on passing of Act, or overprint pp.200-202 for condensed version.

William's name is not mentioned. This was Lancelot Allgood's road and he it is who heads the committee to whom the petition was referred. Evidence was heard from Mr. Richard Bland and Mr. Thomas Taylor who agreed that some places were so narrow that a horse could not pass by a carriage, and that although the inhabitants of the various parishes had done their statute work the roads were still impassable and could not be repaired without the assistance of Parliament. Leave was given to bring in the necessary bill and Allgood, Middleton and Sir Walter Blackett were ordered to prepare and introduce it. With Allgood as guide, its passage was uneventful and the Royal Assent was received on 26th March 1752, as also for three more out of the four Northumberland bills left for our consideration.

Clerk to the Almouth Trust was again John Brown of Kirk Harle whose time, by virtue of his other appointments, must have been fully occupied. The policy adopted was evidently to begin work at both ends of the main sector since the issue of 2nd May 1752 advertised for persons willing to make five miles near Hexham and four or five miles west of Alnwick. Almost a year later in February 1753 undertakers were sought to make five miles between Alnwick and Rothbury, and in May of the same year consideration was to be given to a plan for a ticket gate between Alnmouth and Oxenheugh and also to any proposals that might be made for undertaking parts of the road between Hexham and Acomb Bar,

Chollerton and Colwell Moor, Wallington and the crossing of the Elsdon Turnpike, and the bridges between Kirkhill (near Wallington) and Hexham. In October a decision was to be taken on what parts of the road were in most urgent need of repair and whether or not to continue use of the Forestburn Bar. Progress could scarcely be called rapid though doubtless Brown had many difficulties, not the least of which appears to have been a certain apathy on the part of the trustees. On more than one occasion dates of meetings had to be re-arranged because members present were insufficient. In May 1755, in the fourth year of the trust's life, a gatekeeper was to be chosen for a gate still to be erected at or near Camboe (thus).

A petition pertaining to the road from Morpeth passing by way of Mitford, Thropple (Throphill) and Long Witton, by the north side of Rothley Park Wall to Steng Cross and finally to the High Cross in Elsdon was heard on 9th December, 1751, four days after the Corn Road petition. This road, it was claimed, was a common high road "towards the west of that part of Great Britain called Scotland and greatly frequented by travellers and drivers of cattle and sheep". Because of the many carriages travelling thereon, it had become so deep and ruinous that carriages and horses could not pass each other in winter without great loss of time - - - The remainder followed the regular pattern and the petition was referred for examination to a committee upon which both Middleton and Allgood sat. Not only do the general lines seem to point to Bigge but his had

also been the evidence heard. The road, he had said, was about sixteen or seventeen miles long and he had traversed it the previous September when it was very bad; in winter it was scarcely passable and could not be kept in repair by the parishes. When asked if the erection of a turnpike would raise sufficient money to keep the road in repair he had replied that he thought it would since it was a road much frequented by carriages and travellers on horseback. The necessary leave to bring in a bill was given and Middleton and Allgood were ordered to prepare and introduce it. Piloted by the former, its passage was uneventful and, as we have already noted, the Royal Assent was received on 26th March 1752.

One of the trust's earliest meetings was that of 29th April of that year at the Black Bull in Morpeth when the business was to borrow £500 and to hear proposals from persons willing to undertake repairs. John Isaacson was clerk, in all probability the person already employed by the Ponteland Trust. In June 1754 it was decided that the bar already fixed at Elsdon should be re-sited at the west end of Long Witton and that the road for four miles eastward of Steng Cross should be repaired. By this time Nathaniel Fenwick had succeeded Isaacson as clerk to both trusts.

Also heard on 9th December 1751 was yet another petition on the now familiar pattern. "The road leading from Long Horsley Bar or Gate on the post road near the town of Morpeth, by or through Long Horsley, Weldon Bridge and Whittingham to the River Breamish is a common high road towards that part of Great Britain

called Scotland and greatly frequented by travellers, and by reason of the many carriages passing thereon, is become so deep and ruinous that carriages and horses can not pass in Winter time without -----". The Committee to which it was referred included both Middleton and Allgood and it was Sir William who presented the report. In "evidence" Mr. John Alder had said that he knew the road which was extremely bad and dangerous for carriages in Winter and that he apprehended that it could not be mended by the ordinary course of law. It could hardly be claimed that he had furthered the committee's understanding of the situation yet his observations had been corroborated by John Dixon and Wm. Hall! Middleton and Allgood were once more ordered to prepare and bring in the bill which, following its second reading on 7th Feb. 1752, had been committed when an extension of the petition was presented. On 11th Feb. the House was informed that the petitioners apprehended that the bill "now depending" in respect of the road from Long Horsley Bar to the Breamish would be attended with great inconvenience unless it were extended to include repairs as far as Piercy's Cross which was an additional one and a half miles.^{1.} The extension followed the usual process and, after consideration in committee, a report was presented by Allgood on 13th instant. John Dixon had again been examined and could only observe, somewhat ineffectively, that to make the act a general convenience it would be necessary to extend the turnpike road to Piercy's Cross, one and a half miles further!

1. i.e. North of the Breamish.

Fortunately, Mr. Richard Bland had been able to add that the waters frequently rose out at the River Breamish and rendered the road impassable. The Committee to whom the original bill had been committed was given authority to include therein the repair of the additional section and Middleton conveyed the report to the House on 20th February. It was not considered until 22nd when the bill and its amendments were ordered to be ingrossed. On 26th February came the Third Reading and on 26th March 1752 the Royal Assent.

Wm. Fenwick had evidently been appointed as clerk to the trust and the same advertisement was inserted in the Newcastle Journal as had been by the Morpeth-Elsdon Trust, namely that at a meeting at the Black Bull in Morpeth on 29th April the trustees would seek to borrow £500 and hear the proposals of people willing to undertake repairs. In December of the same year a meeting was advertised to be held at Whittingham when proposals for repairs from Weldon Bridge to Long Horsley Bar would be considered. Two years later, in September 1754, the services of persons willing to undertake the building of bridges in the same sector and the loan of a further £500 were sought.

Whether progress on the several roads thus undertaken was swift or slow is perhaps not so important as the fact that the fever was in the air. Work on the Newcastle-Bucktonburn sector of the North Road must now have been well advanced when identical petitions for an extension northward came before Parliament on 14th January 1752.^{1.}

1. Actually there was a third which may be omitted at this stage to avoid unnecessary complication.

They were made on behalf of "the Gentlemen, Clergy, and Freeholders of that part of the County of Durham commonly called Norham and Islandshires, lying north of the County of Northumberland; and also of the Mayor, Recorder, Aldermen, and others, the inhabitants of the town of Berwick upon Tweed" to the effect that the road leading from the turnpike road at Bucktonburn in the County of Durham, through the town of Berwick on Tweed to a place called Lammerton Hill, being the extremity of the Liberties of the town of Berwick aforesaid and several branch roads¹ are, by reason of the deepness of the soil and many heavy carriages passing along the same, in many parts ruinous and so much out of repair that travellers cannot pass thereon without great danger ----- The petition considered was concluded in the usual fashion and was referred to a committee but got no further in 1752, apparently because of the number of times that Parliament was prorogued during that year. It was heard again on 12th February 1753 and referred for examination to a committee with the names of Mr. Vane, Snr., and Mr. Ridley at the head. Ridley² brought the report to the House on 2nd March. In support of the allegations, Mr. Christopher Pattison

1. which are specified.
2. Matthew Ridley: Son of Richard Ridley and Margaret White whose family acquired the estate of Blagdon. In 1733 he (Matthew) became Mayor of Newcastle and when John Ord, who was Mayor in 1745, died in mid-year, Ridley accepted office for the remainder of the term and took prompt measures to secure the town should Prince Charles decide to invade it. Though unsuccessful in the Parliamentary Elections of 1741, he was returned without opposition in 1747 and was equally successful in 1754, '61 and '68. He was twice Mayor again, in 1751/52 and in 1759/60. See Welford, "Men of Mark", for further details.

had informed the committee that he was well acquainted with the roads on the north side of Berwick where the soil was a deep clay. Only three weeks previously his horse had stuck fast in one place and when he alighted the water was over his boots; one waggoner he knew would rather pay double the tolls than not have the roads repaired while someone else had remarked to him that he would prefer to pay a shilling a time for a turnpike than be without one.

Pattison himself had been surveyor of highways on the north side of Berwick in 1742 and for five years thereafter; the statute work was performed in summer but the roads were as bad again in winter. Mr. George Lawrie had said that he knew the roads concerned on the south side of Berwick where his father had been surveyor in 1748; the roads indicted that year, though repaired in summer, were just as bad again in winter. Their condition was occasioned by the nature of the soil and the many carriages passing; statute work was insufficient to repair them. Leave was given to bring in a bill and Mr. Vane, Mr. Bowes and Lord Barrington were instructed to prepare and introduce it.

On 8th March the House heard a further petition from the "Gentlemen, Freeholders, and others in the shire of Berwick" that provision should be made for the repair of the Whitwater and Twizel bridges. This was all that had survived of an earlier petition mentioned above¹ which had also sought certain modifications to the original petitions submitted in 1752 and had again been heard on 12th Feb. 1753.

1. Footnote page 150.

Unfortunately, no one had come forward then to give evidence in support but on this occasion the revised petition followed the normal course and was included in the main bill. Steered by Lord Barrington the bill passed through the usual channels and received the Royal Assent on 15th May 1753.

John Grey became clerk to the trust and from press advertisements it can be said that the trustees were still building in 1755 and indeed still desirous of borrowing in 1757.

Last of the Military Road's contemporaries in Northumberland was what can only be described as a loop line on the Military itself though whether it was due to a growing conviction that the central sector of that road, passing as it did through hilly and remote country, was not the best route after all, is difficult to say. Certainly to link many of the centres of population along the Tyne and South Tyne valleys seemed a sensible thing to do and likely to produce considerable revenue but at no time does there appear to have been any attempt, apart from Stukeley's belated effort, to interfere with the original plan. On 16th January 1752, therefore, a petition from the "Gentlemen, Clergy, and Freeholders" of Northumberland came before the House. It alleged that "the road heading from that particular part of the road (now making proper for the passage of troops and carriages from the City of Carlisle to the Town of Newcastle) near Glenwelt to Haltwhistle and from thence through Haydon Bridge, Hexham and Corbridge, to another part

of the said road now making from the City of Carlisle to the Town of Newcastle, upon Sheldon Common ----- is a common high road and is become so deep and ruinous and in several places so narrow that it is almost impassable for coaches, waggons and other carriages and dangerous for persons travelling on horseback and cannot be widened and ----- kept in repair unless -----". The names of Sir Walter Blackett¹, Mr. Burrell and Sir William Middleton appeared at the head of the Committee to which the petition was referred and on 31st January Sir Walter presented their report. Mr. Edward Lowes and Mr. Henry Ridley had been examined (though their evidence added nothing new) and the ensuing bill for repairing and widening the road from Glenwelt (Greenhead) to Sheldon Common was introduced by Blackett. It received the Royal Assent on 26th March 1752. Francis Stokoe became clerk to the trustees whose work of repair would seem to have been still unfinished in 1756 when at the meeting of 28th July it was hoped to borrow the sum of £500 at five per cent. There were at least two meetings arranged for that year when insufficient members attended to make proceedings legal.

1. Sir Walter Calverly Blackett, "King of Newcastle". Sir William Blackett (of Newcastle, Wallington, and Hexham Priory) died 1728 and left his estates to his natural daughter, Elizabeth Ord, provided that within twelve months of his decease, she should marry his nephew Walter Calverly, (Son of his sister, Julia and Sir Walter Calverly) who must then assume the name of Blackett. This he did following a Private Act in 1734, the marriage having taken place in 1729. He served as High Sheriff of Northumberland and also became an Alderman of Newcastle. He was first elected to Parliament in 1734 and became Mayor of Newcastle in 1735. In 1741 he was re-elected to Parliament and succeeded to his father's title in 1749. In 1754, '61 and '68 he was returned to Parliament unopposed and though he was again successful in 1774, he had by this time lost much of his popularity. For further details see Welford "Men of Mark".

The petition in respect of the Military Road had produced a significant reaction elsewhere in Cumberland, as two letters, which may be seen in that County's Record office at Carlisle, indicate. The first, dated 18th March 1748, is to Sir James Lowther, a Cumberland M.P., and is signed by John Peile and numerous others - the Bayliff (thus), Burghers, Freeholders and Principal Inhabitants of the Burrough (thus) of Cockermouth. They are assured, they say, that the nobility in the northern circuit have petitioned His Majesty that it would be to the nation's benefit to have a good road made between Newcastle and Carlisle but that, as such a road would be too expensive for the two counties, even with the assistance of tolls, public aid must be sought. It is further said that the petition will succeed and a bill be brought in the present session. But just as one of the principal inducements for the bill was the failure of Wade, because of the impassability of the roads, to relieve Carlisle and hinder the progress of the rebels so the delay and difficulty in getting cannon from Whitehaven to Carlisle had exposed the Duke of Cumberland and his troops to great danger and hardship at the seige of that city. This was because of the state of the roads from Bridgefoot, the end of the Whitehaven turnpike, to Carlisle, and made their (i.e. the signatories') case the same as that of the Nobility's Petition to His Majesty. In the common interest therefore the road should be continued from Carlisle by way of Wigton, Mealsgate, Bothel and Moota over Derwent Bridge in Cockermouth to Bridgefoot to meet the Turnpike road from

Whitehaven. They earnestly desired Lowther to do his utmost to get the (Military) road continued as they would never have such a chance again.

Lowther's reply was dated 25th March 1749. No one would rejoice more than he if the road could be extended as it would be of great service to the County. The difficulty was how to procure it since it was well known that should any rebellion occur in Scotland the English army would be sent to Northumberland. That was why a good road was thought necessary from Newcastle to Carlisle, so that should the Scots move that way, the English army could not only intercept them before they could take the town but might also bring cannon with them. He would, however, consult with the members for Carlisle and Cockermouth, some of them being "great officers" in the army, to see how far such a road would be of national rather than merely of local service. He would always do his utmost to help in getting good roads for Cumberland.

In 1753 two petitions from Cumberland were brought before Parliament. They followed the usual form and the first, that of 19th January, concerned the state of the high road from Carlisle to the market town of Penrith, though at a later date an extension from Penrith to Emont Bridge, dividing the counties of Cumberland and Westmorland was permitted. Sir James Lowther played the principal part in steering the bill, which received the Royal Assent on 8th March. The second, heard on 27th February, concerned the road between Carlisle

and the Market and Sea-port town of Workington, by way of Raffles, Micklethwaite, Wigton, Bothel and the west end of Cockermouth which, like all the others, had become so ruinous and was so narrow that carriages could not pass ----. Three men gave evidence before the Committee to which the petition was referred and the ensuing bill was guided through Parliament by Colonel Stanwix. It received the Royal Assent on 17th April so that the inhabitants of Cockermouth could have their road repaired after all - even if it were not at public cost.

It is not within the scope of the present study to follow further the history of the Military Road and its contemporaries and though the roads that were either made or refurbished between 1750 and '60 can scarcely be described as a 'network', their influence in the two counties must have been considerable. Radiating from Newcastle were, first, the Military and its loop road linking that town with Carlisle and indeed, through the Cumbrian system, with the coast beyond, as well as with Penrith; second, the North Shields road giving better access to a local port; and, third, the Northumberland turnpike speeding the journey north to Scotland. The Ponteland turnpike, fourth, pointed a little uncertainly in the direction of that country, ultimately by way of the Carter, but provided a good road to Newcastle market for the hinterland. The Morpeth to Elsdon and the Long Horsley to the Breamish turnpikes performed a similar function while the

Hexham to Alnmouth not only linked all (with the exception of the North Shields road) but gave admission to three market towns and a port. The combined influence of these roads on the economic growth of the areas they served and the improvement in communications which they afforded must have been enormous. But was their growth entirely haphazard? Their layout, while neither complete nor ideal, yet makes sense so that one cannot but wonder from the number of times that their names occur, whether a group of northern M.Ps applied themselves to the problem of communications, formed some sort of plan, and gave the initial stimulus in each case. If such a group really existed there can be little doubt that it must have included Allgood, Blackett and Ridley, with Middleton as the guiding influence.

A P P E N D I C E S .

APPENDIX I

KNOW ALL MEN by these presents That We Christopher Lightfoot of Morton Hall in the County of York Thomas Lightfoot of Groatham Bridge in the same County James Paul of Rookby in the same County, and Robert Rowntree of Gainsforth in the County of Durham Yeomen Do hereby for ourselves Jointly and Severally and for our Joint and Severall Heirs Executors and Administrators and every of them (for the Consideration hereinafter mentioned) Covenant promise and Agree to and with William Biggs, George Delaval, Robert Shaftoe, Gawen Aynsley, John Blackett, Joshua Douglas, and Edward Ward Esquires

Acting Commissioner and Trustees for putting in Execution an Act passed the last Sessions of Parliament intituled (thus) An Act for laying out, making and keeping in Repair a Road proper for the passage of Troops and Carriages from the City of Carlisle to the Town of Newcastle upon Tyne, so far as the same relates to and concerns that part of the said Road which shall be or lye in the County of Northumberland, and every of them Jointly and Severally, their and every of their Joint and Severall Heirs Executors Administrators Successors and Assignes in manner and form following (that is to say) That they the said Christopher Lightfoot Thomas Lightfoot James Paul and Robert Rowntree or some or one of them their sons or one of their Executors Administrators or Assignes shall and with Form, layout, Make, Finish and Compleat a good and sufficient Road fit and proper for the purposes aforesaid from the Town of Newcastle upon Tyne aforesaid to the County of Cumberland to begin at such a place at Newcastle aforesaid and to Extend and be laid

out from thence through the County of Northumberland to such part of the County of Cumberland as the Surveyor for the time being to the said Trustees shall from time to time Direct, appoint and think fitt, which said Road so to be laid out formed made and finished as aforesaid is to be and shall be of the Breadth Dimensions, made of and with the Materialls and in manner and form following (that is to say) Twenty Seven Feet Broad from Ditch to Ditch, to Stone it Sixteen Feet Broad and Fifteen Inches thick on the Crown, and to decline gradually to FiveInches at the Extremity at each side, to be and shall be covered with proper Gravell three Inches thick from Newcastle aforesaid to East Denton in the said County of Northumberland, and the Remainder of the said Road to be and shall be all covered with Gravell where it can be had within One Mile and a half of the said Road which is to be so Covered, and where no Gravell can be had within that distance then to be covered with the best Quarry rubbish or other proper materialls lying within that distance according to the Directions of the Surveyor of the said Road for the time being, the said Stones to be and shall be laid on at three different times in three proportionable courses, and each course or stratum broke small and in such manner as the said Surveyor shall Direct; And shall and will keep at their some or one of their proper Charge the whole Road as Certified for in Repair for Three Years, for Eight Shillings of Lawfull British Money for each and Every Rood of the said Road to be Inspected Measured of and Certified for as sufficient by the said Surveyor And shall not or will not cover

any part of the said Road without the said Surveyors having first seen it Stoned and shall not Demand or Receive any Money or Reward for making or finishing any part of the said Road until it is Measured and Certifyed for as aforesaid and shall then only Demand and Receive Seven Shillings and Sixpence for each and every Rood so made finished Measured of and Certifyed for, and shall and will leave the remaining Sixpence for each and every such Rood of the said Road in the Hands of the Clerk and Treasurer to the said Commissioners and Trustees for each of the three Succeeding Years to be demanded payable and paid only at the Expiration thereof on a punctual performance of the Agreements Articles Matters and things hereinbefore mentioned And shall and will Lay out, form make finish and compleat so much of the said Road in each and every year untill the whole is laid out, form made and finished as the said Surveyor shall Direct And further also that they or some or one of them shall and will for the more Convenient and easy passage of Artillery, Heavy Carriages and other Carriages along that part of the said Road out or upon Benwell Hills near the said Town of Newcastle Lower Levell and make so much of the said Road Leading over or upon Benwell Hills aforesaid as shall be thought proper and Directed by the said Surveyor and according to the plan hereunto annexed for the sum of Fifty two Pounds Ten Shillings over and above the payments and Recompence hereinbefore mentioned. In witness whereof We have hereunto Set our Hands and Seals the Second day of November in the year of our Lord One thousand seven Hundred and Fifty one.

Sealed and Delivered by the above named)
 Christopher Lightfoot In the presence of)
 John Twiddell.

Signed Christopher Lightfoot.

APPENDIX II

KNOW ALL MEN by these presents That We Thomas Layburn of Wolsingham in the County of Durham Mason and William Wheatley of Lanchester in the same County Mason do hereby for ourselves Jointly and Severally and for our Joint and Several Heirs Executors and Administrators and every of them (for the Consideration herein after mentioned) Covenant Promise and Agree to and with William Bigge, George Delaval, Robert Shaftoe, Gawen Aynsley, John Blackett, Joshua Douglas, and Edward Ward Engineers Acting Commissioners and Trustees for putting in Execution an Act passed the last Sessions of Parliament Intituled An Act for laying out, making, and keeping in Repair, a Road proper for the passage of Troops and Carriages from the City of Carlisle to the Town of Newcastle upon Tyne so far as the same relates to and concerns that part of the said Road within the County of Northumberland, and every of them Jointly and Severally their and every of their Joint and Severall Heirs Executors Administrators Successors and Assignes in manner and form following (that is to say) That they the said Thomas Layburn and William Wheatley or the one of them their or the one of their Executors Administrators or Assignes shall and will on or before Midsummer day next Ensuing the date hereof Build Erect Make Finish and Compleat over and across the Dean called Newburn Dean in the County of Northumberland aforesaid a Bridge of Stone of Good and Sufficient Workmanship according to the plan hereunto annexed, and which said Bridge is to be and shall be of the Height Breadth Dimensions and proportions and in manner and form following (that is to say) From Breast-wall to Breast-wall the Breadth

Fifty one Feet and the Breadth of the Bridge including the Battlements
 Fourteen Feet, from the surface of the Water to the Top of the Arch
 Thirty one Feet, and the Arch to rise in the pitch thereof from the
 Springers Twelve Feet, The deepness of the pen Joints to be Two feet,
 The Vazior or Facia one Foot, From the Breast Walls to go in a Streight
 Line on each side (all of which is to be and shall be filled with Solid
 Building) Nine Feet, The thickness of the Flank Walls at the Bottom to
 be Five feet, and the Flanks to Scale to the Wideness (at the Extremity
 of the Battlements) of Twenty five feet. The Bridge in the whole to
 Extend to the length of Ninety feet, and the Height of the Battlements
 above the pavement to be Four feet; The Breadth or thickness of the
 Battlements to be Eleven Inches, and the same to be well Cramp, and
 the Cramps so sunk into the Stones that the whole Cramp shall be
 Covered with Lead, and to pave sufficiently the length of the Battlements.
 And from each end of the Top of the Bridge the Banks are to be and shall
 be so Cutt and Levelled that the Declevity thereof shall not Exceed
 four Inches in a Yard of Length, untill the same take the Levell of
 the Road above the Banks. But if it shall happen the Banks prove
 Rockey, then and in such Case they are to be Cutt ---"---"---"--- Thirty
 three feet Broad only at both Top and Bottom, If earthy or soft Stuff
 then and in such Case to Scale Twenty Feet on each side of the Road at
 the highest part of the Banks and so in proportion to the Extremity at
 and from each end of the said intended Bridge.
 AND FURTHER ALSO that they the said Thomas Layburn and William Wheatley

or the one of them their or the one of their Executors Administrators or Assignes shall and will on or before Midsummer day next Ensuing the date hereof Build Erect Make and finish over and across the Dean called Denton Dean in the County of Northumberland aforesaid one other Bridge of Stone of Good and Sufficient Workmanship according to the plan hereunto annexed, and which said Bridge is to be and shall be of the Height Breadth Demensions and proportions and in manner and form following (that is to say) Between Breast-Wall and Breast-Wall the Breadth to be Eight feet, and the Breadth of the Bridge including the Battlements fourteen feet The Height of the Battlements to be Four feet, and to pave sufficiently the length of the Battlements IN CONSIDERATION whereof they the said Thomas Layburn and William Wheatley their Executors Administrators or Assignes are to be paid the Sum of One Hundred and Sixty pounds of Lawfull British Money upon their finishing and compleating the said two Several Bridges and performance of their Several Covenants and Agreements herein before mentioned and contained touching and concerning the same, and also upon their some or one of their finding and giving a further and better security to the Satisfaction of the then Acting Commissioners and Trustees (if required) for the keeping the same Bridges in good and sufficient repair for the term of Seven years from the finishing thereof respectively And further also that they some or one of them, at their some or one of their own Expence and Charge shall and will maintain and keep the said two several Bridges in good and sufficient

repair for the term of Seven years from the finishing thereof
respectively. IN WITNESS whereof We have hereunto set our Hands
and Seals the Second day of November One thousand Seven hundred and
fifty One.

Sealed and Delivered }
in the presence of }

Signed (Tho^s. Layburn
(William Wheatley.

John Tweddell.

Jn^o. Brown.

APPENDIX III

1751.

Copy of the first Account of the Receipts and Disbursements of John Tweddell Gentleman Clerk & Trustee to and for the Commissioners & Trustees - Nominated and appointed for putting in execution an Act passed the last Sessions of Parliament Intituled an Act for Laying out making & keeping in repair, a Road proper for the passage of Troops & Carriages from the City of Carlisle to the Town of Newcastle upon Tyne, so far as the same relates to or concerns that part of the said Road which lies in the County of Northumberland.

3rd Dec^r. 1751.Deliv^d. by Mr. Bigge at the Bar.

The First Account of the Receipts and Disbursements of John Tweddell Gentleman Clerk and Treasurer to and for the Commissioners and Trustees Nominated and Appointed to putting in Execution an Act passed the last Sessions of Parliament Intituled An Act for laying out, making, and keeping in Repair a Road proper for the Passage of Troops and Carriages from the City of Carlisle to the Town of Newcastle upon Tyne so far as relates to or concerns that part of the said Road within the County of Northumberland.

1751.....	The said John Tweddell	Dr.	£. s. d.
August 9th.	Received by a Bill this day drawn by Order of the) said Trustees on Gislingham Cooper Esq ^r . Banker in) London/Nominated and Appointed by the said) Trustees for the said Road to receive from the) Right Honourable the Lord Commissioner for) Executing the Office of Treasurer of his Majestys) Exchequer the Sum of Two thousand pounds to be) applied to the purposes directed by the said Act /) payable to Mr. Jonathan Ormston or Order, the) Sum of		200. 0. 0.
August 17th.	Received by a Bill this day drawn by order of the) said Trustees on the said Gislingham Cooper) payable to Mr. Edward Bigge or Order the sum of ..)		190.18. 0.
November 2 ^d .	Rec ^d . by a Bill this day drawn by Order of the said) Trustees, on the said Gislingham Cooper payable to) Matthew Ridley Esq ^r . or Order, the sum of		100. 0. 0.
November 2 ^d .	Rec ^d . by a Bill this day drawn by Order of the said) Trustees, on the said Gislingham Cooper, payable) to Langdale Sunderland Esq ^r ., or Order the Sum of)		300. 0. 0.
			<hr/>
			£790.18. 0.

1751.	Per Contra	Cr.	£. s. d.
August 21 st .	Paid to Mr. Edward Bigge by Order of the said Trustees being two thirds of his Bill for Fees and Disbursements in Obtaining and Getting Past the Act abovementioned the sum of .....	)	190.18. 0.
August 29 th .	Paid to Ralph Callender by Order of the said Trustees for Building a Wall as an Abutment and Support to a House adjoining the said Road called the Quarry House, it being in Danger of falling by Cutting the side of the Road near to the same, the sum of .....	)	13. 4.
September 25 th .	Paid by Order of the said Trustees to Thomas Slack Agent for Thompson and Company Publishers of the Newcastle Journal for twice advertising a Meeting of the Commissioners to be held the 15th day of July last, and once advertising a Meeting on the 5th of October next, the sum of .....	)	6. 6.
September 25 th .	Paid by Order of the said Trustees to Mr. John White Publisher of the Newcastle Courant for advertising the above Meetings, the sum of .....	)	6. 6.
October 8 th .	Paid to Thomas Layburn by Order of the said Trustees for Searching for the Foundation of a Bridge intended to be Built over Newburn Dean the Sum of .....	)	2. 0. 0.
November 2 nd .	Paid by Order of the said Trustees to Christopher Lightfoot the Undertaker, for making the said Road, on Account, the sum of .....	)	300. 0. 0.
November 2 nd .	Paid by Order of the said Trustees to Thomas Layburn the Undertaker for Building the Bridges, On Account, the Sum of .....	)	30. 0. 0.
November 2 nd .	Paid by Order of the said Trustees to John Richardson for making Conduits on each side of the Road from the Westgate Newcastle to Benwell Quarry Gate, the Sum of .....	)	7. 3. 6.
			<hr/>
			531. 7.10.
By Ballance			<u>259.10. 2.</u>
Seen and Allow'd by Us			£790.18. 0.
G. Aynsley	W ^m . Cooper	Jn ^o . Tweddell. Treasurer.	
Jn ^o . Simpson	W ^m . Wilkinson		
Ralph Sowerby	Alderman of Newcastle.		
Matt. Bell	Jno. Clavering.		
John Williams	W ^m . Fenwick		
J. Reay	John Swinburn.		

APPENDIX IIIa

The Account of the Commissioners and Trustees Nominated and Appointed for putting in Execution an Act passed the last Sessions of Parliament Intituled An Act for laying out making and keeping in Repair a Road proper for the Passage of Troops and Carriages from the City of Carlisle to the Town of Newcastle upon Tyne so far as the same relates to or concerns that part of the said Road within the County of Northumberland of the several sums by the said Act directed and Appointed to be paid for the purposes therein mentioned together with all monies raised and by them Expended in and for the Making and finishing the said Road.

To Cash paid Mr. Edward Bigge Solicitor for passing the Act, two thirds for Northumberland	£190.18. 0.	By Cash received by Mr. Gislingham Cooper by Order of the said Trustees at the Exchequer....	£2000. 0. 0.
To Cash paid Ralph Callender for building Walls	13. 4.		
To Cash paid Messrs. Thompson and White printers	13. 0.	Paid fees at the Exchequer and Treasurers	109. 3. 6.
To Cash paid Thomas Layburn for searching for the foundations of a Bridge	2. 0. 0.	That money received at the Exchequer.	£1890.16. 6.
To Cash paid him on Account for building a Bridge	30. 0. 0.		
To Cash paid Christopher Lightfoot Undertaker for making the said Road on Account	300. 0. 0.		
To Cash paid John Richardson for building Conduits	7. 3. 6.		
	<u>£531. 7.10.</u>		
Ballance	<u>1359. 8. 8.</u>		
	<u>£1890.16. 6.</u>		

(This is against what Cooper drew first year £2,000
but the Commissioners only received £790.18. 0.
of which they spent £531. 7.10.
Ccf. account for 1751. W.L.)

APPENDIX IV

The Commissioners
for the County of Northumberland

for making a Road etc.

1753 Feb.16

from Carlisle

to Newcastle

Accompt with Gislingham

Cooper

1753

16th February 1753

Delivd. at the Bar by

Mr. Cooper, title Road,

& Ordered to Lye on the

Table.

The Commissioners & Trustees for the County of Northumberland for
making a Road between Carlisle & Newcastle upon Tyne.

Gislingham : Cooper

Dr.

1751			
August 3	To recd. of The Rt. Hon ^{ble} The Lord of the Treasury	£2000	
1752			
June 8	To Ditto	2000	
			£4000. -

1753			
Febry.13	To the Ballance	£439. 1. 6.	

1751			Cr.
August	By Sundry Expence Viz		
	paid at the Treasury	£7. 3. 6.)	
	Auditor Office	12.10. 0.)	
	Pells Office	7.19. 6.) ..	109. 3. 6.
	Tellers	30. 0. 0.)	
	Civil List	50. 0. 0.)	
	War ^t at the Auditors)	
	Office	0. 9. 6.)	
	Messengers	1. 1. 0.)	
14	By John Ormston		200. -
26	- Edward Bigge Esq.		190.18. 0.
Nov. 7	- Matt ^w Ridley Esq.		100. -
11	- Langdale Sunderland Esq.		300. -

1752			
Jany. 31	-	John Tweddall	200. -
April 8	-	Langdale Sunderland Esq.	300. -
May 11	-	Edward Bigge Esq.....	50.12. 6.
June 8	By Sundry Expence viz :-		
		paid at the Treasury	£7. 3. 6.)
		Messengers	1. 1. 0.)
		Auditor's Fee	12.10. 0.)
		Pell office	7.19. 6.)
		Tellers Fee	30. 0. 0.)
		Civil List	50. 0. 0.)
		War ^t at the Auditors Office	0. 9. 6.)
		Messengers	1. 1. 0.)
15	By Langdale Sunderland Esq		300. -
	Ditto		200. -
July 4	- -	Ditto	500. -
Nov ^r . 11	-	Ditto	500. -
Dec ^r . 5	-	Ditto	200. -
8	-	Ditto	<u>300. -</u>
			£3560.18. 6.
By due to the Commissioner)			
to Ballance			439. 1. 6.
			<u>£4000. 0. 0.</u>

APPENDIX V

No.2 _____ 1753 _____ Dec.6

COPY of the sixth Account of the Receipts and Disbursements of John Tweddell Gentleman Clerk and Treasurer to and for the Commissioners and Trustees nominated and appointed for putting in Execution an Act passed in the 24th Year of his present Majesty's Reign Intituled an Act for laying out making and keeping in repair a Road proper for the passage of Troops and Carriages from the City of Carlisle to the Town of Newcastle upon Tyne so far as the same relates to or concerns that part of the said Road which lies in the County of Northumberland.

6th December 1753

Delivered at the Bar by Mr. Bigge, Titled Road and ordered to lye 'on the Table'.

THE SIXTH ACCOUNT of the Receipts and Disbursements of John Tweddell Gentleman Clerk and Treasurer to and for the Commissioners and Trustees nominated and appointed for putting in execution an Act passed in the twenty fourth year of the reign of his present Majesty intituled an Act for laying and making and keeping in Repair a Road proper for the passage of Troops and Carriages from the City of Carlisle to the Town of Newcastle upon Tyne so far as the same relates to or concerns that part of the said Road which lies in the County of Northumberland.

1753	the said JOHN TWEDDELL.	Dr.
	To Cash resting in his Hands being the Ballance) of the second third fourth and fifth accounts the) sum of	170. 6. 9½
1st March.	Received by Bills this day drawn by Order of the) said Trustees on Gislingham Cooper Esqr. payable) to Langdale Sunderland Esqr or Order one for £300) another for £120 being part of the Cash remaining) in Mr. Cooper's hands the last year the sum of ..)	420. 0. 0.
1st April.	Received by a Bill drawn by order of the said) Trustees on Gislingham Cooper Esqr. payable to Mr.) George Bates, in full of the cash in Mr.Cooper's) Hands the last year the sum of	19. 1. 6.

£609. 8. 3½.

		per CONTRA	Gr.		
			£.	s.	d.
1753					
20th	Janry.	Paid by order of the said Trustees to Mr. John Brown Surveyor for money expended by him in making a Crossing over the Road at Walbottle the sum of	1.	11.	0.
10th	Febry.	Paid by order of the said Trustees to William Ramshaw for raising the Road at the Gill between Rutchester and Whitchester the sum of	12.	10.	0.
24th	..	Paid by order of the said Trustees to Thomas Layburn for Masonwork done at Rutchester Dean and for making three arches on the Road the sum of	24.	13.	9.
24th	..	Paid by order of the said Trustees to John Richardson for building Conduits for the use of the Road the sum of	15.	12.	0.
24th	--	Paid by order of the said Trustees to Christopher Lightfoot son of the late undertaker for money due to his said Father for ? Dues stubbing of Wood Levelling two Hills and filling up two hollow places on the Road the sum of	23.	16.	6.
24th	--	Paid by order of the said Trustees to Thomas and Christopher Lightfoot the Undertakers for making the said Road on account the sum of	100.	0.	0.
March	24th.	Paid by order of the said Trustees to Ralph Davison for filling up Quarry Holes and for Damage done to his Ground the sum of	1.	1.	0.
	24th.	Paid by order of the said Trustees to Thomas and Christopher Lightfoot the undertakers for making the Road on account the sum of	170.	0.	0.
	24th.	Paid by order of the said Trustees to John Brown Surveyor for his Quarter's sallary due the 5th of next month the sum of	10.	0.	0.
	24th.	Paid by Order of the said Trustees to Thomas Layburn the Undertaker for building the Bridges on account the sum of	30.	0.	0.
	24th.	Paid by Order of the said Trustees to John Usher for Digging a well that was fill'd up by making the Road the sum of		10.	0.

April 21st.	Paid by Order of the said Trustees to John Crawforth for making two Batteries to support the Road at Heddon on the Wall the sum of ...	13. 0. 3.
21st.	Paid by order of the said Trustees to William Moffitt Pavior for making 294 yards of pavement at the Westgate at 6d. the sum of ...	7. 7. 0.
21st.	Paid by Order of the said Trustees to Thomas Layburn for Building two Arches on the Road at Halton and Shildon Common the sum of ...	15. 5. 0.
21st.	Paid by order of the said Trustees to William Ramshaw for cutting down a Hill at Heddon on the Wall the sum of	1. 9. 10.
21st.	Paid by order of the said Trustees to Thomas and Christopher Lightfoor the Undertakers for making the Road on account the sum of	170. 0. 0.
May 5th.	Paid by Order of the said Trustees to Thomas Layburn for adding 290 Foot to the flank walls of Newburn Bridge Ends at 8d. per foot the sum of	9. 13. 4.
5th.	Paid by Order of the said Trustees to Mr. Isaac Thompson and Co. printers for advertising meetings of the said Trustees the sum of	4. 0.
5th.	Paid by order of the said Trustees to Mr. John White for the like the sum of	4. 0.
5th.	Paid by order of the said Trustees to Mr. Wm. Cuthbert for the like the sum of	6. 6.
5th.	Paid by order of the said Trustees to Mrs. Hannah Hindmarsh for eleven Roods of her Ground made part of the Road the sum of	1. 15. 0.
		<hr/>
		£608. 17. 2.
	By Ballance	<hr/> 11. 1½.
		<hr/> £609. 8. 3½.

Jno. Tweddell Treasurer.

(N.B. Error of 2s. Totals should read
£608.19. 2. and £609.10. 3½. - W.L.).

APPENDIX VITHE SEVENTH ACCOUNT

the said JOHN TWEDDELL

Pr. Contra

1753

By Cash resting in his hands being the ballance of the Sixth Account the sum of 00.11. 1½

28th June. Received by a Bill drawn by order of the said Gislingham Cooper, Esq. payable to Langdale Sunderland Esqr. or Order the sum of 1000. 0. 0.

11th Augt. Received by a Bill drawn by order of the said Trustees on Gislingham Cooper, Esqr. payable to Langdale Sunderland Esqr. or Order the sum of 500. 0. 0.

£1500.11. 1½.

1753

May 19th. Paid by Order of the said Trustees to Mr. Thomas Lightfoot for stubbing of Wood and making crossing over the said Road. 10.17. 6.

19th. Paid by order of the said Trustees to Thomas Layburn for additional work done at Newburn Dean Bridge. 43.18. 6.

19th. Paid by order of the said Trustees to Thomas and Christopher Lightfoot Undertakers on account of making the road. 200. 0. 0.

19th. Paid by order of the said Trustees to Mr. JohnBell for building several walls at Halton. 20. 0. 0.

June 23rd. Paid by order of the said Trustees to Mr. John Brown Surveyor being money paid by him to Joseph Hedley and Partners for work done on the road. 22. 1. 0.

23rd. Paid by order of the said Trustees to ditto on account of his building a wall on the north side of the road along Shildon Common. 27.19. 0.

23rd. Paid by order of the said Trustees to Thomas and Christopher Lightfoot on account of making the road. 100. 0. 0.

	23rd.	Paid by order of the said Trustees to Thomas Layburn on account for building Newburn Dean Bridge.	20. 0. 0.
July	21st.	Paid by order of the said Trustees to Mr. Edward Bigge for his bill of fees and disbursements since the eleventh of May 1752.	152. 3. 0.
	21st.	Paid by order of the said Trustees to Mr. Thomas Layburn for building walls at Newburn Dean and Walbottle Lane and for building 9 yds. of conduit.	9.13. 8.
	21st.	Paid by order of the said Trustees to Mr. Thomas Lightfoot Undertaker on account for making the road.	200. 0. 0.
	21st.	Paid by order of the said Trustees to Mr. John Brown for his quarter sallary due the 5th instant.	10. 0. 0.
	21st.	Paid by order of the said Trustees to Mr. Thomas Layburn Undertaker Dean Bridge on Account.	10. 0. 0.
	21st.	Paid by order of the said Trustees to Edward Montagu Esquire for 4 acres and 1 rood of his ground made part of the road.	65. 2. 0.
	21st.	Paid by order of the said Trustees to Mr. John Brown Surveyor for building walls upon the road.	100. 0. 0.
			<hr/>
			£991.14. 8.

SEVENTH ACCOUNT CONTINUED

BROUGHT FORWARD

£991.14. 8d.

15th August.	Paid by Order of the said Trustees to Mr. Michael Pearson for making 40 roods of Wall at East Matfen at 2 sh. per rood and for 1/3rd part of an acre of his ground made part of the Road and for erecting two gates.	9. 5. 0.
15th August.	Paid by Order of the said Trustees to Mr. Thomas Lightfoot and Partners Undertakers on Account of making the Road.	200. 0. 0.
18th	Paid by Order of the said Trustees to Mr. Michael Pearson for covering 40 rood of Wall with sods there not being stones sufficient to make it 5 ft. high according to agreement.	6. 8.
18th.	Paid by Order of the said Trustees to Mr. Henry Waugh for paving his Front and making a Porch before his door at Westgate which the widening of the road made necessary.	1. 3. 9.
15th September.	Paid by Order of the said Trustees to Mr. Thomas Layburn for work done at the battlements and flank walls of Denton Bridge and for making two troughs at Walbottle Dean.	<u>7.15. 8.</u>
		1210. 5. 9.
	By Ballance	<u>290. 5. 4½.</u>
		1500.11. 1½.

Jno. Tweddell Treasurer.

APPENDIX VIITHE EIGHTH ACCOUNT

The said JOHN TWEDDELL	Dr.	Pr. Contra	Cr.
To Ballance resting in my Hands on stating and settling the Sixth and Seventh Accounts the sum of	£. s. d.		
	290. 5. 4½.	1753 2nd October. Paid by Order of the said Trustees to Mr. John Brown Surveyor on account the sum of .	50. 0. 0.
1753 29th Sept. Received by a Bill drawn by order of the said Trustees on Gislingham Cooper Esqr. payable to Mr. Thomas Simpson for	400. 0. 0.	2nd. Paid by Order of the said Trustees to Thomas Layburn Undertaker for building Bridges on account the sum of ...	10. 0. 0.
3rd Novr. Received by a Bill Drawn by Order of the said Trustees on Gislingham Cooper Esqr. payable to Matthew Ridley Esqr. the sum of.	100. 0. 0.	2nd. Paid by order of the said Trustees to Thomas and Christopher Lightfoot Undertakers for making the road on account the sum of	200. 0. 0.
	790. 5. 4½.	30th. Paid by order of the said Trustees to Mr. John Brown Surveyor for his quarter's sallary due the fifth day of October instant the sum of	10. 0. 0.
		30th. Paid by order of the said Trustees to Thomas and Christopher Lightfoot Undertakers for making the road the sum of	120. 0. 0.
		30th. Paid by order of the said Trustees to Thomas Layburn Undertaker for building Bridges on account the sum of	20. 0. 0.
		3rd November. To three quarters of a years sallary due to myself the fifth day of October last the sum of	15. 0. 0.
		Paid by order of the said Trustees to Mr. Wm. Gibson in full of his Bill of Business the sum of	31.10. 1½.

To myself by order of the said Trustees for my Extraordinary Trouble in the Execution of my office the sum of	10.10. 0.
10th. Paid by order of the said Trustees to Thomas and Christopher Lightfoot the Undertakers on account the sum of	30. 0. 0.
Paid by order of the said Trustees to Gislingham Cooper Esqr. Fees paid by him at the Treasury and Exchequer the sum of	<u>110. 4. 6.</u>
	£606. 4. 7½
By Ballance	<u>184. 0. 9.</u>
	£790. 5. 4½.

Jno. Tweddell Treasurer.

APPENDIX VIII

1756 Dec A/c

THE TWELFTH Account of the Receipts and Disbursements of John Tweddell Gentleman Clerk and Treasurer to and for the Commissioners and Trustees Nominated and Appointed for putting in Execution an Act passed in the Twenty fourth Year of the Reign of his present Majesty Intituled an Act for laying and making and in keeping in Repair a Road proper for the passage of Troops and Carriages from the City of Carlisle to the Town of Newcastle upon Tyne so far as the same relates to or Concerns that part of the said Road which lies in the County of Northumberland.

14th December 1756.

Deliv^d at the Bar by Mr. Bigge, Titled Road
and Order'd to lye on the Table.

THE TWELFTH Account of the Receipts and Disbursements of John Tweddell Gentleman Clerk and Treasurer to and for the commissioners and trustees nominated and appointed for putting in Execution an Act passed in the Twenty fourth year of the reign of his present Majesty intituled an Act for laying and making and keeping in repair a Road proper for the passage of Troops and Carriages from the City of Carlisle to the Town of Newcastle upon Tyne so far as the same relates to or concerns that part of the said Road which lies in the County of Northumberland.

The said JOHN TWEDDELL	Dr.	Pr. Contra	Gr.
To ballance resting in my Hands on Stating and Settling the last account the sum of	£1574.17.5½	1756	
1756		January 3rd. Paid by Order of the said Trustees to Mr. John Brown Surveyor on Account the sum of	£100. 0. 0.
Jan. 3rd. Received by a Bill drawn by Order of the said Trustees on Gislingham Cooper Esqr. for the sum of	£ 685. 1. 0.	31st. Paid by Order of the said Trustees to the said John Brown in full for his Quarter's sallary due the fifth day of January Instant the sum of	£10. 0. 0.
May 29 Received by a Bill drawn by order of the said Trustees on Gislingham Cooper Esqr. for the sum of	£ 500. 0. 0.	31st. Paid by Order of the said Trustees to Thomas Lightfoot being the ballance of his account stated and settled this day the sum of	£75.16. 5.
July 31 Received by two Bills drawn by Order of the said Trustees on Gislingham Cooper for the sum of	£ 400. 0. 0.	Feb. 28th. Paid by Order of the said Trustees to Mr. John Brown Surveyor on account the sum of	£60. 0. 0.
Oct. 30. Received by a Bill drawn by order of the said Trustees on Gislingham Cooper Esqr. the sum of ..	£ 100. 0. 0.	April 4th. Paid by order of the said Trustees to the said John Brown for his Quarter's sallary due the Fifth day of April Instant the sum of	£10. 0. 0.
	£3259.18. 5½.	4th. Paid by Order of the said Trustees to the said John Brown on account the sum of..	£100. 0. 0.
		4th Paid by order of the said Trustees to Thomas Layburn Undertaker of Bridges on account the sum of	£50. 0. 0.

	Pr. Contra	Cr.
April 4th. Paid by order of the said Trustees to John Richardson Mason for building conduits upon the road the sum of		£3.14. 6.
4th. Paid by Order of the said Trustees to Thomas Lightfoot Undertaker on account the sum of		£100. 0. 0.
May 29th. Paid by order of the said Trustees to the said John Brown Surveyor on account the sum of		£110. 0. 0.
May 29th. Paid by order of the said Trustees to the said Thomas Layburn Undertaker of Bridges on Account the sum of		£20. 0. 0.
June 26th. Paid by order of the said Trustees to the said John Brown Surveyor on Account the sum of		£400. 0. 0.
June 26th. Paid by order of the said Trustees to the said Thomas Layburn Undertaker of Bridges on account the sum of		£20. 0. 0.
June 26th. Paid by order of the said Trustees to Cuthbert Dixon on Account of building walls the sum of		£10. 0. 0.
July 31st. Paid by order of the said Trustees to the said John Brown Surveyor on Account the sum of		£500. 0. 0.
31st. Paid by order of the said Trustees to the said John Brown Surveyor for his Quarter's salary due the fifth day of July Instant the sum of		£10. 0. 0.
August 28th. Paid by Order of the said Trustees to the said John Brown on account the sum of		<u>£400. 0. 0.</u>
Carry forward		£1989.10.11.

THE TWELFTH ACCOUNT CONTINUED.

£. s. d.

Brought forward £3259.18.5½ 1756 Brought forward 1989.10.11.

August 25th. Paid by order of the said Trustees to Lady Blakett for Three Roods and fifteen perches of Ground made part of the Road and for damage done to her grounds the sum of	21.15. 0.
28th. Paid by Order of the said Trustees to Nicholas Roberts Esquire for one acre and twenty perches of his Ground made part of the Road and for Damage done to his grounds the sum of	23. 1. 10.
Sept. 26th. Paid by order of the said Trustees to the said John Brown Surveyor on Account the sum of £400.0. 0.	
Octr. 12th. Paid by order of the said Trustees to Thomas Lightfoot Undertaker being the ballance for finishing the road from the Town of Newcastle upon Tyne to Carriers Gap the sum of	£193. 4. 9½.
30th. Paid by Order of the said Trustees to Mr. John Brown Surveyor for his Quarter's sallary due the fifth day of October Instant the sum of ...	£10. 0. 0.
30th. By one years sallary due to myself the fifth day of October instant the sum of	£20. 0. 0.
30th. Paid by order of the said Trustees to the said John Brown Surveyor on account the sum of	£230. 0. 0.
30th. Paid by order of the said Trustees to Mr. William Gibson being money paid by him to and to the order of Christopher Lightfoot Deceased as Undertaker of the said Road the sum of ...	£214. 0.10.
30th. Paid by order of the said Trustees to William Baird for damage done to his ground by working stones out of his Quarry for the use of the Road the sum of	£1.10. 0.
	<u>3103. 3. 4½.</u>
Ball.....	<u>156.15. 1.</u>
	£3259.18. 5½.

APPENDIX IX

1757.

1757 Dec.20.

The thirteenth Account of the Receipts & Disbursements of John Tweddell Gentleman Clerk & Treasurer to & for the Commissioners & Trustees Nominated & Appointed for Putting in Execution An Act Passed in the Twenty fourth Year of the Reign of his Present Majesty Intituled an Act for laying Out making & Keeping in Repair a Road proper for the passage of Troops & Carriages from the City of Carlisle to the Town of Newcastle upon Tyne so far as the same relates to or Concerns that Part of the said Road which lyes in the County of Northumberland.

20th December 1757.

Deliv.^d at the Bar by Mr. Bigge, Intituled Road and
ordered to lye on the Table.

THE THIRTEENTH ACCOUNT of the Receipts and Disbursements of John Tweddell Gentleman Clerk and Treasurer to and for the Commissioners and Trustees Nominated and Appointed for putting in Execution an Act passed in the Twenty fourth year of the Reign of his present Majesty Intituled An Act for Laying out Making and Keeping in Repair a Road proper for the passage of Troops and Carriages from the City of Carlisle to the Town of Newcastle upon Tyne, so far as the same relates to or concerns that part of the said Road which lyes in the County of Northumberland.

The said JOHN TWEDELLE		per Contra Cr. £. s. d.	
Dr. £. s. d. 1756			
By Cash resting in his Hands being the Ballance of the Twelfth Account	156.15. 1.	Novr.27th. Paid by Order of the said Trustees to Mr. John Brown Surveyor of the Road on account, the sum of	100. 0. 0.
1757 July 29th. Received by Five several Bills drawn by Order of the said Trustees on Gislingham Cooper Esqr. the sum of	1500. - -	Decr.18th. Paid by Order of the said Trustees to the said John Brown on Account the sum of	56.16. 1.
Sept.13th. Received by Three several Bills drawn by Order of the said Trustees on Gislingham Cooper Esqr. the sum of ..	556.18. 8.	1757 Jany.29th. Paid by Order of the said Trustees to the said John Brown on Account the sum of	60. 0. 0.
Sept.27th. Received by a Bill drawn by Order of the said Trustees on Gislingham Cooper Esqr. the sum of ...	<u>270. 9.10.</u>	March 19th. Paid by Order of the said Trustees to the said John Brown on Account, the sum of	60. 0. 0.
Carried forward	£2484. 3. 7.	April 9th. Paid by Order of the said Trustees to the said John Brown on Account, the sum of	30. 0. 0.
		April 30th. Paid by Order of the said Trustees to the said John Brown on Account, the sum of	20. 0. 0.
		May 21st. Paid by Order of the said Trustees to Thomas Lightfoot late Undertaker of the Road on Account of Repairs done at the Road, the sum of .	5. 0. 0.
		May 21st. Paid by order of the said Trustees to the said John Brown Surveyor on account the sum of ..	30. 0. 0.
		July 2nd. Paid by order of the said Trustees to Thomas Lightfoot being in full of his Note for Repairs done at the Road, the sum of	10. 6. 6.

1757

July 2nd.	Paid by Order of the said Trustees to John Johnson Undertaker of Bridges on Account, the sum of ...	40. 0. 0.
July 2nd.	Paid by Order of the said Trustees to Joseph Gibson and Partner Undertakers of Haltwhistle Burn Bridge on Account the sum of ...	40. 0. 0.
July 2nd.	Paid by Order of the said Trustees to Thomas Laybourne late Undertaker of Bridges on Account the sum of ...	40. 0. 0.
July 2nd.	Paid by Order of the said Trustees to Mr. John Brown Surveyor on Acct. the sum of	373. 0. 0.
July 30th.	Paid by Order of the said Trustees to the said John Brown on Account, the sum of	250. 0. 0.
Sept. 3rd.	Paid by order of the said Trustees to the said John Brown on Account, the sum of	350. 0. 0.
Sept. 3rd.	Paid by Order of the said Trustees to the said John Brown in full for his Half years Sallary due the Fifth day of April last, the sum of	20. 0. 0.
Sept. 3rd.	Paid by order of the said Trustees to Mr. James Skaife in full for making Three acres of his Ground at Temmond part of the Road and for making Two hundred and twenty Nine Rood of Hedge at Three Shillings a Rood, the sum of	65.17. 0.
Sept. 3rd.	Paid by Order of the said Trustees to John Johnson Undertaker of Bridges on Account, the Sum of	30. 0. 0.
Sept. 3rd.	Paid by Order of the said Trustees to Joseph Gibson and Partner Undertakers of Haltwhistle Burn Bridge in full for Building the said Bridge, the sum of	52.18. 0.
Sept. 20th.	Paid by Order of the said Trustees to Mr. Edward Bigge his Bill of Fees and Disbursements in obtaining the Act last Session of Parliament, the sum of	156.18. 8.

Novr.12th.	Paid by Order of the said Trustees to Mr. John Brown, Surveyor of the Road on account, the sum of	220. 0. 0.
Novr.12th.	Paid by Order of the said Trustees to Mr. Thomas Armstrong in full for Four Acres and Thirty Six perches of his Ground at Fell-End made part of the Road and in full of all Damages occasioned thereby or by making of Hedges or otherwise relating thereto, the sum of ..	51. 0. 0.
Novr.12th.	Paid by Order of the said Trustees to Mr. John Brown Surveyor for his Half Years Sallary due the Fifth day of October last, the sum of ...	20. 0. 0.
Novr.12th.	By one years Sallary due to myself the Fifth day of October last, the sum of	20. 0. 0.
Novr. 12th.	Paid by Order of the said Trustees to Mr. Robert Lowes in full for One acre, two roods and Twenty two perches of his Ground near Chollerford Bridge made part of the Road, the sum of	31. 0. 0.
Novr. 12th.	Paid by Order of the said Trustees to the said Mr. Robert Lowes for keeping in Repair the Hedges and Fences made thro' the Grounds of the said Mr. Lowes being after the Rate of Two Shillings a Rood for One Hundred and Thirty one Roods the sum of	13. 2. 0.

 Carried forward

£ 2145.18. 3.

THE THIRTEENTH ACCOUNT CONTINUED

		£. s. d.
Brot. forward	£. s. d.	2145.18. 3.
2484. 3. 7.		
1757	Paid by Order of the said	
Novr.12th.	Trustees to Mr.	
	Robert Lambert for damage	
	done his Grounds, during	
	the time of making the Road,	
	the sum of	7. 0. 0.
Novr.12th.	Paid by Order of the	
	said Trustees to Mr. William	
	Gibson Undersheriff of the	
	County of Northumberland for	
	his trouble in summoning a	
	Jury to ascertain the Damage	
	done to the Grounds of Mr.	
	Thomas Armstrong by making	
	the Road, and for his Journey	
	Horsehire and Expences in	
	attending the View, and drawing	
	Jury Inquisition, and for Money	
	laid out and Expended in	
	Entertaining the Jury on that	
	View, the sum of	18.12. 6.
Decr.3rd.	Paid by Order of the	
	said Trustees to the Revd.	
	Mr. Cuthbert Wilson for	
	making 797 Rood of Hedges	
	thro' his Grounds at Wallick,	
	the sum of	116. 1. 0.
Dec. 3rd.	Paid by Order of the said	
	Trustees to Joshua Douglas	
	Esqr. for Two Acres, one Rood	
	and Thirty seven perches of	
	his Ground at Henshaw made	
	part of the Road, and for	
	making 271 Rood of Fences	
	in the same Ground at Three	
	Shillings a Rood the sum of	62. 0. 6.
14th December 1757	Examined and	£2349.12. 3.
	allowed by us	
William Ord	John Williams	0134.11. 4.
Wm. Fenwick		
Joseph Reay		£2484. 3. 7.
Ro. Shafto		
Wm. Cooper		
John Swinburn		
Wm. Gibson		
J. Douglas.		
	By Ballance	
	Jno. Tweddell Treasurer.	

Remains due and Unpaid to the several persons
hereafter mentioned, by Contract.

	£.	s.	d.
To Mr. John Carrick for his Grounds made part of the Road, and for Hedges	19.	11.	0.
To Mr. Thos. Errington for Dr.....	3.	7.	6.
To Mr. John Armstrong for Dr.....	36.	8.	3.
Due to the Undertaker of the Turnpike Houses	150.	0.	0.
To Building Bridges, and Damages done the Grounds of Private persons, and for Repairing the Road...	150.	0.	0.
	<hr/>		
	£359.	6.	9.

Jno. Tweddell, Clerk.

APPENDIX X

ARTICLES OF AGREEMENT between the Revd. John Waugh Dr. of Laws: The Rev. Robert Graham Henry Aglionby Esqr. Joseph Dacre Esqr. Mount. Farner Esqr. William Milbourne Esqr. The Revd. William N. Jackson John Brown and Jos. Nicolson Gent. Commissioners and Trustees appointed by an Act of Parliament made in the 24th year of his Majestys Reign, for Laying out, Making and Keeping in Repair a Road proper for the Passage of Troops and Carriages from the City of Carlisle to the Town of Newcastle upon Tyne: of the one part and John Byers Thos. Hetherington John Hetherington Isaac Byers John Byers younger and Benja. Byers of the other part dated this 16th day of July 1751.

FIRST,

The said John Byers Thomas Hetherington John Hetherington Isaac Byers John Byers younger and Benja. Byers do hereby covenant and agree to and with the said Commissioners above mentioned, and every of them by these presents That they the said John Byers Thos. Hetherington John Hetherington Isaac Byers John Byers younger and Benja. Byers or some of them by themselves or their Agents shall and will on or before the 25th day of December next, Cast, Make, Finish and Complete so much of the said Road by the said Act to be made, as extends from John Bowsteads House on Stanwix bank to the two Ash Trees at the west end of Parkbroom Lane Leading to Low Crosby in the Direction and along such Grounds as the said Commissioners or their Surveyor shall direct and appoint.

in the manner following, That is to say, The said Road to be cast Twenty seven feet in breadth from Ditch to Ditch, and to be stoned with Good and Sufficient Stone Twenty feet wide in the Middle thereof. The said Stone to be brok to such Size as the Surveyor shall think fit and the Stone in the Crown or Center thereof, to be Laid on to the Thickness of Fifteen Inches and from thence to slope of on each side to the Thickness of Five Inches, and also to Gravell the whole of the said Road from Side to Side to the Satisfaction of the Surveyor appointed by the said Trustees and to finish the whole of the said Road in a Complete and Workman like manner according to the above Conditions and to the Satisfaction of seven Commissioners and of the said Surveyor,

Also to make the Trenches on each side of the said Road a Yard wide or as the Surveyor shall direct and so deep as shall be sufficient to Carry of the Water, from each side of the said Road, and also to make all such Drains or Conduits for passing the Water from one Ditch to another which the Surveyor shall not think necessary to be arched, and also that They the said John Byers Thos. Hetherington John Hetherington Isaac Byers John Byers younger and Benja. Byers shall and will uphold, amend and Maintain the said Road from the Time the same shall be so completed and finished for the space of one year next following and at that Time Leave the said Road in Good and Sufficient Repair and fit for the Purposes by the said Act intended,

And the said Commissioners abovementioned Do hereby agree to and with the said John Byers Thos. Hetherington Jo. Hetherington

Isaac Byers John Byers younger and Benja. Byers that in consideration they do well and sufficiently Make and Complete the said part of the said Road in the manner above agreed, and perform all and every the agreements on their part above entered into, They the said Commissioners shall and will pay to the said John Byers Tho. Hetherington John Hetherington Isaac Byers John Byers younger and Benja. Byers the sum of Twelve Shillings for every seven yards in Length at such Times as the said Surveyor shall certifie the Making of any part of the said Road and in such proportion as to the said Surveyor shall seem necessary for Carrying on the said Work,

In Witness whereof the said Parties have hereunto set Their hands and seals the Day and year first above Written,

Signed and Sealed in
the presence of us.)

Geo. Pattinson
Richard Waller.

Signed,

John Byers
Tho. Hetherington
John Hetherington
Isaac Byers
John Byers
Benja. Byers

Seal.

Ordered, That this meeting be adjourned till Thursday morning at Ten o'clock, at the Bush in Carlisle,

Signed,

Jos. Nicolson
Joseph Dacre
Wm. N. Jackson
Robert Wardale
Robert Graham

Signed

John Waugh
Mount. Farrer
Henry Aglionby
Wm. Milbourne
John Brown.

APPENDIX XI

9th of September 1751.

We whose names are hereunto subscribed do Agree with the Honourable Commissioners appointed by an Act of Parliament passed the last Sessions for Making and Keeping in Repair a Road proper for the Passage of Troops and Carriages from the City of Carlisle to the Town of Newcastle upon Tyne, to build a Bridge over the Millbeck at Draw Dikes and to finish the same before May day next in the manner following;

- First, the Bridge to be five yards wide from Landbrest to Landbrest, by six yards wide.
2. The Flanks to extend six yards from each end of the Arch with Battlements, and Paving the whole Length.
3. The Arch to rise a yard & a Quarter from the Surface of the Water.
4. The Battlements to be three foot above the Pavement.
5. The Wings at each end of the Bridge to scale out to Nine Yards wide so as to take the Breadth of the Road.
- 6th. A Frame of Wood Ten inches square for the foundation and to go through the Water and to find all the Materials for the said Bridge and to finish the same in a Workmanlike manner on or before the first day of May next, as above said.
- 7th. The pennis to be Twenty Inches deep at Least, the Battlements, Penns, Springers and Walls to be well hewn & wrought and the breast Wall for the Springers to be two foot thick of hewn Stone, and Lastly We do oblige ourselves to perform all and every the above Conditions in Consideration of the sum of Forty six pounds as Witness our hands the day and year first above written,

Signed Sealed & Delivered
in the presence of us.

Wm. Dobinson
Geo. Pattinson.

Signed

Richard Bell
Arch. Thompson
Jos. Robinson

Seal.

Ø
Ø
Ø

APPENDIX XII

ARTICLES OF AGREEMENT Between the Revd. John Waugh Dr. of
 Laws the Revd. Robert Graham Henry Aglionby, Joseph Dacre Mountague
 Farrer Joseph Nicolson and William Milbourne Esqrs. Commissioners &
 Trustees appointed by an act of Parliam^{t.} made in the 24th year of
 the Reign of his Majesty King George the 2^d. for Laying out, making
 and keeping in Repair a Road for the Passage of Troops and Carriages
 from the City of Carlisle to the Town of Newcastle upon Tyne of the
 one part, and Will. Lowden Joseph Greenhow & James Bowman of the
 other part Dated this 14th day of March in the year of our Lord one
 Thousand seven Hundred & Fifty two.

WHEREAS the said Commissioners have thoug^t it proper & necessary
 for carrying on and compleating the said Road That a Bridge should be
 Built over the River Irthing at a place called Rule Holme, and the
 said William Lowden, Joseph Greenhow & Jas. Bowman are willing to
 contract for the Building thereof. They the said Will^m. Lowden
 Joseph Greenhow & James Bowman Do hereby severally for themselves
 and for Their several Executors and Administrators covenant, promise
 and agree to & with the said Commissioners and every of them, that in
 consideration of the sum of Three Hundred and Forty pounds to be paid
 by the said Commissioners or their Treasurer in the manner hereafter
 mentioned, to them the said William Lowden, Joseph Greenhow & James
 Bowman, that they will Build and in a compleat workmanlike manner
 finish before Micha^lmas Day next after the date hereof a Bridge
 of hewn Stone over the said River Irthing at the place above
 mentioned according to the several Dementions. (thus) & proportions.

following, (that is to say) that the said Bridge do consist of two arches, that there be sufficient Pillars between the said two arches, that the pennis be two feet two Inches deep, that the Bridge be six yards wide in the middle thereof, betwixt Battlem^t. & Battlement & scale off to nine yards at each end so as to answer to the Breadth of the Road, that the Battlements be four feet high & one foot thick, and further the said William Lowden Joseph Greenhow & Jam. Bowman Do hereby severally Covenant and agree to and with the said Commissioners and every of them that they will well and sufficiently pave 20 yards in Length from the Landbreast at each end of the said Bridge, & also that they will at their own proper Costs and Chartes find, provide Lead & carry all the Materials necessary for Building the said Bridge and making the said Pavem^t. as aforesaid and also shall and will uphold, repair and maintain the said Bridge & Pavement for the Term of seven years to commence from Michaelmas next ensuing the date hereof, and Leave the same well and sufficiently repaired and in good Plight and Condition at the expiration of the said Term of seven years, Provided Nevertheless, and this agreement is upon this condition and so taken and understood by all the Parties hereto, that there is Rock sufficient for the Foundation of the Pillar of the said Bridge to be met with in the bed of the said River Irthing at the place aforesaid within six foot from the surface of the water at the summer Levell thereof, and if such sufficient Rock is not to be met with as aforesaid then the said Commissioners Parties hereto are to find and provide a sufficient Frame of Wood for the Foundation of the said Pillar or else Contact (thus) with the said

William Lowden, Joseph Greenhow and James Bowman for the making thereof if they can agree upon a Reasonable price for the same, and the said abovementioned Commissioners do hereby Covenant and Agree to & with the said William Lowden, Jos. Greenhow and James Bowman that They will pay or cause to be paid unto them the said Wm. Lowden Joseph Greenhow & James Bowman Their Executors or Administrators the said sum of Three Hundred and Forty pounds at the Times and in the proportions hereafter mentioned, ((that is to say)) the sum of one Hundred pounds on or before the Fifteenth Day of May next one Hundred pounds on the striking of the first Arch of the said Bridge and one Hundred and Forty pounds when the said Bridge shall be compleatly finished according to the Terms of this agreem^t. and so certified to be to the said Commissioners abovementioned or to any seven or more of the Commissioners in the said act named by their Surveyor of the said Road, And also that if such Rock for the Foundation of the Pillar of the said Bridge as aforesaid cannot be met with, that they the said Commissioners will find & Provide a sufficient Frame of Wood for such foundation, or else contact (thus) with the said William Lowden, Joseph Greenhow and James Bowman for the making thereof, if they can agree upon a reasonable price for the same over and above the said sum of Three hundred and Forty pounds to be paid as aforesaid. And that the Landbreasts on each side of the said Bridge shall be carried so far back as to make the Diameter of the Arch seventeen yards in the clear.

In Witness whereof the said Parties have hereunto Interchangably set their hands and Seals the Day and year first above written.

Signed

Seal

Witness:

Geo. Pattinson
Richard Waller

William Lowden
Joseph Greenhow
James Bowman.

APPENDIX XIIa

* John Gasgarth) Know all Men by these presents that We William
 of Lamonby, Ed.)
 Bowerbank of) Lowden of Lamonby in the Parish of Skelton* and
 Catteralond hall))
 Ro. Bowman of) County of Cumberland Joseph Greenhow and James
 Briggwood foot,) Bowman of the same place and County aforesaid

yeomen are held and firmly bound unto the Revd. John Waugh Doctor of Laws. The Revd. Robert Graham, Henry Aglionby, Joseph Dacre, Moun.^e Farrer Joseph Nicolson and William Milbourne Esqrs.

Commissioners & Trustees appointed by an Act of Parliament made in the 24th year of the Reign of his Majesty King George the second for Laying and Making and Keeping in Repair a Road for all Passage of Troops and Carriages from the City of Carlisle to the Town of Newcastle upon Tyne in the sum of Four Hundred pounds Lawfull money of Great Britain to be paid to the said John Waugh, Robert Graham, Henry Aglionby, Joseph Dacre, Mountague Farrer, Jos. Nicolson & Wm. Milbourne or to their certain Attorney, Their Executors, Administrators or assigns to which Payment well & truely to be made, We do oblige ourselves, our Heirs, Executors, Administrators & Assignes firmly by these presents. Sealed with our Seals dated the 14th day of March in the 24th year of the Reign of our Sovereign Lord King George the second & in the year of our Lord 1752.

The Condition of this Obligation is such, That if the above Bound William Lowden Joseph Greenhow, James Bowman John Gasgarth, Edward Bowerbank & Robert Bowman Their & each of their Heirs, Executors & Administrators do well and Truely perform, Observe

& keep all and every the Covenants & Agreements contained in certain Articles of Agreement bearing even date with these presents, made or mentioned to be made Between the Revd. John Waugh Robert Graham Henry Aglionby Jos. Dacre, Mountague Farrer, Jos. Nicolson & William Milbourne of the one part, And the said William Lowden, Joseph Greenhow, James Bowman, John Garsfarth, Edward Bowerbank & Robert Bowman of the other part on the part and behalf of the said William Lowden, Jos. Greenhow, James Bowman, John Garsgarth, Edward Bowerbank & Robert Bowman to be performed observed and kept, then this present Obligation to be void and of none effect, or else to remain in full force and virtue.

	Signed	Seals
	William Lowden	Ø
	Joseph Greenhow	Ø
	James Bowman	Ø
Witness	John Gasgarth	Ø
Geo. Pattinson	Ed. Bowerbank	Ø
Richard Waller.	Ro. Bowman	Ø

APPENDIX XIII

THE COMMISSIONERS FOR MAKING THE ROAD FROM CARLISLE TO NEWCASTLE

Gis. Cooper	Dr.	CONTRA	Cr.
1751			
Novem ^r 8 To the R. Hon.)		1751	
The Lords of the)		Novem ^r 8. By Sundry Expences viz.	
Treasury	£1000 —	Paid at the Treasury £7. 3. 6.)	
		Warrant	0. 9. 6.)
		Pells Office	4. 4. 6.)
		Tellers Fees &	} £58.13. -
		Civil List ... 40.....	
1752.		Auditor	6. 5. 0.)
June 8 To Ditto.....)	£1000 —	Messengers.....	0.10. 6.)
		25. By Edward Bigge, Esq.....	95. 9. -
		Decem. 6 By Edward Watson.....	148.....
		11 By Joseph Backhouse.....	100.....
		12 By James Atkinson.....	350.....
		13 By Nathaniel Jackson.....	13. 6. -
		18 By Richard Hodgson.....	188.14. -
		1752.	
		June 8 By Sundry Expences viz.	
		Paid at the Treasury £7. 3. 6.)	
		Messengers.....	1. 1. 0.)
		Auditors Fee....	6. 5. 0.)
		Bell Office.....	4. 4. 6.)
		Tellers Fee.....	15.....
		Civil List.....	25.....
		Warrant.....	0. 9. 6.)
		Messenger.....	0.10. 6.)
		29 Edward Bigge Esq.....	27.19. 9.
July 6		Joseph Nicholson	100.....
9		Thomas Bewley.....	80.....
10		Samuel Tolpey.....	115.....
13		William Tullie Esq.....	200.....
Aug ^t . 9		Allowance to Gis ⁿ . Cooper..	20.....
27		Thomas Bewley.....	5.....
		Bryce Blair Esq.....	100.....
29		Richard Hodgson.....	20.....
Novem ^r 8		The Rev ^d . Dr. Bolton	120.....
		Ditto.....	60.....
			<u>£1861.15. 9.</u>
		By due to The Commissioners	
		to Balance.....	<u>138. 4. 3.</u>
	<u>£2000.—</u>		<u>£2,000.—. -.</u>

1753 Feby. 13 To the Ballance £138. 4. 3.

APPENDIX XIV.

GEORGE PATTINSON Treasurer to the Commissioners for Making
 so much of the Road between Carlisle & Newcastle upon Tyne
 as lies in the County of Cumberland DEBTOR for Money Granted
 by Parliament for making that part of the said Road -----

	£	S	D
To Cash in the Hands of Mr. Gislingham Cooper Banker)			
being the Ballance due to the Commissioners from)..	168	10	10
him at the end of the year 1753			
 To Cash Received from the Right Honourable the Lords)			
Commissioners of His Majesty's Treasury by the)			
Hands of Mr. Gislingham Cooper Banker being Granted)..	2000	-	-
by Parliament for Making So much of the Road from)			
the City of Carlisle to Newcastle upon Tyne as lies)			
in the County of Cumberland for the year 1754)			
	£2168 10 10		
	£2168 10 10		

GEORGE PATTINSON Treasurer to the Commissioners for Making
 So much of the Road between Carlisle and Newcastle upon Tyne
 as lies in the County of Cumberland CREDITOR for Money paid
 And Disbursed for Making that part of the said Road --

		£	s	D
1754				
July 13 th	By Cash paid by the Treasurer over and above the Money Received by him from Mr. Gis: Cooper Banker Out of the 1000 pounds Granted for the year 1753	61	6	10½
-	Paid Richard Bell as by receipt	60	-	-
-	Paid Wm. Lowden as by Receipt	40	-	-
-	Paid D. ^o	18	14	8
16	Paid Barnard Richardson as by receipt	-	18	-
17	Paid John Railton as by receipt	1	15	-
-	Paid Mr. John Nowell as by receipt	164	5	-
18	Paid Robert Rontree as by receipt	30	-	-
19	Paid John Railton as by receipt	170	-	-
August 3	Paid George Graham as by receipt	1	16	-
9	Paid John Railton as by receipt	100	-	-
10	Paid Arch ^d Frazier as by receipt	-	19	4
22	Paid Wm. Hetherington as by receipt	3	6	6½
24	Paid Mr. John Nowell as by receipt	80	-	-
Septemb: 21	Paid Thomas Lowery as by receipt	2	10	-
23	Paid John Railton and Partner	200	-	-
Octob. ^r 12	Paid John Blair as by receipt	2	19	2
15	Paid Richard Bell as by receipt	4	12	6
-	Paid Archb. ^d Frazier as by receipt	-	18	10
19	Paid John Blair as by receipt	6	-	11
25	Paid Wm. Sutton as by receipt	-	14	-
26	Paid Robert Graham as by receipt	-	1	4
November 9	Paid John Blair as by receipt	6	-	2
12	Paid Christopher Perkins as by receipt.....	-	17	1
23	Paid Wm. Hetherington as by receipt	4	6	6½
		£962	1	11½

		Cr.	£	s	D
P CONTRA					
1755	Brought forward		962	1	11½
November 26	Paid Thos. Hetherington as by receipt		3	10	-
27	Paid Mr. Waller One quarters Sallery		10	-	-
-	Paid Samuel Halton as by receipt		5	14	-
30	Paid John Harding as by receipt		4	-	-
December 13	Paid Mr. Waller as by receipt		24	-	-
-	Paid to Arch. ^d Frazier as by receipts.....		47	3	6
1755					
January 2	Paid Richard Waller One Quarter Sallery due the 25th December 1754		10	-	-
1754					
Octr. 29	Paid Wm. Bailey On John Railton's Acc ^t . & On Acc ^t . of Making the Road		20	-	-
1755					
Jan: 10	Paid Clerk his half year Sallery due 25th December 1754		10	-	-
	Paid by Mr. Pattinson a Bill of Small) Disbursements as Approved by)		-	5	10
	Acc. of Particulars				
	By Fees paid at the Treasury by Mr. Gis. Cooper) On 2000 pounds Granted by Parliament for the) year 1754		110	4	6
	By Commission paid to Mr. Coeper Banker On) 2000 pounds Granted by Parliament for the) year 1754		20	-	-
	By Cash in the Hands of Mr. Pattinson late) Treasurer at the Time of his Death		403	3	11½
	By Cash in the Hands of Mr. Gis: Cooper Banker) at the end of the year 1754		538	6	4
			£2168	10	10
			£2168	10	10

In error - should read 1754.

Wf.

APPENDIX XV.

GEORGE BLAMIRE Treasurer to the Commissioners for Making So much of the Road between Carlisle and Newcastle upon Tyne as Lies in the County of Cumberland DEBTOR for Money Granted by Parliament for Making that part of the said Road -----

	£	S	D
1755			
March 22 ⁿ To Cash Received by George Blamire from) Mrs. Judith Pattinson Executrix of) Mr. Geo. Pattinson late Treasurer) ... 403 3 11½ being the Ballance in His Hands at) the time of his Death			
To Cash in the Hands of Mr. Gislingham) Cooper Banker at the End of the Year) ... 538 6 4 1754			
June 13 th To Cash Received from the Right Honourable) the Lords Commissioners of His Majesty) Treasury by the Hands of Mr. Gislingham) Cooper Banker being Granted by) Parliament for Making So much of the) .. 2000 - - Road from the City of Carlisle to the) Town of Newcastle upon Tyne as Lies in) the County of Cumberland for the Year) 1755			
	<hr/> £2941	10	3½ <hr/> <hr/>

GEORGE BLAMIRE Treasurer to the Commissioners for
 Making So much of the Road between Carlisle and
 Newcastle upon Tyne as Lies in the County of
 Cumberland CREDITOR for Money paid and Disbursed
 for Making that part of the said Road ---

1755		£	S	D	
March	22	Paid Henry Aglionby Esq. ^r for Damage Done his ground) in digging 2 Gravell paths	2	2	-
		- Paid Richard Bell & Partners in full of their) Contract for Making 282 Rood of Road from) Brampton Townfoot to Bury Moor at 18 p Rood....)	13	16	-
		- Paid Richard Bell & Partners in part & on Acc. ^t of) Making 400 Roods of road from Cumcatchgate on) Brampton fell towards Scarrow hill	60	-	-
		- Paid Richard Waller in Order to discharge Severall) Workmen imployed by Robert Rontree	32	17	2
	23	Paid Tho. ^s Lowry in full for damage done his ground)	2	10	-
May	3	Paid Jos: Crosthwaite for work done near Preistbeck) Bridge	7	15	9
June	18	Paid John Byers & Partners in part & On Acc. ^t of) Making the Road between Scarrow-hill Beck &) Temmon	60	-	-
	20	Paid Richard Bell & Partners in part & On Acc. ^t for) Making the Road between Cumcatchgate and) Scarrow-hill	30	-	-
July	17	Paid Richard Waller Surveyor half a year Sallary) due the 24th June last	20	-	-
	21	Paid J. Thompson & Tho. ^s Slack for advertizing the road)	-	16	-
August	7	Paid John Railton in part & on Acc. ^t for Making the) Road between the two Ash Trees in Parkbroom Lane) & Bury Moor	100	-	-
		- Paid John Byers & Partners in part & On Acc. ^t of) Making the Road between Scarrow-hill & Temmon)	100	-	-
		- Paid John Stephenson & Partners in part & On Acc. ^t) for Making three Bridges between Scarrow-hill &) Temmon	30	-	-
	30 th	Paid John Stephenson & Partners in part & On Acc. ^t) for Making three Bridges between Scarrow-hill &) Temmon	20	-	-
		- Paid Wm. Sutton for Six dozen Hf Hammer Shafts)	1	1	6
		- Paid Wm. Campbel for painting the Wood Posts) between Eden and Preistbeck Bridges	-	14	4
Figures incorrect.			£481	13	2½

W.L.

GEORGE BLAMIRE Treasurer

Dr.

£ S D

Brought forward 2941 10 3½

		Cr.	£	S	D
P CONTRA					
1755	Brought forward		481	13	2½
August 30 th	Paid John Byers & Partners in part & on Acc. ^t) of their Contract for Making the Road between) Scarraw-hill beck & Temmon .....	)	40	-	-
Sept. 1	Paid Mr. Bigge his Bill		60	13	10
13	Paid the Jurymen for their trouble in Valuing) Ground taken into the Road between Scarraw-) hill & Temmon .....	)	3	-	-
-	Paid Richard Bell & Partners in part and On) Acc. of Making the Road between Cumcatchgate) and Scarraw-hill.....	)	100	-	-
-	Paid John Lowes for four years damage done to) his Ground in Digging & Loading Gravel for the) Road .....	)	2	-	-
-	Paid John Hetherington for Damage done to his) Ground in BramptonPark & Hollingstone in) Making the Road .....	)	4	-	-
-	Paid W. ^m Harding for Summoning a Jury of 24) Persons for Valuing the Ground taken into the) Road between Scarraw-hill & Temmon .....	)	-	12	-
-	Paid Arch. ^d Frazier 23. 8. 0. in part for trenching) between Scarraw-hill & Temmon and 18. 5. 0. for) Making 21 Conduits Also 4. 9. 5 for work done) by the day - Making in all .....	)	46	-	5
-	Paid Rickerby Atkinson in full for damage done) his ground at Draw-Dikes in Making the Road ..)	)	13	-	-
-	Paid W. ^m Bailey for work done on the Road by the) day.....	)	-	14	6
18	Paid Arch. ^d Tompson for work done on the Road by) the day..	)	1	2	4
Octob. ^r 30	Paid John Lowes in full for damage done his) Ground called the Walls .....	)	1	-	6
-	Paid Lancelot Clemison in full for Damage done) his Ground in Millus farm .....	)	-	9	-
-	Paid Archd. Frazier in full for Trenching 646) Roods of Road between Scarraw-hill Beck) and Temmon	)	19	6	10
-	Paid John Byers & Partners in part & on Acct.) of their Contract for Making the Road) between Scarraw-hill Beck & Temmon ... )	)	20	-	-
-	Paid John Stephenson & Partners in part & on) Acct. of their Contract for Making three) Stone Bridges between Scarrawhill & Temmon)	)	40	-	-
-	Paid James Skaife for his ground taken into the) Road & Making Hedges .....	)	53	14	-
-	Paid John Bell for his ground taken into the) Road & Making Hedges.....	)	29	10	2½
			£916	16	10
			£916	16	10

GEORGE BLAMIRE Treasurer

Dr.

	£	S	D
Brought forward	2941	10	3½

P CONTRA

CR.

		£	S	D
1755	Brought forward	916	16	10
October 30 th	Paid John Liverick for his Ground taken into the Road & Making Hedges.....)	1	7	11
	Paid Nathaniel Jackson for his Ground taken into the Road & Making Hedges.....)	14	11	5
Novemb. ^r 8 th	Paid Richard Bell in part & On Acc. ^t for Making the Road between Cumcatchgate and Scarrow-hill	40	-	-
12	Paid Richard Waller Surveyor One Quarter Salary due 29 th September last	10	-	-
	Paid Archd. Frazier for work done on the Road by the day	8	11	10
21	Paid by George Blamire a Bill of Small Disbursements as Appeard by Account of Particulars	-	7	10½
	By Fees paid at the Treasury by Mr. Gislingham Cooper On 2000 pounds Granted by Parliament)110 for the year 1755		4	6
	By Commission Due to Mr. Gislingham Cooper) Banker On 2000 pounds Granted by) Parliament for the year 1755	20	-	-
	By Cash in the Hands of George Blamire) Treasurer the 21st November 1755 ...)	1711	8	1
	By Cash in the Hands of Mr. Gislingham) Cooper Banker the 21st of Nov. ^r 1755 ..)	108	1	10
		<hr/>	<hr/>	<hr/>
		£2941	10	3½
		<hr/>	<hr/>	<hr/>

APPENDIX XVI.

1756. Dec. 14

Copies of all the Orders and Acts of the Commissioners and Trustees and also the Account of the Receipts and Disbursements of George Blamire Gentleman Treasurer to and for the said Commissioners and Trustees Nominated and Appointed for Putting in Execution AN ACT Passed in the Twenty Fourth Year of the Reign of his Present Majesty Intituled An Act for laying out making and keeping in Repair a Road proper for the Passage of Troops and Carriages from the City of Carlisle to the Town of Newcastle upon Tyne so farr as the same relates to or Concerns that Part of the said Road which lies in the County of Cumberland.

14 December 1756.

Deliv.^d at the Bar by Mr. Bigge, Titled Road

& Ordered to lye on the Table.

GEORGE BLAMIRE Treasurer

Dr.

£ S D

Brought forward 1819 9 11

GEORGE BLAMIRE Treasurer to the Commissioners
 for making so much of the Road between Carlisle &
 Newcastle upon Tyne as Lies in the County of Cumberland
 DEBTOR for money Granted by Parliament for making that
 part of the said Road ----

	£	S	D
To Cash in the Hands of George Blamire Treasurer on the) 21st Day of November 1755)	1711	8	1
To Cash in the Hands of Mr. Gislingham Cooper Banker on) the 21st Day of November 1755)	108	1	10
	<hr/>		
	£1819 9 11		
	<hr/> <hr/>		

GEORGE BLAMIRE Treasurer to the Commissioners for Making
so much of the Road between Carlisle and Newcastle upon
Tyne as Lies in the County of Cumberland CREDITOR for
Money Paid & Disburst for Making that part of the said Road

		£	S	D
1755				
Novemb. 24 th	PAID Joseph Gillibourn in full for his Ground) now taken into and made part of the Road at) Stanwix Bank	1	-	-
-	Paid Richard Waller for work paid by him on) the Road	1	4	3½
27 th	Paid Nathaniel Jackson for Stones & Bricks) Bo. of him.....)	12	10	-
29 th	Paid Arch. Frasier in full for Trenching) west of Brampton	8	6	8
Decemb. 31 st	Paid for George Bell's Ground which is taken) into the Road at Clousgill and for) Making Hedges for fencing out the same)	43	1	10½
1756				
January 8 th	Paid Richard Waller the Surveyor One Quarter) Sallary due the 25 th ultimo	10	-	-
March 1 st	Clerk and Treasurer's One Year Allowance due) this day	20	-	-
11	Paid John White of Newcastle & Tho. Wallis) for advertising the road	-	9	10
13	Paid John Railton in full for Damage Done his) Ground at Townfoot near Brampton by) making the Road	3	5	-
22	Paid M. Nowell for Making 386 Roods of Hedge) for fencing out the Road from the New) Mill Gate East of Brampton to the East) end of Anthony Richardson's Farm being) all in the Earl of Carlisle Ground ...)	48	5	-
27	Paid William Hetherington his Bill for Ironwork) - Paid John Byers & Partners in part and on) account of their Contract	2	9	4½
-	- Paid Richard Waller Surveyor One Quarter) Sallary due the 25 th Instant	10	-	-
April 10 th	Paid W. Graham & Samuel Boustead in full for) damages done their Ground in Rickerby) fields)	-	4	-
June 2 nd	Paid Arch. Frasier £3.11.9 for Making 4 Conduits) And £8.15.0. for Trenching 75 Roods of Road) And £1.7.9. for work done by the day) amounting in all	13	14	6
5 th	Paid Arch. Thompson in full for work done by him) for the road	3	12	6
July 15 th	Paid John Lowden John Stephenson & W. Routledge) for building 311 yards of additional Stone) Battlement at the ends of Scarrow hill) Bridge Low Birk Cragg Bridg & the Bridge) near Temmon	25	18	4
		<hr/>		
		£224	1	4½
		<hr/> <hr/>		

P CONTRA		CR	£	S	D
1756	Brought forward		224	1	4½
July 15 th	Paid Richard Bell and Thomas Hetherington in part and on Acc. of their Contract for Making the Road from Cumcatch Gate to Scarrowhill .....	)	100	-	-
-	Paid John Byers & Partners in part and on Acc. of their Contract for making the Road from Scarrowhill Beck to Temmon ..	)	67	-	-
-	Paid Richard Waller Surveyor One Quarter Allowance due the 24 th June last ....	)	10	-	-
22 nd	Paid John Stephenson John Lowden & W. th Routledge in full for Building three Stone Bridges between Scarrow hill and Temmon .....	)	25	-	-
Aug. ^t 17 th	Paid John Byers & Partners in part and On Account of their Contract for making the Road from Scarrow hill Beck to Temmon .....	)	30	-	-
24 th	Paid Arch. Fraser his three Bills for work done by the day amounting to .....	)	7	16	10½
Sep. ^r 14	Paid John Byers & Partners for making 13 Roods & 5 yards of additional Road at the Low Row)	)	4	16	-
15	Paid Arch. Fraser for Trenching 154 Roods of Road over Brampton Fair Hill at 1/6 p Rood .....	)	11	11	-
14 & 15	Paid Several Workmen & others as Ordered the 14 th Instant being Money due them from John Railton and Robert Rontree .....	)	76	8	3
18	Paid John Bell for all Damage done his Ground at Clougill .....	)	2	2	-
20	Paid James Skaike in full for all damage done his Ground at Temmon .....	)	4	-	-
-	Paid Isaac Bell On John Railton's Acc. pursuant to an Order made the 14 th Ins. ....	)	2	1	10½
25	Paid John Bell of Low Houses for all Damage done his Ground in Highfield .....	)	1	11	6
Octob ^r 2	Paid Tho. ^s Nicholson for all Damage done his Ground at Birk Cragg .....	)	1	-	-
16	Paid Arch. Fraser for Making 41 Roods of Road at the West end of Scarrow Hill Bridge .....	)	22	11	-
-	Paid Richard Waller Surveyor One Quarter Sallary due the 29 th ultimo .....	)	10	-	-
18	Paid George Sowerby for his Ground and Hedge taken into the Road at High Crosby .....	)	-	15	-
20 th	Paid Rowland Boustead for Damage done his Ground in Crosby Holme .....	)	-	10	-
			<hr/>		
			£601	4	10½
			<hr/>		

P CONTRA

CR

		£	S	D
1756	Brought forward	601	4	10½
October 20 th	Paid Rowland Boustead for the absolute purchase of One Rood and Eleven perches of his Ground in Crosby Holme for a Gravel pitt	9	11	3
22	Paid Arch. Fraser his two Bills amounting to)	3	10	11
-	Paid Peter Warwick for paving 184 yards at Scarrohill Bridge	1	10	8
-	Paid John Bell for filling up Stone Quarries) etc.....)	1	10	-
-	Paid William Sutton for Six Dozen & 4 Hammer) Shafts	1	2	6
23	By Clerk & Treasurer half year Sallary due) the 1 st of September 1756	10	-	-
Novemb ^r 1	Paid by George Blamire Bill of Small) Disbursements as Approved by Acc. of) particulars		7	11
	By John Raylton and Robert Rontree due to) them for Making the Road from the two) Ash Trees in Parkbroom Lane to Berry) Moor	243	6	2
	By Cash in the Hands of George Blamire) Treasurer the 5 th November 1756 ..)	839	3	9
	By Cash in the Hands of Mr. Gislingham) Cooper Banker the 5 th November 1756)	108	1	10
		<u>£1819</u>	<u>9</u>	<u>11</u>

WE the Underwritten Commissioners do hereby certify to the Right Honourable The Lords Spirituall and Temporal in Parliament aforesaid That the above is a true Coppy of the Acc. of Receipts and Disbursements by the Treasurer to the Commissioners Acting within and for the County of Cumberland by Virtue of an Act of Parliament Intituled An Act for Laying Out Making and Keeping in Repair a Road proper for the passage of Troops and Carriages from the City of Carlisle to the Town of Newcastle upon Tyne from the 22nd day of November 1755 inclusive to the 6th day of November 1756.

Robert Wardale
 John Brown
 W. Milbourne
 Robt. Graham
 J. O. Dacre
 M. Farrer
 Jos. Nicolson.

216.
APPENDIX XVII.

GEORGE BLAMIRE Treasurer to the Commissioners for Making so much of the Road between Carlisle and Newcastle upon Tyne as lies in the County of Cumberland DEBTOR for Money Granted by Parliament for Making that part of the said Road.

	£	S	D
To Cash in the hands of George Blamire Treasurer on the) 5th day of November 1756)	839	3	9½
To Cash in the hands of Mr. Gislingham Cooper Banker on) the 5th day of November 1756)	108	1	10
1757 August 4 th To Cash Received from the Right Honourable the) Lords Commissioners of His Majesty's Treasury by the) Hands of Mr. Gislingham Cooper Banker being Granted) by Parliament for making so much of the Road from) the City of Carlisle to the Town of Newcastle upon) Tyne as lies in the County of Cumberland for the year) 1757)	500	-	-

Carried forward

£1447 5 7½

GEORGE BLAMIRE Treasurer

Dr.

	£	S	D
Brought forward	1447	5	7½

GEORGE BLAMIRE Treasurer to the Commissioners for Making
so much of the Road between Carlisle and Newcastle upon Tyne
as lies in the County of Cumberland CREDITOR for Money Paid
and Disburst for Making that part of the said Road

		£	S	D
1756				
November 6 th	Paid William Hetherington for making and repairing Hammers	1	7	3
-	Paid John Tiniswood for two Gates &C.....	-	11	4
-	Paid Richard Bell & partners in part and On) Acc. of their Contracts for building) Stone Bridges & Making the Road between) Cumcatchgate & Scarrowhill	60	-	-
8 th	Paid John White & Thomas Wallis for) advertising the road Six times ..)	-	11	4
December 4 th	Paid Richard Dalton for the use of Geo. Dalton) for the absolute purchase of 21 perches of) the s ^d Geo. Dalton's Ground in Crosbyholme) for a Gravel pitt	3	18	9
25 th	Paid Richard Waller the Surveyor One quarter) Sallery due this day	10	-	-
1757				
March 1	By Clerk & Treasurer half a year Sallery due) the 1 st March 1757	10	-	-
5	Paid William Workman in part and On Acc. of his) Contract for Making the Road over Brampton) fair hill	20	-	-
April 2 ^d	Paid Richard Waller the Surveyor One quarter) Sallery due the 25 th ultimo	10	-	-
May 14 th	Paid John Phillips for the absolute purchase of) 20 perches of his Ground in Crosbyholme) called Waterlands for a Gravel pitt for) Making the Road	3	15	-
-	Paid John Hewitt for damage done his ground in) Crosbyholme by leading gravel over it three) years for making the Road	-	9	-
16 th	Paid William Workman in part and on Acc. of his) Contract for making the Road over Brampton) fair hill	40	-	-
June 24 th	Paid Richard Waller the Surveyor One quarter) Sallery due this day	10	-	-
July 14 th	Paid William Workman in full of his Contract) for making the road over Brampton fair hill) and making a Stone Conduit	72	7	10½
-	Paid John Byers & partners in part and on Acc.) of their Contract for making the road from) Scarrow hill to Temmon	46	4	-
-	Paid Richard Bell and partners in full of their) Contract for making the Road & three Stone) Bridges between Cumcatchgate & Scarrowhill)	69	3	8½
Carried forward		£358	8	3

P CONTRA	Cr.	£	S	D
Brought forward		358	8	3
1757				
July 14 th Paid John Brown in full for damage done his) ground in Brampton Mill farm in the years) 1755, 1756 and 1757 by making the Road ...)		2	10	-
Paid Anthony Richardson in full for damage done) his ground in the Barn's farm in the years) 1755 & 1756 by making the Road		2	-	-
15 th Paid Thomas Dalton in full for damage Done his) ground in Middle farm in the year 1754 by) making the Road		1	10	-
August 2 ^d Paid John Byers and partners in part and On) Account of their Contract for Making the) road between Scarrowhill and Temmon ...)		25	-	-
20 th Paid Mr. Edward Bigge his Bill of Charges for) attending both Houses of Parliament &c in) the years 1755 & 1756		11	18	8
September 1 st By Clerk and Treasurer half a year Sallery) due this day		10	-	-
26 th Paid Isaac Thompson & John Slack for) advertising the road		-	18	-
27 th Paid Richard Bell & partners for additional) work done at Cumcatch Bridge		19	2	10½
October 14 th Paid Richard Waller the Surveyor One quarter) Sallery due the 24th ultimo.....)		10	-	-
22 ^d Paid Henry Topping for building 14 Roods and) One yard of Stone Wall against the Earl of) Carlisle's Nursery at Brampton Townfoot...)		3	10	8½
25 Paid David Ewart for 31½ perches of his) Ground which is taken into and made) part of the Road near Brampton		5	-	-
Paid several Labourers and others for making) the Road near Stanwix		18	19	7
Paid Mr. Waller at sudry times between the) 3rd December 1756 and the 16th of) November 1757 for and towards making the) road as by his receipts		65	7	10
Paid a Bill of small Disbursments as Appears) by Acc. of particulars		-	13	8
By John Johnstone due to him for building half) the Bridge over Powtross at Temmon		22	10	-
By Commission paid to Mr. Gislingham Cooper) Banker on 500 pounds granted by Parliament) for the year 1757		5	-	-
By Cash in the hands of George Blamire) Treasurer on the 25th of November 1757)		884	16	0½
		<u>£1447</u>	<u>5</u>	<u>7½</u>

We the underwritten Commissioners Do hereby certify to the Honourable the Commons of Great Britain in Parliament assembled That the above is a true Copy of the Acc.^t of the Receipts and Disbursements by the Treasurer to the Commissioners Acting within and for the County of Cumberland by Virtue of an Act of Parliament INTITULED An Act for laying out making and keeping in repair a Road proper for the passage of Troops and Carriages from the City of Carlisle to the Town of Newcastle upon Tyne from the 6th day of November 1756 inclusive to the 26th day of November 1757.

Chr: Musgrave
 Henry Aglionby
 Robert Graham
 W.^m Milbourne
 M. Farrer
 W. N. Jackson
 Robert Wardale
 Jo. Dacre
 Jos. Nicolson
 J. Brisco.

APPENDIX XVIII.

GEORGE BLAMIRE Treasurer to the Commissioners for
 Making so much of the Road between Carlisle and Newcastle
 upon Tyne as lies in the County of Cumberland DEBTOR for
 Money Granted by Parliament for Making that part of the
 said Road.

	£	S	D
To Cash in the Hands of George Blamire Treasurer on the 25th day of November 1757	884	16	0½

GEORGE BLAMIRE Treasurer to the Commissioners for
 Making so much of the Road between Carlisle and Newcastle
 upon Tyne as lies in the County of Cumberland CREDITOR for
 Money paid and disbursed for Making that part of the said Road.

		£	s	D	
57	Nov. 26 th	Paid Peter Wainick in part for paving the Road at the East end of Brampton	40	-	-
		By Geo. Blamire expences in Going to Newcastle to waite on the Northumberland Commissioners for Building a Bridge over Pontross	1	3	-
	Dec. 10 th	Paid John Byers & Partners in full for Making the Road between Scarrowhill & Temmon	2	2	-
	13	Paid William Burrow for 8.2 perches of his Ground at the East end of Brampton which is taken into and made part of the Road	2	10	-
758		Paid Richard Waller One quarter Sallery due the 25th December 1757	10	-	-
	Feb: 22	Paid John White & John Warwick for Advertising the Road	-	17	-
	March 1 st	By Clerk and Treasurer half a year Sallery due this day	10	-	-
		Paid Benj: Byers & others for Making the Road as by Acc. of Particulars	3	-	8½
	April 6	Paid John Stephenson in full for building a Stone wall for fencing out David Ewarts Close at the East end of Brampton	17	10	6
		Paid a Bill of small disbursments as appears by Acc. of particulars	-	2	4
	May 6 th	Paid Arch. Thompson for Carpenters work	5	15	8
		Paid Edward Smith for painting the Mile posts ..	1	4	2
		Paid Mr. John Nowel for wood for the Mile Posts &c.	5	11	5
		Paid John Railton for 700 Bricks and ground taken into the Road	1	3	9
		Paid John Stephenson in part for building a Stone wall at Low Row Tollgate	10	-	-
		Paid Henry Toppin for Mason work for the Road	13	8	7
	June 3 ^d	Paid Benj: Railton and partners for building a Toll House and Toll Gate at Low Row and another Toll House and Toll Gate at Low Crosby	111	5	-
	July 1 st	Paid John Stephenson in full for building a Stone wall at Low Row Turnpike	18	19	-
	4	Paid Peter Winick in part and on Acc. for paving the Road between Brampton Townfoot and the fair hill	30	-	-
		Paid Robert Nixon for Collecting Toll 23 days at Low Crosby Toll Gate	1	3	7
			<u>£285</u>	<u>16</u>	<u>8½</u>

P CONTRA

Gr

		£	S	D
Brought forward		285	16	8½
August 2 nd	Paid Samuel Halton & Benjamin Railton for work) done at Low Crosby Toll Gate	2	7	9½
8 th	Paid John Railton in full for Ground taken from) his Garden at the East end of Brampton and) made part of the Road	3	-	-
	Paid John Tallintire for damage done his Garden) by making the Road	-	5	-
17 th	Paid Peter Wainick and Partner for paving the Road.	15	-	-
18 th	Paid John Stephenson in full for building a) Stone Bridge in Brampton Back Street....)	17	-	-
	Paid W. ^m Burrow for Ground taken of his Close) and made part of the Road	3	-	-
24 th	Paid Mr. Edward Bigge his Bill of Charges.....	5	11	8
Septemb. 16	Paid James Skaif in full for damage done his) Ground in 1757 by making the Road	3	5	-
	Paid Tho. ^s Waugh & W. ^m Ball for damage done their) Ground by building Low Row Tollhouse.....)	2	2	-
	Paid Isaac Hall for Ground taken from his) Garden and made part of the Road	2	10	-
20 th	Paid Peter Wainick in part for paving the Road) By Clerk Treasurer & Surveyor, half a year)	20	-	-
	Sallery due the 1 st and 4 th Instant ..)	15	-	-
October 21 st	Peter Wainick in full for paving the Road) between Brampton Townfoot and the fair) hill	62	14	9
	Paid Henry Toppin Mason for building Walls) for fencing out Ground & Supporting the) Road	34	11	4
	Paid W. ^m Bowman & Robert Blalock for damage) done their ground	-	13	-
	Paid David Ewart for damage done his Ground) by Making the Road	3	10	-
	Paid Arch. Thompson for Carpenters work for) Making the Road	-	19	10
	Paid Edward Robson & John Hope for repairing) Eden Bridge End	28	11	10½
	Paid Lancelot Beck for leading Stones for) repairing Eden Bridge End	18	19	-
Nov. 6 th	Paid Christopher Perkins for Smith work ...	3	9	11
	Paid several Labours Carters & others as by) Acc. of Particulars	240	11	4½
	By Cash in the Hands of Geo. Blamire) Treasurer on the 24 th day of November 1758)	115	16	9½
		<u>£884</u>	<u>16</u>	<u>0½</u>

We the Underwritten Commissioners Do hereby Certify to the Right Honourable the Lords Spiritual and Temporal in Parliament assembled That the above is a True Copy of the Account of Receipts and Disbursements by the Treasurer to the Commissioners Acting within and for the County of Cumberland by Virtue of an Act of Parliament INTITULED An Act for laying out Making and keeping in repair a Road proper for the Passage of Troops and Carriages from the City of Carlisle to the Town of Newcastle upon Tyne from the 26th day of November 1757 inclusive to the 25th day of November 1758.

W. Milbourne

Henry Aglionby

Jos. Nicolson

John Brisco

Robert Wardale

John Brown

W. N. Jackson.

APPENDIX XIX.

GEORGE BLAMIRE Treasurer to the Commissioners for
 Making so much of the Road between Carlisle and
 Newcastle upon Tyne as lies in the County of
 Cumberland DEBTOR for Money Granted by Parliament
 for Making that part of the said Road.

	£	S	D
To Cash in the Hands of George Blamire Treasurer on)			
the 24th day of November 1758)	115	16	9½

GEORGE BLAMIRE Treasurer to the Commissioners for Making
so much of the Road between Carlisle and Newcastle upon
Tyne as lies in the County of Cumberland CREDITOR for Money
Paid and Disburst for Making that part of the said Road.....

		£	S	D
1758				
Nov. 25 th	Paid Henry Aglionby for damage done his Ground by) Making the Road	2	2	-
1759				
March 3 ^d	Paid John Bell for Making the Road at Temmon.....	2	12	8
5 th	By Clerk Treasurer & Surveyor half a year Sallery) due the 1 st and 4 th Instant	15	-	-
24 th	Paid Alice Waller being Sallery due to Rich.) Waller late Surveyor at his Death	2	2	-
April 14 th	Paid William Campbel for Carpenter Work	1	18	3
May 9 th	Paid Henry Topin & Partner for fencing out David) Ewarts Ground from the Road	5	1	7
12 th	Paid Robert Milbourne for Damage done his Barn) by Making the Road	7	7	-
June 4 th	Paid Isaac Thompson for Advertising the Road	1	9	6
July 10 th	Paid John Stephenson & Henry Topin for building) Flankwalls and Battlements to the West end) of the New Mill Bridge	17	7	6
16 th	Paid David Donald for Carpenters work for the Road	2	18	6
31 st	Paid Edward Bigge his Bill of Charges on this) part of the Road	5	12	6
Aug. 27 th	Paid Nicholas Dryden for Mason work for the Road	3	7	8
Sep. 6 th	By Clerk Treasurer & Surveyor half a year Sallery) due the 1 st & 4 th Instant	15	-	-
7 th	Paid Christopher Perkins for smith work	1	17	3
27	Paid John White for Advertising the Road	1	-	-
	Paid several Labourers Carters & others as by the) daily Acc. of Particulars	20	9	0½
	By Nicholas Dryden & Joseph Robinson for building) Horsing Stones	13	1	-
		<u>£118</u>	<u>6</u>	<u>5½</u>

We the Underwritten Commissioners Do hereby Certify to the Right Honourable the Lords Spiritual and Temporal in Parliament assembled. That the above is a true Copy of the Account of Receipts and Disbursments by the Treasurer to the Commissioners Acting within and for the County of Cumberland by Virtue of an Act of Parliament Intituled An Act for laying and making and keeping in repair a Road proper for the Passage of Troops and Carriages from the City of Carlisle to the Town of Newcastle upon Tyne from the 25th day of November 1758 inclusive to the 6th day of October 1759.

Wilfrid Lawson

John Brisco

W. Milbourne

Jos. Nicolson

Robert Wardale

Mountague Farrer

Tho. Benson.

APPENDIX XXEDWARD BIGGE

Little is known of him though there seems no reason to doubt that he was a member of the Bigge family later associated with Linden. If so, his grandfather was Wm. Bigge of Newcastle upon Tyne and his father Thomas Bigge who, about the year 1706 married Elizabeth, daughter of Edward Hindmarsh of the Six Clerk's Office, and had three daughters and three sons, William, Edward, and Thomas. William (of Benton) was born in 1707 and also became one of the six clerks in Chancery.

West Brenkley had passed to Grace Hindmarsh and her husband Edward and so through their daughter Elizabeth to the Bigges. William, who acquired the estates of Stannington and Ovingham through his marriage with Mary Clarke, was High Sheriff of Northumberland in 1750 and died 30th June 1758. Though Edward Bigge is described in the Cumberland Orders of the 16th November, 1751, as "of Lincolns Inn, London", he was also - providing that we have identified him correctly - the owner of "Brinkley" (see Burk's Landed Gentry) but died unmarried and was succeeded there by his nephew Wm. Edward Bigge who was also "in the law" (See Pedigree of Bigge of Linden, Long Horsley Parish, Hodgson). He thus fits both chronologically and professionally into this family with its legalistic associations. Bigge regularly delivered the accounts of both the Northumberland and Cumberland commissioners at the Bar of the House, certainly till as late as 1758 in the case of Cumberland. An undated document filed

with the Douglas Papers is addressed to "Mr. Henry Barnes and Mr. Edward Bigge Attorneys of the Court of Common Pleas at Westminster jointly and Sevrally (thus) or to any other Attorney or Attorneys of the same Court". For his association with various roads please see the section entitled "The contemporary scene in Northumberland and Cumberland".

APPENDIX XXI

Endorsed: Copy of a Bill of Charges for passing the Road Bill from the West Cow Gate to Wansbeck.

A BILL of Charges for passing the West Cowgate road.

Making four Copys of the petition for Leave to bring in) the Bill for the Members .....	)	1. 2. 0.
Making Six Copys of the Order of Commitm ^t on the Petition		- 12. 0.
Perusing and Settling the Bill According to the alteration) made by the Committee & their resolutions from time to time)	)	5. 5. 0.
Making a Copy thereof		2. 4. 0.
Making a fair Copy for the house		2.18. 0.
Drawing a brief of the Bill for the Speaker		1. 1. 0.
Copy thereof		0. 5. 0.
Making a Copy of the Bill for the Printer		2. 4. 0.
Paid the fees of the House of Commons & for Orders		31.15. 4.
Making 8 Copys of the Order of Commitm ^t on the Bill		- 16. 0.
Making 10 Copys of the Trustees Names		3.15. 0.
Making 4 Copys of the rates of Tolls		- 10. 0.
Filling up 20 Bills for the Members of the Committee &) Sent into the Country and for the printer .....	)	4. 0. 0.
Paid Committee Fees on Petition and Bill to Clarke hous) Keeper and Messengers .....	)	15. 9. 0.
Paid for Engrossing the Bill and Expedition		29. 8. 6.
Paid for printing the Bill and Expedition		15.18. 9.
Paid for Delivering the prints at the Door of the House) of Comons .....	)	1. 1. 0.
Making a Br. of the Bill for Lord Chancellor		1. 1. 0.
Fair copy thereof		- 5. 0.
Paid the Fees of the House of Lords at Second reading ...		54.10. 6.
Paid for Swearing & witnesses.....		0. 6. 0.
Paid for Order of Comittm ^t		1. 1. 0.
Making Six Copys thereof		0. 9. 0.
Paid Committee Fees to Clarke		5. 5. 0.
Paid D. ^o to Gentelmen, Usher Doorkeeper &c.....		<u>5. 5. 0.</u>
Carried Over		<u>186. 7. 1.</u>

Bro. ^t Over	186. 7. 1.
Paid for 200 Act ^s of the Kings printer	10. 0. 0.
Paid for postage of Letters & back with the Act. ^s sent) into the Country and Postage .....	) 1. 4. 8.
Paid Coachhire & Expences in Attending Lords and) Gentlemen & Messengers &c .....	) 1. 5. 0.
for my Attendance in solliciting the passing the Bill ..	21. 0. 0.
	<hr/>
	£219.16. 9.
	<hr/>

THE DOUGLAS PAPERS.

D.P.1.

Endorsed: 3rd September 1750. Dr. Bradford's Terms for
quitting his Right in Portgate to Mr. Errington.

Memorandum.

Mr. W. Errington to pay Dr. J. Bradford a Thousand Pound
for all his right in Portgate Estate with the (?) Interest for the
same from the 29 of September 1750. And Mr. Errington to receive
the $\frac{1}{2}$ Year's Rent that will become due for the same at Martin-Mass
1750.

Durham
Sept. 3 1750

J. Bradford.

D.P.2.

(A note from Lancelot Allgood to Thomas Errington).

I Rec^d y^{rs} and am Ingaged for every day this weak but will
after to morrow lett you know whatt day I can meet you next week
at Newcastle. I am S^r

Y^r Humble Serv^tMonday 12 Nov. 17⁵³ (?)

Lance. Allgood.

(Plus notes from Thos. Errington & ME all on same sheet.
Year possibly 1753 but more likely '53).

D.P.2a.

(A letter from Tho. Errington to Jess. Douglas).

Dr. Brother,

I here write in M^r Algoeds answ^r to mine about appoynting a day;
when he fix^s it shall let you know farther, in the mean time I have
here inclosed you the Mapp w^{ch} I approve off, and would have you make
Mr. Grey master off it before M^r Algoood come down, I have gott all the
depositions sigred and witness d as well as I would wish; I shall send
them down; or bring them my selfe if you think it necessary when I
know the day appoynted.

My wife and I thinke itt net proper for me to intrest my Selfe in
Jn^o Browns affair, see shall not send yrs to Mr. Aynsley, the cannot
but think it arbitrary and much out off the way I am yr
Affet: Brother

Tho. Errington

Monday 12th (year torn away, but as above in 2 ?).

D.P.2b.

(A note from M.E. to her brother, evidently Douglas; at the left side
and at right angles to the two above).

D^r B^r

You know S^r Edwrd^l and (?) Robert often say things in their
passion much out of the way I think it w^d be better to have them
things made up in a friendly maner then to expose them I ask
pardon for giving my opinion but I know you will excuse it.

Y^r affectionat sis^{tr} ME

1. Sir Edward Montague ? W.L.

The document contains all three above addressed to :-
Jess. Douglas Esqr. Newcastle.

D.P.3.

Endorsed - 17 Dec. 1753 Letter from WE about Satisfaction for
 removeing his Fence upon Portgate Moor, £ s d. per Rood
 0: 4: 0

Addressed - To Jos: Douglas Esq^r in Westgate Street, Newcastle.

Sandoe 17 Dec^r 1753

D^r S^r,

I have stated in the best manner I can my Complaint to be made
 to the Commiss^{rs} which you were so good as to say you would take the
 Trouble of manageing. I have not mentioned therein the value of the
 Ground the Road is made upon that you must get what you can for but
 the wall steeds being the best off the Ground shall Deserve 6 shillings
 an Acre it being as good to the full as any of the Inn Ground I am

D^r S^r Y^r most Hbl
 Servt. Will. Errington

I am Just going to take Horse for Whitehouse

235.

D.P.4.

Endorsed: Mr. Donkin's Reasons for the fence desired (?)
by W.E. and against one of earth.

Representation of Damage done to Portgate out Pasture by the
Military Road being made through it

Before the Road was made, the Roman Wall was a Fence to most
part of the s^a Pasture and is Computed that Sixpence per Rood
would have made it all Sufficient and there were plenty of good
Stones therein easy to be got, more than would served to Build
two Walls each Six Quarters high Which Stones is now all Used
for the Road and the Fence entirely Destroyed And besides the
loss of the Fence and Stones, Severall parts was so High as to
be of great Service in Sheltering the Cattle and Sheep in bad
Weather That the want of will be a great Disadvantage too

And to show that the Ground is not Common No One has any
Right thereon but the Owner of Portgate And it has at Different
times mostly all been in Tillage And severall Acres thereof is
so at this time

D.P.4a.

It is Allowable that 3s. per Rood is Sufficient for Earth
Dyke and Quicks but that the Earth Dyke will not be a Sufficient
Fence without being set on the Top with Stakes and Rice or
other Bryarding And such Fenceable Materialls not being to be
got but at a great distance and when done will not last till
the Quicks grow up to be a Fence of themselves so that the
Expense thereof will be more than a Stone Wall.

D.P.5.

Endorsed: J. Kirkup's (?) Acco^t of makeing the new Road between Portgate and Grottington Grounds.

The Roman Wall was the Bounder between Mr. Wm. Errington's Estate at Portgate (sic) and his Nephew's Estate at Grottington.

Some Parts of the said Wall were at least 2½ yards high above the Surface Other Parts lower and some Spaces intirely levell with severall Stones under the Surface.

The Old Road lay entirely on the North side of the Wall.

One Half of the new Road lyes on Portgate Side and the other Half where the Old Way was.

All the Stones above the Surface (save a small Quantity not sufficient to make two Roods of Dike or worth more than six shillings) are laid into the new Road whereby And by not takeing up any of the Stones under the Surface Some Parts of the said new Road are of an improper Height.

The Stones lost as before mentioned would have made two Dikes Each 7 Quarters high.

The Length of the whole Dike to be built will be about 150 Roods and a Dike six Quarters high will cost as follows

Winning 12 Foother of Stones which will as computed)	£	s	d
make 1 Rood of Dike	)	00:02:00	
Leading them		00:03:06	
Building one Rood		00:02:00	
		<hr/>	
		00:07:06	

The Value of Portgate Ground whereon the Way is laid is computed to be £ s d yearly
00:08:00

2nd March 1754 Mr. Brown said

He pays £ s d per Rood for Stone Dike thro' Portgate inclosed Grounds
0: 7: 0

That stones are higher to the Fell and Mr. Loraine has offer'd to build on North (?) of way upon the Fell a Stone Dike at
£ s d

0: 5: 0 per Rood and has agreed to make an Earthen Dike with Quicksetts at £ s d per Rood
0: 3: 0

Mr. Brown offered £ s d per Rood for Stone Dike
0: 4: 0

That much the greatest part of that Dike to be built upon the Fell may be made with Earth and Quicksetts

The Quantity to be built with Stone should be ascertain'd

Mr. Brown thinks Mr. Wm. Errington's Fell Ground taken up by Road worth £ s d per Acre yearly and the inclosed Grounds
0: 5: 0

at (?) £ s d per acre yearly
0:10: 0

Mr. Lorain alledg'd that the Road out the West End of Portgate Fell was as much on the South Side as on the North Side of the Fell.

Endorsed, Substance of Clauses in the Act of Parliam.^t for
 Military Road relating to Mr. Errington's Claim of a
 fence.

Page 634. Power given only to widen the
 Road and not to make a whole
 open-any-Persons New Road upon
 any Persons Ground

And

for widening Such reasonable
 Satisfaction is to be made as
 shall be agreed upon with Comm^{rs}.

And

If they differ then the satisfaction
 is to be settled and ascertain'd
 by a Jury.

635. Comm^{rs} are authorized and impower'd
 to purchase and agree for Lands
 to be taken into and made - Part
 of the Road - - -
 If the owner be willing -
 to sell.

And the Comm^{rs} shall cause
 the Part so taken in to be well
 and sufficiently ditched or

fenced.

And after they shall be so

ditched and fenced shall for

Ever after be Part of the Road.

N.B. Not before ditched and fenced.

N.B. No Mention of a Jury in that clause

neither can the owner be ob^lg^d obliged

to sell.

636. This seems to
The-next Clause / relate wholly

to Bodies Politick

& (?) if otherwise

637. This Clause
The-next seems also to relate
wholly
only to Bodies Politick tho'

it has the Words

Or other Person interested

Or concerned in such

Lands & Tenements as

above mentioned

which

~~But-these-words~~ seem to

be only the lands & tenements belonging

relate-only to Bodies Politick

they relate to Lands & Tenements
belonging

Yett if / to private Persons also

Convenient Notice should be

1. Obviously the author of the notes meant to write "be obliged" but did not delete "obg". W.L.

given of what Ground
is wanted to be treated for
And if the Owner do not
within ten Days treat
then a Jury is to be
impanelled to ascertain
the value.

Yett the Property of such Ground
is not altered till after the Value
paid or lodged as the Act directs.

639. Tho' it relates to the Sums to be
paid yett says that
after Payment made (but
not before) Lands paid for
shall be Part of the Road.

240.

D.P.7.

Endorsed - Minutes relating to the Breadth of the Military Road.

Foundation of the Old Roman Wall was 3 Yards Broad And belonged to the Owner of the Ground on the South Side thereof as he was oblig'd to repair it but to give half to the Owner of the Ground on the North Side would be only 1 Yard and an Half

	Breadth in yards	
	yards	inches
Half of the New Road on the North Side of the Wall	03	
New Fence and Ditch	02	18
	<hr/>	
	05:	18
Half of the Breadth of the Old Roman Wall as above	01:	18
	<hr/>	
	07:	00

D.P.8.

Endorsed: Rates to be paid W.E. per Acre for his Ground used by the Way and per Rood for Fence Signed by Mr. Brown 25th May 1754.

Inn Grounds

£ s d

to pay at the Rate of 0: 9: 0 per Acre for the Ground used by the Way
 Out Grounds Fell or Pasture to pay at the Rate of 0: 5: 0 per Acre
 for the Ground used by the Way
 To Pay for the Fence where can be Quicksett at the Rate of 0: 3: 0 per Rood
 and £ s d
 Where must be Stone at the Rate of 0: 5: 0 per Rood
 to pay nothing for the stones used that were in the Foundation of the
 Old Fence. In a private capacity above are my thouths.

Jn.^o Brown May 25: 1754

Endorsed: Tho. Scott Tenant of Portgate his Claim to Damages by making the Military Road.

Copy of this deliver'd to Mr. Brown 28th September 1754.

To the Worshipfull the Commiss^s appointed by Act of Parliament for making A Road from Newcastle upon Tyne to the City of Carlisle.

Tho. Scott Farmer of Portgate Estate in the County of North'd

Humbly Craves ^{a reasonable} such Satisfaction as Year-Werships-shall think-reasonable for the Damage as following

~~The-Damage-by-the-sd-Road-to-the-sd-Farm~~

By Watching inthe Day Time to prevent Trespasses in the East Pasture of Portgate from the time of the North Fence thereof being taken down for making the sd Road till Rebuilt which was from about March 1753 untill June 1754

And by Horses Grazing

~~The Carriers / Grazed~~ and other Trespasses inthe Night time upon the said Pasture

By Damage to four fields of Portgate afores^d all either Corn or Meadow in Summer 1753 and-from-and-after-reaping-the-same-to-the and to the Corn Sown in the following Spring with Damages-until-June-1754

By Damage to Eleven Cows two Oxen and Eight Young Horned Cattle and Seven Horses or Mares by putting them every Night during the time before mentioned into an Inclosure so small as not to afford them any food or Sustenance after they had been a week therein And not having Hay or Straw to give them there during great part of the time before mentioned the s^d Cows became almost Dry and the s^d Oxen Young Cattle and Horses or Mares were greatly impaired in their Value Notwithstanding He was at the Expence of giving them a great Quantity of Corn And the above ^{caused} required great Labour Watching and Trouble to himself and Servants

By Damage to the Herbage of Portgate Fell by Earth and Soil Dug up and taken therefrom at a Distance from the Road in Order to fill up two Ditches more (as Computed) than two Yards Deep One of which Ditches was on the North side of the s^d Road

By already sustained in wanting ~~The~~ Damage by-want-of a Fence between the s^d Road and Portgate Fell from not only the greater Number / of Carriers and other Travellers passing along the s^d Road but from its being much Nigher Portgate Fell than the Old Road ^{and for the} ~~which-for-the~~ Damage-already-thereby-sustained-and Damage that will Probably be between this time and May Day 1757 ^{when} ~~the-Expiration-of~~ the Lease / now in being to the s^d Thos. Scott/will expire. of the said farm

D.P.10.

Endorsed - Mr. Wm. Errington's whole Demand for Damage by
Military Road

Portgate Grounds belonging Solely to Wm. Errington Esq^r Taken
up by the Carlisle Road

Meadow and Grounds in Tillage)	£	s	d
2A OR 22P at 9s per Acre)	28	17	6
The Length of the Wall Built along by			
the same 200 Reeds at 7s 2d per Reed	71	13	4
	<hr/>		
	100	10	10
A Gate to be against Watling Street	0	15	0
	<hr/>		
	101	5	10
Pasture Ground 1A 2R 17P at 5s per Acre	12	0	0
Wall to be Built along by the same)			
150 Reods at 5s Per Reod)	37	10	0
	<hr/>		
	150	15	10
One Half of the Dyke along Whittington)			
Fell which Half is 89 Reod and a Half)			
at 5s per Reod-)	22	7	6
	<hr/>		
	173	3	4
Agre(e ?) ¹ .			
The 71 : 13 : 04: paid to Wm. Errington Esq ^r			
The 22 : 07 : 06 to Mr. Lorain			
Agre(e ?) ¹ .			
Q if 0 : 15 : 0 for Gate be not also paid to Wm. Errington Esq ^r .			

1. The word appears to be "Agre" but this is by
no means certain. W.L.

D.P.11.

Endorsed: Abstract of Conveyance of Ground taken from Mr. Wm. Errington's Estate at Portgate whereupon Road is made

Whereas it has been found Expedient to make and Carry the said Road through part of the inclosed Grounds of the said Wm. Errington Scituate at or near Portgate in the said Co(unt) of N(orthumberland). And the said Wm. Errington hath agreed to convey to the said Commissioners such part of the said Lands or Grounds as is become necessary to be made part of the sd Road on their making Satisfaction to the Tenants thereof for the Terms of their several Leases which Satisfaction is now settled adjusted and paid as by the sevl Rects for the same may and doth appear.

In consideration of 40.17.6. Wm. Errington grants bargains sells releases and Confirms to Matt. Ridley Edward Collingwood Wm. Bigg Jno. Swinburn and Joseph Reay in their actual possion etc.

All that piece or parcell of the Inn Grounds at Portgate af(oresai)d in the said Co of Northland, containing by Estimation 2 acres and 22 perches or thereabouts as the same is now marked out and made part of the said Road and also All that other piece or parcell of the Out Grounds at Portgate af(oresai)d in the sd Co. of Northland - containing by estimation 1 acre, 2 roods and 17 perches or thereabouts as the same is now marked out and made part of the sd Road Together with all and singular Entries Easements Rights privileges and Appurt's whatsoever to the same belonging or in anywise appertaining Except and always reserved unto the sd Wm E(rrington) his Heirs and As(sign)s all manner

of Mines Minerals and other Royalties within and under the sd premises
 And the Reversion etc. and also all the Estate etc. To hold the sd
 2 pieces or parcells of Ground and all and singular other the prem(is)es
 Except as before is excepted unto the said M.R. E.C. W.B. J.S. J.R.
 their Heirs and As(sign)s for the several Uses Intents and purposes
 in the sd recited Act of Parliament mentioned and expressed and to and
 for no other Use Intent or purpose whatsoever cov(enant) (?) for
 peaceable Enjoyment without Hindrance of W.E. or any other person or
 persons whatsoever lawfully claiming or to Claim by from or under
 him them or any of them and free from all former incumbrances and that
 he his Heirs and As(sign)s and all and every o(the)r person or persons
 whatsoever claiming any Estate in the Premises shall and will at any
 Time or Times hereafter at the Request Costs and Charges of M.R. E.C.
 W.B. J.S. and J.R. their Heirs or As(sign)s make such further
 Assurances as Counsell shall advise so as the person making the same
 be not obliged to travell from their Abode and the same contain no
 further cov(enants) or Warrantee than in these presents.

D.P.12.

Endorsed: Minutes of Transactions at the Meetings of Comm^{rs}.

On Saturday 6th October 1754 At a Meeting of Comm^{rs} at Motehall

Matthew Ridley Esq
 Lancelott Allgood Esq
 Edward Blackett Esq
 Henry Ellison Esq
 Ralph William Grey Esq
 William Bigge Esq
 Mr. John Williams
 Mr. Wm. Gibson who officiated as Clerk

were present when

Application was made on behalf of Mr. Wm. Errington for a Fence to be made between His Ground at Portgate and the Road Or an Allowance to be given him for makeing the same which was refus'd by Mr. Grey Mr. Bigge Mr. Williams and Mr. Gibson (The vote of last not being ask'd but given officiously)

Mr. Allgood absolutely refus'd to vote tho' press'd thereto
 Mr. Blackett did not vote and was not particularly ask'd
 Mr. Ellison did not vote and was not ask'd
 Mr. Ridley came after the vote but whilst the Affair was talking of and propos'd Ten Pounds for the Stones.

Endorsed: Minutes of transaction at the Meeting of Comm^{rs}.

On Saturday 9th Nov. 1754 at another Meeting

Edward Collingwood Esq)	
Ralph Wm. Grey Esq ^r)	
Wm. Bigge Esq ^r	)	Present
Mr. Wm. Gibson)	
Mr. Wm. Gibson acted as Clerk)	

JD applied again for the sd Fence and Mr. Bigge answer'd a Determination had already been made and there was no End of Affairs If to be debated again.

JD said He hoped they had consider'd the affair better and therefore ask'd If they persisted in their former Resolution.

Mr. Bigge said they did.

Then JD desired they would declare the same in writeing which Mr. Bigg refus'd to allow.

Then JD said you do refuse to make or give any Satisfaction for a Fence and Mr. Errington must not expect one or Words to that Effect and Mr. Bigge answer'd Yes.

Mr. Collingwood and Mr. Grey acquiesed therein but said little or nothing.

D.P.14.

Endorsed - Acco^t of Fence between Military Road and Mr. John Errington's Ground Paid for by Commissioners to Mr. Lorain

Fence Allow'd to Mr. Loraine	Roods
Whittington Inn Ground	238
D ^o Out Ground	179
Grottington fell	55
Spy Hall	38
Errington Hill head on the North side of the Road	65
D ^o on the South Side	63
	<hr/>
	638
Allow'd more	3
	<hr/>
	641

200 Roods of the above at 3 ^s	30s 0s 0
441 d ^{os} at 5 ^s per Rood	<u>110s 5s 0</u>
	140s 5s 0

D.P.15.

Endorsed: Order 30th Nov. 1754 for Payment to Mr. Loraine of 0: 5: 0 and 0: 3: 0 per Rood for Dike and Hedge to separate the Military Road from Mr. John Errington's Ground.

At a Meeting of the Trustees held at the Moothall this 30th November 1754

Mr. Robert Loraine Agent to John Errington Esq^r an infant Ordered that the Treasurer pay him the sum of Thirty pounds for Two Hundred Rood of Hedge at 3s. per Rood the farther sum of one Hundred and Ten pounds five shillings for four hundred and forty one Rood of stone wall, at 5s per Rood in his Grounds at Whittington Errington and Hill Head the farther sum of Three pounds fifteen shillings for Erecting 5 Gates And the farther sum of Ten pounds for Damage Done to his Grounds occasioned by the making of the sd Road

Present L. Allgood Wm. Bigge Ra. Wm. Grey Jn^o Williams
Jos. Douglas Wm. Gibson.

1. Perhaps the proper order is "Whittington and Errington Hill Head". W.L.

D.P.16.

Endorsed - January 1755. Letter to Mr. Jno Donkin about The
Old Roman Wall and the Military Road.

7th January 1755

Sir,

have been to you since

I was prevented from writeing in-due-Course-from the Time
of receiving your Acco^t of the Quantity of Ground used by the
Way Which is new in a very Correct and proper Manner But
you have not given me the Quantity of Ground in the Old Way
according to the Length thereof And a reasonable Supposed
Breadth and therein I woud Chuse to have Distinguish'd it in
the same Form as the above mentioned Acco^t and particularly

that part of

The Contents of/ the Old Road from the East End of Little
Whittington Inn Grounds to Watling Street as that-part-of
it

the-Read did lye along by the Old Roman Wall.

~~You will Describe it And all the rest of the Old Read in
the same Manner (Being very plain and Clear) as You have done
the Ground used for the New Read~~

I talk'd with Mr. Teasdale about the Hops And He says they
will not have Occasion for any till next October Having a
Greater Stock than will Serve for their Brewings in March.

You will present my Compliments to your Master And be
Assured that I am

Y^r hble Serv^t

J. Douglas

I got the Bills and Sent them soon after to London And hope
they will go to the proper Hand And if so there will be rather
an Advantage than prejudice by their being payable at Sight
The other Method being only to provide ag^t Accidents.

249.

D.P.17.

Endorsed - To Josh. Douglas Esq^r
in Westgate Street
Newcastle.

Sandoe 24th Jan.1755

Sir

Inclosed you have the Acc^t Desired ab^t the Old Road. Mr. Brown called here Yesterday inOrder (as I Apprehend) to make an Agreement But my Master desired He would come to You which He Promised to do this Day my Master thought You would get better Terms than He could so did not care to talk any thing to Mr. Brown about it least He should do harm instead of Good He thinks a Gate may be Asked for the Cross Road to Portgate Fell, but that as You think Proper

I am S^r Y^r
Most Ob^t hbl
Servant
Jn^o Donkin

D.P.18.

Endorsed (1) 25th March 1755 Ltr from Wm. Errington Esq^r
to Edward Collingwood Esq^r.

(2) 25th Mar 1755 Ltr to Edwd Collingwood Esq^r.

Sandoe 25th March 1755

Sir,

My Servt. informing me that you was at the Meeting of the Com^{rs} for the Military Road in Northland when the last Application to them for a Fence Between that Road and my Ground at Portgate was refused This is to desire you to be at the Trouble of Examining the papers inclosed and if there be any Error or Mistake therein or any of the Surveyors Reasons against the Fences of my Ground be omitted I shall be greatly obliged to you, for noteing the same upon these papers and then Causing your Serv^t to leave them at Mr. Douglas's in Newcastle upon Tyne for

Sir
Your most Obed^t hble Serv^t

W. Errington.

D.P.19.

Endorsed: COPY order made 28th June 1755.

At a Meeting of the Trustees for Carlisle Road held at the Moothall the 28th day of June 1755

William Errington Esq^r having this Day applyed to have a Fence made along the Roman Wall through his Out-Grounds at Portgate the Commissioners took the same under their Consideration and are of the Opinion that no Fence ought to be built along the same at the publick Expence It not appearing to them that the same was fenced before.

Wm. Bigge
Wm. Ord
Ra. Wm. Grey
Michael Pearson
Richard Wilson
Wm. Gibson

2 copies of this document. At the foot of one is the addition Q. If Matthew White Esq^r was not also present.

D.P.20.

Endorsed: 21 July 1755 Ltr from Mr. Errington of Sandoe Addressed - to Joss Douglass Esq^r in Westgate Street Newcastle

D^r S^r

If nothing can be done in the Road affair without my assistance, especially in the manner Donkin relates you desire it, I fear it will be of little service for I am sensible my applications will be to no purpose and I hope you can do otherwise without it. I go away on Tuesday and am D^r S^r Y^r most affcst t

Hbl. Serv^t

Will. Errington

Sandoe

21 July 1745 (sic)^{1.}

1. Probably in error for 1755. W.L.

D.P.21.

Endorsed: Terms propos'd by Mr. Brown for makeing the Military Road thro' Winshalls and from (?) Meadow Bog.

Mr. Brown Surveyor of that part of the Military Road between Newcastle and Carlisle (which is to be made within the County of Northumberland) for making part of the said Road thro' Mr. Joshua Douglas's Grounds within the Manor of Henshaw proposes -

To pay Thirty years purchase at the Rate of Six Shillings for every acre of the said Mr. Douglas's Ground which shall be used for the said Road and the Fences and Ditches to be made on both Sides thereof ~~or-damaged-by-any-Thing-that-shall-be-done~~ as-aforesaid.

To pay at the Rate of Three Shillings p Rood for making such Fences and Ditches.

To pay at the Rate of Fifteen Shillings p Gate for ~~Six~~ ^{Four} Gates which will be necessary ~~upon-the-said-Road-and~~ on the Sides thereof of the said Road.

Jn^o Brown.

D.P.22.

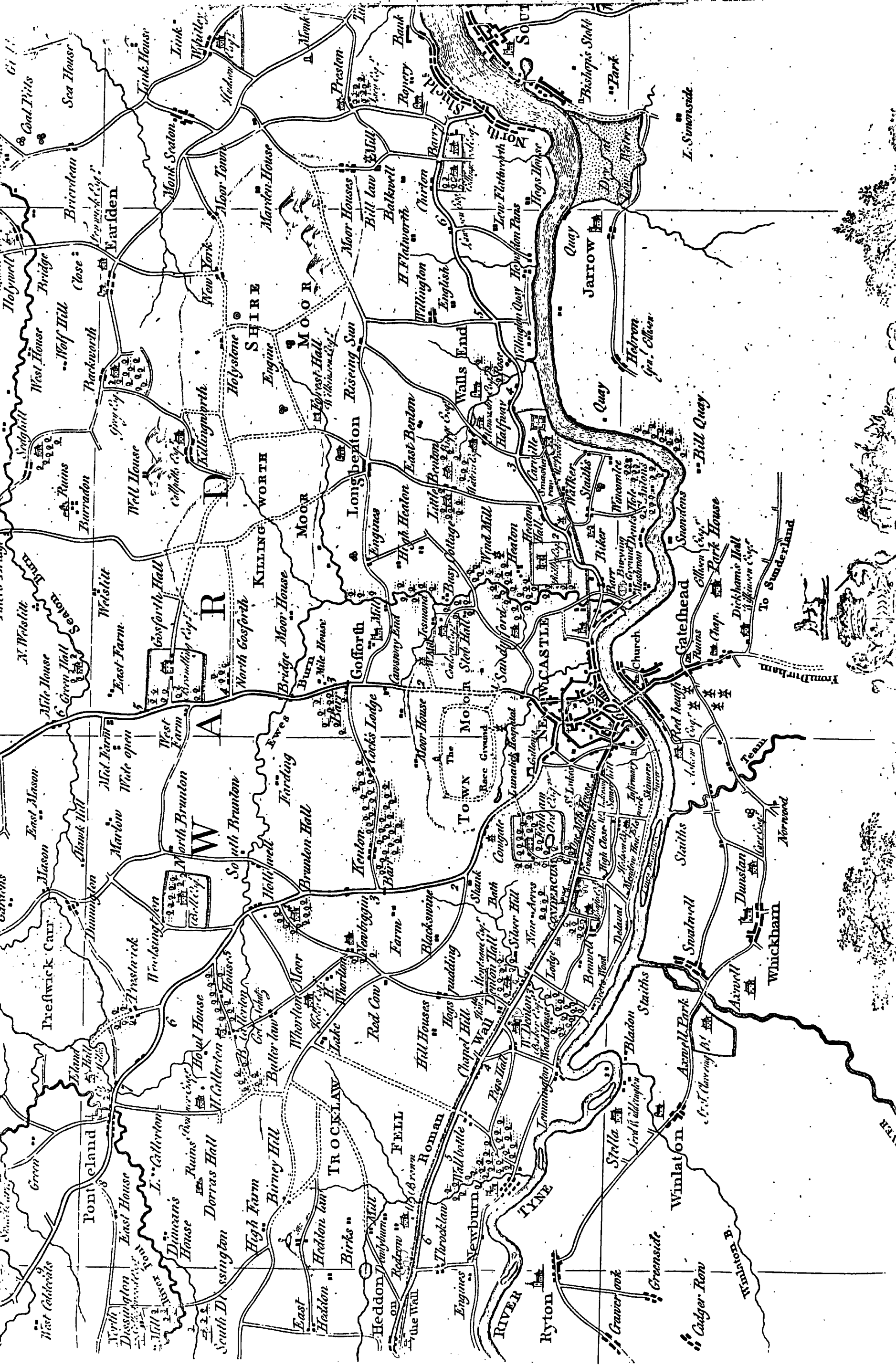
Endorsed: (1) 26th Feby 1756 Order for confirming Agreement with M^r Brown ab^t makeing Way thro' Winshalls.

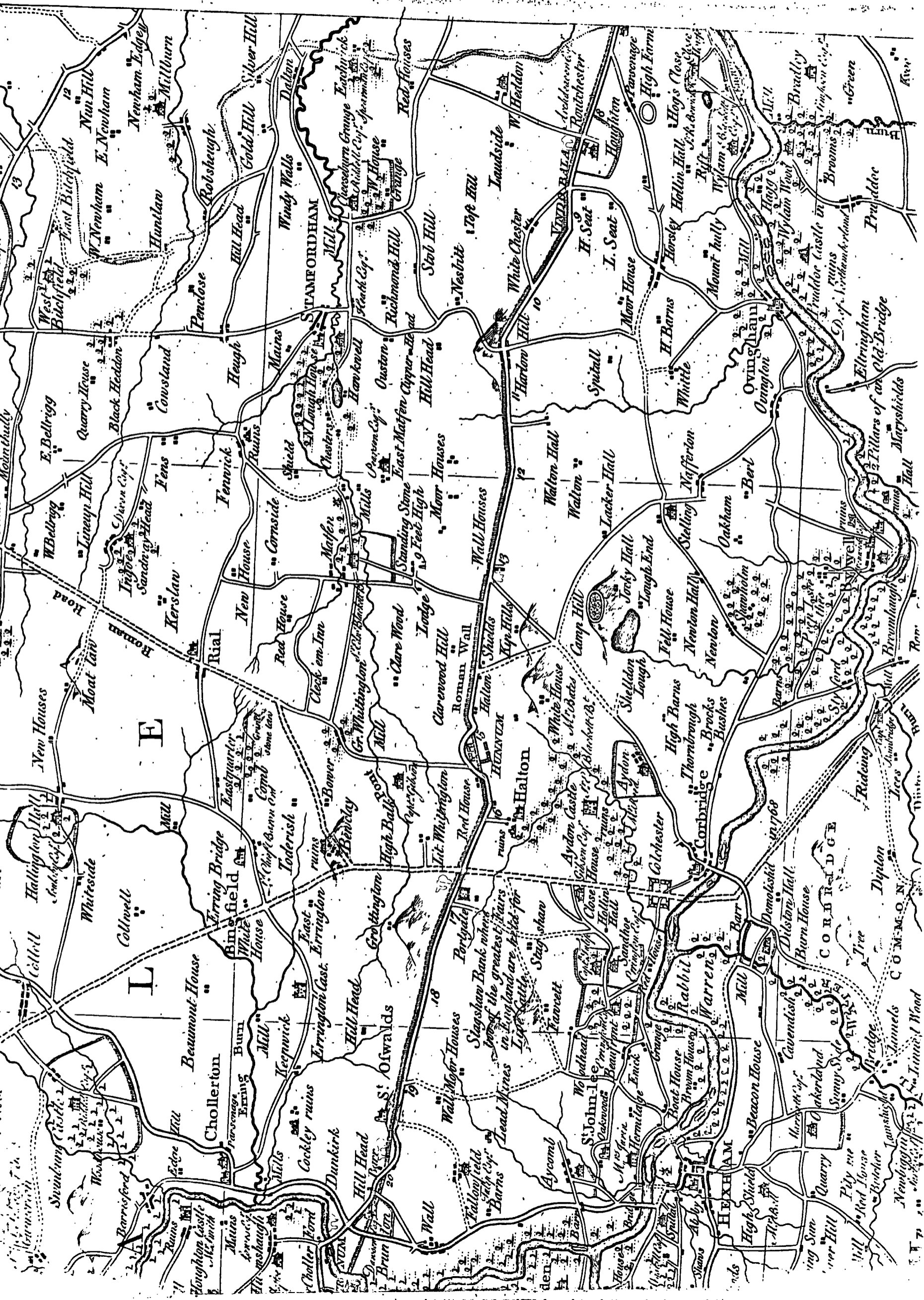
(2) 28th Feb. 1756 Order for Confirming Agreeem^t with Mr Brown ab^t Makeing Road thro Winshalls with The Terms under M^r Browns hand.

28th Feby 1756 Ordered that the Agreement made between Josua Douglas Esq^r and M^r Brown Surveyor as to the valuation of his Ground and the ~~Fences~~ ^{Gates} and Ditches to be made on both sides thereof be confirmed.

W^m. Bigge
Ro: Shafto
M^s White
W^m. Lowes







LX—THE ORIGIN OF THE MILITARY ROAD FROM NEWCASTLE TO CARLISLE

William Lawson

The failure of Field Marshal Wade to halt the progress of the rebel force of Prince Charles and to bring relief to Carlisle had drawn attention to the need for improved communications between that city and Newcastle upon Tyne. Wade had left his camp on the Newcastle Town Moor on November 16th, 1745, and after struggling for two days to get troops and guns along roads that were hopelessly inadequate, had progressed no further than a mile or two beyond Hexham. His difficulties, however, have not always been fully appreciated and for that reason some account of his march seems appropriate. During October government forces had steadily accumulated in the Newcastle area and been encamped upon the *Towns Common*. A report in *Newcastle Courant* of November 2nd also quoted by Brand in his *History of Newcastle upon Tyne* estimates their numbers at "about 15,000 effective men in high spirits"¹ though the *Journal* puts the total as high as 20,000. The rebel strength at this time was probably about 4,500.

Carlisle had been occupied on the 15th November and Wade struck camp next day. An almost contemporary account of his movements, first published in Edinburgh in 1748, can be found in *A History of the 1745 Rebellion* by Andrew Henderson. His second edition, from which the following extract is taken, was produced in London whither he had gone as a teacher of Mathematics. He says,²

Wade being assured of their Rout, prepared to intercept them;

¹ And also mentions that fifty thousand weight of biscuit is ordered for them!

² P. 57.

but the Rigour of the Season, their late forced Marches, and a Kind of Flux among the Troops, retarded his Operations till the 16th, that he put his Army in Motion for the Relief of Carlisle, now in the Hands of the Enemy. His design was to decamp at Daybreak; but to the Prejudice of the Expedition, by moving from the left, the Swift Troops had the van, and they would not stir till 10 o'clock. The weather now excessively cold, the snow lying three feet deep upon the Ground, and a Hard Frost, were difficulties the Army must encounter.

Henderson claims that his facts have been carefully checked and independently revised and though we may think three feet of snow to be something of a generalisation, it is always possible that there had been extensive local drifting. Indeed support comes from another quarter, namely *Scottish Highlands, Clans and Regiments* Vol. I³ which refers on page 592 to "a deep snow which had just fallen", i.e. at this time. Henderson further reports that the infantry with Major-Generals Howard and Oglethorpe and Brigadiers Cholmondeley and Mordaunt at their head arrived at Ovington at night. Alarm was felt for the last column, many of whom seemed likely to succumb to fatigue upon roads "terribly broken and full of ice" so that countrymen were sent out with lights and carts to bring them up, a process that went on till the march was continued next morning at nine. The first troops reached Hexham about four in the afternoon, the rear at midnight when, says Henderson, they could proceed no further because of the snow. They pitched camp on the south side of the union of the two Tynes and were provided with straw by the townsfolk who also kindled fires all over the ground as a protection against the severe cold.

Some five years later March 8th, 1751,⁴ when Parliament was deliberating the need for the Military Road, evidence was given to a select committee on the state of the existing "road" between Newcastle and Carlisle by three of Wade's

³ Edited by John S. Keltie, F.S.A. Scot. and published 1875. Kindly loaned to the writer by Mr. S. Henderson of North Shields.

⁴ See Journals of the House of Commons, vol. 26, 1750-54, p. 12. It must also be remembered that the year will appear as 1750 since the Parliamentary New Year still began in late March.

former officers and a Mr. Thomas Sayer. One of the officers was (now) Maj.-Gen. Cholmondeley who informed the Committee

That during the Time of the late Rebellion, he marched with the Troops from Newcastle, which were ordered to Carlisle to intercept the Rebels: That on the First Day the Troops set out at Seven in the Morning, and it was Eleven at Night before they arrived at Ovingham, which is only Eight Miles from Newcastle; and the next Day they set out at the same time, and marched to Hexham, where they did not arrive till Eleven of the Clock at Night, and the Carriages did not come in till next Day:

That the Distance from Newcastle to Hexham is no more than Sixteen computed Miles; and in good Road an Army will march Sixteen Miles in Eight Hours; that the Reason of this Delay was the Badness of the Road, which was almost impassable for the Carriages, and quite so for Artillery.

It will be noticed at once that Cholmondeley disagrees with Henderson on the time of departure,⁵ also that he says *Ovingham* and not *Ovington* though perhaps the two places are sufficiently close as to make no real difference to the account. He makes no mention of snow but of course it was the condition of the road upon which he was reporting, not that of the weather. He also underestimates both distances but perhaps some of the details had become less sharp with the passage of time. Be that as it may, his evidence was confirmed by Col. Seabright, Aide to the late Field Marshal, and by a Captain Morgan. All three agreed upon the importance of communications between the two towns "for the commodious Passage of Troops and Carriages on any future occasion". Sayer's remarks concerned the road west of Hexham and he informed the Committee,

That he is well acquainted with the Road from Carlisle to

⁵ See *A History of the Present Rebellion* by John Marchant (published 1746), p. 171. Apparently quoting letters from correspondents to certain sections of the press he mentions the departure of Wade at 10 o'clock with about 16,000 men. Reference is also made to Wade's arrival in Hexham where "finding the roads through the great quantity of snow that had fallen, in a manner impassable" he called a Council of War at which it was resolved to march the army back to Newcastle.

Hexham, which is mostly through an open Country, with very few Houses, not One Part in Ten of the said Road being through inclosed Grounds: That the Country is rocky, mountainous, and boggy, and absolutely impassable, both in Summer and Winter, for heavy Carriages; and there are several Waters in the said Road, which frequently overflow and render it impassable.

Add to Sayer's report the fact that on the official survey of the area (which we shall consider presently) the way from Hexham to Haydon Bridge is marked "Summer Road" and we can see the situation in which Wade found himself. There seems to be abundant testimony both to the foulness of the roads and the severity of the weather and in such circumstances one wonders if even a reduced force without artillery could have made much progress. Wade waited three days for a thaw and, when none came, returned to Newcastle. He arrived on November 22nd, his army almost spent with fatigue and having failed dismally to halt the progress of the rebels.

The important question now was whether the lesson would be learned and communications between east and west improved to a satisfactory standard. The answer is a definite affirmative and though there are still one or two gaps in our knowledge, recent investigation combined with what was already known on the subject will provide a fairly continuous account of how the Military Road came into existence. Contributions by Sir George Macdonald and Lieut.-Col. Spain which had something to say about the original survey of the road have appeared in *Archæologia Aeliana* in 1933 and 1937, while in the *Proceedings* of this Society for 1923-24 Mr. Parker Brewis had, among other things, dissociated Wade from any part in the entire project. As long ago as 1902 T. H. Hodgson had given a brief account in the *Cumberland and Westmorland Transactions* of the Act of 1751 concerning the road. The list is not intended to be exhaustive and there are other articles, as well as a number of isolated references which originated in the contemporary press or in the correspondence of such people as

Dr. Stukeley, but these relate mainly to the actual building of the road rather than to our present concern which is the sequence of events preceding construction. Such questions as who initiated proceedings, who were the surveyors, how did the 1751 act fare in Parliament, who were the "undertakers" and at what cost, still need answers and these we shall attempt to supply.

On April 27th, 1932, at the invitation of this society, Sir George Macdonald delivered a lecture entitled *John Horsley, Scholar and Gentleman*, a report of which duly appeared in *Archæologia Aeliana* 4th series, vol. X, of the following year. In the course of his remarks Sir George referred (page 55) to a folding map signed "N. Hill sculpt^r." which had been found in the British Museum immediately in front of an Act of 1751 authorising the construction of the Newcastle-Carlisle Military Road. Hill's engraving, a copy of which may be seen at Newcastle Central Library, is entitled:

A Survey of the Country between Newcastle and Carlisle Representing the several present Roads and the Tract which is proposed for the New intended Road of communication between these Towns. As also all the Course of the Roman Wall with all the Military Stations, Castella and Military Ways that lye upon this Survey.

In a postscript to his article Sir George suggested that the original map from which Hill had made his engraving might be preserved at the War Office. Ironically, there was an original copy much nearer than he could have supposed for it had been in the possession of the very society he was addressing for almost a century! This copy, evidently long forgotten, had been presented to the Society by John Bell and is referred to in a catalogue of the Library published in 1839.⁶ Still in good order it is now preserved at the Northumberland County Record Office. Nor is it the only

⁶ Mr. W. Tynemouth, F.L.A., Hon. Librarian to the Society, kindly looked up these facts. A further reference to this map, to which attention was drawn by Professor Birley, is to be found in a footnote on p. 465 of vol. X of Northumberland County History.

copy for how a second came to light in March, 1936, has been described by the late Lieut.-Col. G. R. B. Spain in an article entitled *The Original Survey for the Newcastle-Carlisle Military Road—c. 1746* which appeared in *Archæologia Aeliana*, 4th series, vol. XIV of 1937. Mr. G. H. Allgood was examining the contents of a cupboard at Nunwick when he found an oak box containing the map, beautifully hand-drawn in many colours and in excellent condition. The case was labelled in writing so faint as to be decipherable only after treatment:

For Lancelot Allgood Esqre at Hexham near Newcastle upon Tyne to the care of Mr. Greenwood⁷ an exciseman at Newcastle upon Tyne.

Though the state of the Nunwick map is vastly superior to that of its "twin", both measure about ten feet six inches long by two feet wide and cover five sheets joined together to make a roll.⁸ Sir George suggested in a footnote on page 55 that if the original map of *The New Projected Road* could be discovered it would probably reveal the names of the surveyors. In fact neither copy does though this is a subject to which we shall return presently. For the moment, it will be sufficient to note that the original surveys cover an area roughly sixty miles long (i.e. from about three miles east of Newcastle to about two miles west of Carlisle) by about six miles broad at a scale of just over two inches to the mile. There are five insets all concerned with the Roman Wall and its attendant works and the course of the proposed road is shown as a dotted line co-incidental with *Severus Wall* from

⁷ How Greenwood fits into the picture is not clear. Possibly he sometimes acted in a private capacity as a receiving agent for Allgood. For an outline of this exciseman's movements within the service see Col. Spain's article. Recent enquiries have produced no further information.

⁸ This society provides for sale to members a collotype reproduction in reduced dimensions of the Nunwick map. Mr. Allgood kindly permitted the writer to examine the original.

Sir Geo. Macdonald suggested that one purpose of Hill's engraving might be to provide copies for circulation among Members of Parliament while discussions were proceeding. A copy may be seen at Newcastle Central Library.

Newcastle to a point nearly thirty miles west. There are diversions, of course, mainly over Sheldon Common (as the area south of the Wall between Wall Houses and Halton Chesters used to be called) where the dotted line follows *Hadrian's Vallum* and in the Chesters area where advantage is taken of the existing Tyne bridge. Soon after leaving Chesters it returns for a brief spell to the line of the Wall but thereafter follows the Vallum to the point where Wall and Vallum sharply diverge about a mile east of Shield on the Wall. The proposed line, turning south-west, advances independently for some four miles to High Shield when for another mile and a quarter it is superimposed once more upon the Vallum. Not far west of Twice Brewed, however, *New projected road* and Vallum part company, the former following the line of the modern B6318 to Greenhead and then that of A69 (more or less) to Brampton. Thereafter it approximates to the course of B6264, finally stopping just short of the Eden where it apparently joins an existing road (the modern A7) for the remainder of its journey into the city.

Other interesting features are the location of General Wade's Camp on the northern edge of the Newcastle *Towns Common* and again just south of the union of the two Tynes, also the quaint spelling of certain place names such as *Humps Haugh* for Humshaugh or *Leonard Cross Abbey* for Lanercost as though the surveyors had enquired the names of these places of local inhabitants and then recorded what they believed they heard. Several miles of the Stanegate are shown west of Settringstones as a *Roman Military Way* but nowhere is the course of the Military Way proper recorded. Another matter calling for mention before we take temporary leave of the survey is the fact that John Warburton included in his book *Vallum Romanum* (published 1753) a plan all too similar in most respects—even in its title and insets—to the official survey. Macdonald goes to considerable length to reveal Warburton in his true colours and to show that the official survey, even though he (Sir

George) had not seen it, must have been the basis of Warburton's map. So conclusive are his arguments that no further comment seems necessary though it may be admitted that some details such as the courses of certain existing "roads" are easier to follow on Warburton's map than on the original from which he copied them! To that extent is he useful.

We must now turn attention to the Minutes of the Surveyor General⁹ for 1749 where an entry for 4th April orders that a letter of 31st March from His Grace the Duke of Newcastle, then Secretary of State for the North, together with the petition from the Nobility and Gentry, desiring a road to be made from Newcastle to Carlisle is to be referred to the Surveyor-General himself. The petition has so far eluded discovery¹⁰ but its general content can easily be ascertained from a passage dated 4th March, 1750/51, in Journals of the House of Commons¹¹ and headed *Carlisle Road*. It had been submitted by the Nobility, Gentry, Clergy, Freeholders, and Inhabitants of the Counties of Northumberland and Cumberland and stated, in what is probably the indirect form

That the City of Carlisle, in the County of Cumberland, and the Town of Newcastle upon Tyne, in the County of Northumberland, are situate on the Two principal Passages from the Northern to the Southern Parts of this Kingdom, the one near the Irish Channel, the other near the German Ocean, at the Distance of about Sixty Miles; and that the Road between them is for the most part through a Country uncultivated, and very thinly inhabited, frequently unpassable, and at all times very inconvenient either for Troops or Carriages; and that it has been found by Experi-

⁹ The writer's attention was drawn to two unindexed bundles comprising volumes 34-38 of the minutes of the Surveyor-General (W.O. 47) for the period 1749-51 by Mr. P. A. Penfold of the Public Record Office. A veritable mine of information they proved to be. Valuable assistance with the research was given by Mrs. I. M. Lawson. The Surveyor-General in 1749 was Thos. Lascelles.

¹⁰ A search at the House of Lords Record Office, while failing to find the petition, uncovered the accounts submitted annually to Parliament in respect of the construction of the road. These included contracts with the *undertakers*.

¹¹ Vol. 26, 1750-54, p. 87.

ence, as well during the late Rebellion, as on former Occasions, that the said Passages cannot be properly guarded without a free and open Communication for Troops and Carriages at all times of the Year, between the said City of Carlisle and Town of Newcastle; and that the Want of such a Communication has been attended with great Inconvenience and Danger to this Kingdom, and that a Road proper for that Purpose cannot be laid out, or the Expense thereof defrayed, but by a National Assistance, and the Aid and Authority of Parliament: And therefore praying, That Leave be given to bring in a Bill for laying out, making, and keeping in Repair, a Road proper for the Passage of Troops and Carriages between the said City of Carlisle and Town of Newcastle, in such Manner as to the House shall seem meet.

Who took the lead in initiating the petition and who the signatories were we cannot be sure but it may be significant that the Act, which was the outcome of the petition, nominated several hundred commissioners in Northumberland and only some three dozen in Cumberland if we exclude corporate bodies such as the *Aldermen of Carlisle*. We may guess that perhaps those who were appointed commissioners were also those who had signed the petition and that by reason of the greater numbers involved wider interest had been evoked in Northumberland. If that were so then who more likely to initiate the project than some well known and influential member of local society such as Lancelot Allgood, especially since he is known to have taken a keen interest in the improvement of road communication. It is true that the Allgood letters at this period contain no clue but this need not be conclusive. Indeed it may be of much greater significance that Allgood's name, out of alphabetical order, stands at the head of the list of commissioners and that he received a personal copy of the original survey, of which there cannot have been many. He was, of course, the ancestor of the present owner of Nunwick, Mr. G. H. Allgood, and became Sheriff of Northumberland in 1745, in which capacity he must surely have met Wade, as Lieut.-Col. Spain suggested. In fact it is easy to imagine him listening to the Field Marshal's bitter remarks about the roads over

which he had just struggled to Hexham (where Allgood still had a house) as he compared them with roads that he (Wade) had made in the Highlands some years before. He may even have imparted to Allgood something of his own enthusiasm for road-building for after the latter had become a Member of Parliament in 1749¹² he was actively associated not only with the Military Road but also with the *Corn Road* from Hexham to Alnmouth. He also served on Committees to which details of two roads of Sir William Middleton were referred, viz. one from Longhorsley to the Breamish and the other from Morpeth to Elsdon.¹³ That Allgood could have been the principal initiator of the scheme thus seems not unlikely, though it must be granted that Sir William Middleton and not he steered the Bill through Parliament. This may also be an appropriate point at which to consider Wade's claims¹⁴ since the road has long been associated with his name. If he did urge upon Allgood or anyone else the need for such a road then that was probably the limit of his influence. After being a member for Bath from 1722 he died in March, 1748, so that while it is unlikely that he had any part in organising the petition¹⁵ it is certain that he could have had nothing to do with the construction of a road which, as we shall see, did not commence till 1751.¹⁶

The next relevant entry in the Minutes of the Surveyor-General is dated May 9th, 1749, and states that he has now considered both the letter of the Duke of Newcastle and the Petition and that it is ordered

That Mr. Dugal Campbell Sub Director of Engineers go thither, make an exact Survey of the present Road betwixt New-

¹² As the result of a disputed election the previous year.

¹³ Welford, *Men of Mark*, Vol. 1.

¹⁴ In the preface to his *Vallum Romanum* even Warburton claims to have suggested the road as early as 1715. Allusion to his untrustworthiness has already been made.

¹⁵ Obviously the petition could have been originated some time before its submission to the Surveyor-General.

¹⁶ See Gregory *The Story of the Road*, p. 213, where it is stated that a number of Military roads are often referred to as Wade's but were really made later in the 18th century. Examples are given.

castle and Carlisle, also a Project for Opening a Communication betwixt those Places, and making the same Practicable at all Seasons of the Year for Troops and Carriages to pass and repass, that he transmit the same to the Board, with his Report thereupon, and an Estimate of the Charge of Making it, that the same may be laid before His Majesty.

On May 22nd a further entry directed

That Mr. Hugh Debeig¹⁷ assist Mr. Dugal Campbell in Surveying the Road between Newcastle and Carlisle, and that he follow such Orders as he shall give him from time to time, for the Furtherance and Promotion of His Majesty's Service.

Who the surveyors were has often been pondered. Now that we know, we may simply turn to page 549 of Vol. XXII (Suppl.) of the *Dictionary of National Biography* and find the same answer under the heading of *Debbeig, Hugh!* There follows a long and fascinating account of the career of this brilliant engineer who reached heights that were denied to his superior, Campbell. Military engineers at this time held office under warrants which conferred no regular army status and had their own system of grades which began with that of practitioner engineer and ascended through those of sub-engineer, engineer-extraordinary, engineer in ordinary, sub-director and director to chief engineer. The chief engineer also held the office of surveyor-general until 1750 when the latter office became detached from the engineers. To avoid embarrassment engineers could be granted commissions in various regiments but not till about 1757 was their position improved when, after the direct intercession of the Duke of Cumberland with the King, officers of the Corps of Engineers received military rank.¹⁸

Hugh Debbeig had been born in 1731 and entered the Royal Artillery as Matross at the age of eleven. By 1745 he had become a cadet-gunner and in the following year had been attached as an engineer to the expedition of Sinclair against Lorient. His studies were resumed at the Royal

¹⁷ Elsewhere spelled *Debbeig*.

¹⁸ Details are from Porter, Vol. I, *History of the Corps of Royal Engineers*.

Military Academy at Woolwich though in 1747 he was in Flanders with the temporary grade of engineer-extraordinary where by reason of his boldness and intelligence he was made an extra aide to the Duke. In July of the same year he was present at the battle of Val and also at the siege of Bergen-op-Zoom.¹⁹ After conclusion of the treaty of Aix-la-Chapelle he returned home and was employed in Scotland where in 1747 the survey of the Highlands had begun. The year 1749, as we have seen, brought him to the North of England to assist "Col. Dugald (thus) Campbell in the construction of the Military Road from Newcastle upon Tyne to Carlisle, which with its fourteen bridges, was completed in 1752 . . ." So says the *Dictionary of National Biography* though in the light of recent research we may say that the road was not finished before 1757 and that Campbell and Debbeig were employed upon the survey and not the construction. The rest of Debbeig's career, had we occasion to report on it, would be a remarkable one of service in North America under Wolfe at whose death he was present, of secret work in France and Spain, of high appointments in many places and of compliments from the King. He was even court-martialled for his outspokenness but it made little difference to his progress. He died, a general, in 1810.

With Dugal Campbell the case is different for details of his career have to be gleaned from the history of the Corps of Royal Engineers and from the 1660-1898 list of its officers. The latter gives the bare record of his progress from practitioner to sub-engineer in 1734, to engineer-extraordinary in 1742, to engineer in ordinary in 1744 and ultimately to sub-director (apparently with responsibility for the Berwick-Carlisle area) in 1748. At the outbreak of the '45 Rebellion he was one of the only three engineers known to have been in Scotland at the time and was probably at the defence of

¹⁹ Notes on Debbeig are mainly based upon *Hist. of the Corps of Royal Engineers* and *Dict. of Nat. Biog.* Loan of Vols. I and II of History of the Corps and the 1660-1898 list of its officers was obtained from the Institution of Royal Engineers, Chatham. The kindness of Brig. Lacey and Lieut.-Col. Stear is acknowledged.

Edinburgh Castle. He was at Culloden and then in Flanders whither a Warrant of February 3rd, 1747, had ordered a *Brigade of Engineers* and appointed Campbell as chief-engineer at 15s. a day.²⁰ The whole brigade was present at the battle of Val (or Lafeldt). On the next Corps list as at April 16th, 1748, after the suspension of hostilities, Campbell appears as sub-director and Debbeig as practitioner. The account is now continued in the Surveyor-General's minutes where, following the instruction to Campbell of May 9th, 1749, to survey the area between Newcastle and Carlisle, the next relevant entry is one of July 18th which records his claim of £20. 4. 6. for "Horsehire and Expences from London to Berwick and from thence to Newcastle on His Majesty's Service, by Order of the Board" and one from Debbeig for "an allowance of £8. 8. 0. for his Passage, Horsehire and Expences on the Road to assist Mr. Campbell on the Road between Newcastle and Carlisle." Both claims were allowed "except the £1 charged in Mr. Debbeig's Bill for Extraordinary Expences", whatever they may have been! Debbeig's next two claims, however, the first of £9. 15. 9. on October 3rd "for Horsehire and Expences to Newcastle to attend Mr. Dugal Campbell on the Survey of the Road between that place and Carlisle, from the 10th July to the 25th Ultimo" and the second of £11. 15. 2. on December 12th "for Horsehire and other Expences, in Surveying the Road from Carlisle to Newcastle, and coming thence to London", were both allowed in full.

Campbell's final claim, as recorded in a minute of 22nd December amounted to £54. 1. 8. and represented his "Bill of Disbursement and Travelling Expences, on account of the Survey of the Country from Newcastle to Carlisle, for a Road of Communication in the months of July, August and September last".²¹ The importance of this entry lies in the

²⁰ The same Warrant mentions Debbeig as engineer-extraordinary at 5s. a day.

²¹ The same minute also allows a further bill of Campbell's of £24. 10. 0. "on account of Works and Repairs carried on at Berwick and Carlisle between 1st July and 1st ulto."

fact that it dates precisely the survey of the Military Road.

How the two engineers applied themselves to their task is further revealed by another entry for December 22nd, 1749, which is reproduced in full

Mr. Dugal Campbell Sub-Director of Engineers having (Pursuant to Minute of the 9th May last, and agreeable to a Letter the late Master General received from His Grace the Duke of Newcastle with the Petition of the Nobility and Gentry, desiring a Road to be made from Newcastle to Carlisle) transmitted a Report of the several Roads at present used for the Communication between Newcastle and Carlisle, and of the most proper Course for the new intended Road, with an Estimate of the Charge to make the same, and the several Stone Bridges that are necessary upon it, amounting to £22,450 and inclosing a Plan or Survey of all the Country between those Places and some Miles further on each end, extending in all 60 Miles, and about 6 Miles in Breadth,

ORDERED

That the same be sent to His Grace the Duke of Newcastle to lay before His Majesty, and that His Grace be desired to observe in folio 12 of Mr. Campbell's Report, that he proposes to Carry the new Road Sixteen Miles and an half through several Inclosed Grounds, which are private Property, and must be first purchased, the Value whereof is not included in the £22,450 at which the Charge of making the said Road is Estimated by Mr. Campbell.

In six months (July-December) an area of 360 square miles had been surveyed and the map, estimate, and report produced. Whether either man had any part in the actual drawing of the two maps that have been preserved, or of that submitted to the Duke of Newcastle, we cannot tell nor can we digress within the scope of our present study on the subject of the sixteen and a half miles of enclosed ground since Campbell's report has not yet been found. Competent engineer he may have been but antiquary he was not for surely the recommendation to lay the road where possible upon the course of the Wall must have been his and his reasons those of convenience and cheapness. The Act itself was to stipulate that the course of the road should be "from

the West Gate of the Town of Newcastle upon Tyne to East Denton; and from thence by Chapel Houses to Heddon on the Wall, Harlow Hill, Portgate, etc." Upon what else would such a course be based but the surveyors' report though the exact line of the road between the stated points could be left to the discretion of the commissioners who, in the event, were just as guilty as the surveyors?²² The report might even explain why the line of the Military Way was ignored even if much of the actual roadway had fallen into decay. Stukeley had no doubt about the use to which it could have been put, for writing some years later in 1754, he says with no little bitterness

It was the business of the surveyors of the work to trace out this road. They would have found it pretty strait, well laid out in regard to the ground, and it would have been a foundation sufficient for their new road. The late learned Roger Gale and myself rode the whole length of it in 1725, so I speak as an eye witness, and I write down with grief to see so little taste, so little judgement shown by the public in this otherwise laudable undertaking.²³

The remains of the Wall, then, were condemned to an obliteration almost as effective as if they had been carted bodily away. No doubt the decision to re-use one defunct piece of military engineering in the construction of another was hailed by many as a stroke of genius.

Campbell, at any rate, was an indefatigable worker for the next entry concerning him in the Surveyor-General's Minutes is one of June 15th, 1750, which says

Mr. Dougal Campbell, having signified by letter belief that all attempts by Engineers to improve themselves in their profession would be acceptable to the Board, and as there is little service at

²² See *Last days of the Old Roman Wall at Rudchester* by H. L. Honeyman, *PSAN* 4, VI, or the original Denton estate letter at County Record Office, where a report of a "site meeting" of commissioners and others says "We all agreed that the Military road would be best upon the Old Roman Wall through that ground, for it is the strightest (thus) way, the easiest expence and will do the least damage to the ground . . ."

²³ *Surtees Soc.* 80, vol. III, p. 141, *Stukeley's diary*.

home for him this year desires leave to go abroad to visit the Fortifications in Flanders and Germany to make what observations he could, that the Lieutenant General²⁴ had approved his request and procured the Duke's consent and he only wanted the Board's approbation and leave which he hoped they would grant for a year or two. He would acquaint the Board from time to time where he is, in case he should be wanted to attend his duty.

His request was speedily granted for another entry of the same date directs that a letter be sent to Mr. Smelt, Engineer in Ordinary at Carlisle

to acquaint him that as the Board have given leave to Mr. Sub-Director Campbell to go abroad for his improvement they commit the care and direction of the Works in the Berwick and Hull Divisions to him and require him strictly to observe and follow the instructions given the said Mr. Campbell and that a copy of the same be given him.

There is little more to tell of Campbell though further research into the Minutes beyond 1750 might reveal fresh details. The official history of the Corps²⁵ mentions him again in 1755, still as sub-director but with the Medway as his station and Debbeig as one of his subordinates, and two further entries in List of Officers of the Corps (1660-1898) concern him. One completes his War Services with the terse entry *Louisbourg, 1757* and the second records his death at sea between Halifax and New York in September of the same year.²⁶

To make further progress we must return to Journals of the House of Commons.²⁷ The petition, with the King's recommendation signified by the Chancellor of the Exchequer, was presented to the House on 4th March, 1750 (51), and referred to a committee for the purpose of examin-

²⁴ Evidently the Lieut.-General of Ordnance who at this time was probably Sir John Ligonier.

²⁵ Vol. 1, p. 172-3.

²⁶ Further references to Campbell and examples of his work may be seen at the Public Record Office, Chancery Lane, but they seem to throw no fresh light on our present study.

²⁷ Vol. 26, 1750-54, as cited above.

ing "the Matter of Fact" contained in the petition. This Committee consisted of over fifty nominated members (including the familiar names of Middleton, Allgood and Blckett) and all who served for the six northern counties. They were to meet that same afternoon at five in the Speaker's Chamber "and have Power to send for Persons, Papers and Records". Those sent for evidently included the four gentlemen mentioned above (Cholmondeley, Seabright, Morgan and Sayer) and on March 8th Sir Wm. Middleton included their testimony in the course of his report from the Committee to the House. Cholmondeley's and Sayer's remarks we have already discussed and need only add that Seabright considered

"That if this Road was passable for Troops and Carriages, an Army might march from Newcastle to Carlisle in less Time than they could from Edinburgh to Carlisle."

The report concluded

And it appeared to your Committee, That it is impossible to repair the said Road by the ordinary Course of Law, nor even by the erecting Turnpikes thereon, it being open in some Parts for Twenty Miles together, so that the Payment of the Tolls might easily be evaded; but could they be collected, the Country having little Commerce, and being uncultivated, a very small Income would arise therefrom, the Inhabitants for Twenty Miles together, not being able to furnish Forty Carriages towards the Repair of the said Road; there being in some Parts no House to be seen for Ten or Twelve Miles together.

It was then ordered that the Report be referred to a Committee of Supply and when this met on April 22nd a sum not exceeding £3,000 was granted towards the laying of the road. It was then moved that the report from the Committee which had considered the petition be read and when this was done leave was given to bring in a bill for the making of the road which Sir Wm. Middleton, Sir John Mordaunt, Mr. Allgood and others were instructed to prepare and introduce.

On April 29th, 1751, Middleton presented the Bill for its First Reading. The Second Reading took place on May 3rd and on May 10th the House resolved into Committee to consider the bill further. On 13th Lord Dupplin reported such amendments as had been made. These were read a second time, and, with a further alteration to one, agreed. Bill and amendments were then ordered to be engrossed and on May 16th came the Third Reading when it was resolved that the Bill should pass and the title be *An Act for laying out, making and keeping in repair, a road proper for the Passage of Troops and Carriages from the City of Carlisle to the Town of Newcastle upon Tyne*. Sir William was then ordered to carry the Bill to the Lords and desire their concurrence. This was speedily forthcoming for on May 22nd the Royal Assent was granted and in less than one month Bill had become Act.

The Act,²⁸ of which we can only mention the more pertinent details, runs to nearly forty pages. Stripped of its verbiage, the preamble echoes the general tone of the Petition by observing that a road "proper for the passage of Troops, Horses and Carriages at all times of the year" would be of great service to the public; indeed the lack of such a road had been found to be a great inconvenience and danger to the realm. It could not, however, be laid unless at public cost and with the sanction of Parliament although it was anticipated that when finished maintenance would be recovered by the levying of tolls and duties. Next came the Commissioners for Cumberland, some three dozen being mentioned by name, and the Mayor, Recorder and Aldermen, and the Dean and Chapter of Carlisle *for the time being*. The Northumberland Commissioners ran to nearly four hundred ranging far and wide over the county and covering practically every family of note. Several corporate bodies, such as the Aldermen of Newcastle and the Bailiffs of Morpeth are also included. The course the road is to

²⁸ XXIV George II.

follow comes next, starting from the West Gate of Newcastle and passing by East Denton, Chapel Houses, Heddon on the Wall, Harlow Hill, Port Gate, Chollerford Bridge, Walwick, Carrawburgh, Whinshields, Clowgill (Closegill), Brampton, High Crosby, Drawdikes, and Stanwix to the Scotch Gate of the City of Carlisle. Rules follow regarding the calling of meetings and the conducting of business; seven may act for the rest and all commissioners shall defray their own expenses and take the stipulated oath. Officers are to be appointed, accounts kept, and copies of accounts and contracts delivered to each House of Parliament within thirty days after the opening of each session. Commissioners are to be responsible for the detailed setting out of the road, i.e. between the points already specified, and this, as we have seen, is highly relevant in apportioning blame for the utilisation of the remains of the Wall in the eastern sector. No part of the road is to be less than twenty-seven feet in width where conditions permit.

Then follows a multitude of clauses concerning the acquisition of materials, cutting of drains and ditches, purchase of land, and resolving of differences which are probably usual in most Highway Acts and which need not detain us. Of more interest, however, are the instructions that when the road is completed (i.e. *passable for Troops, Horses etc.*) notice shall be given to the Newcastle newspapers²⁹ and also posted at the Town Hall in Carlisle and the Moot Hall in Newcastle; and that of the £3,000 to be paid out of Supplies for the year 1751³⁰ £1,000 shall be paid to the Cumberland Trustees, £2,000 to those of Northumberland. A glance at the map will show there to be roughly two thirds of the road in the latter county. When the road is complete, turnpikes and toll houses are to be erected and details are given of the rates to be charged, with the provision that no more than a third of the toll due shall be taken at any one gate in Northumberland and no more than half in Cumber-

²⁹ This was done in 1757.

³⁰ Construction was the subject of annual grant.

land. Exemptions are specified and these include post horses, most military traffic, and waggons officially engaged in conveying vagrants elsewhere! No toll shall be levied on election days in respect of vehicles and their passengers or travellers on horseback. Penalties for the evasion of tolls as well as for failure to perform statutory work upon the road are, as we would expect, set out in considerable detail.

Such then are the main features of the Act though perhaps two other small details might claim attention. The first is that at the place where the two counties meet a *bounder stone* shall be positioned and maintained at the joint expense of the trustees for both counties and the second that the road shall be measured from the West gate of Newcastle upon Tyne to Carlisle and milestones erected to show distances from that gate; each county shall meet its own costs in this respect.

Our account is now continued with the help of the press and of the original contracts and accounts³¹ found in the Record Office of the House of Lords. On June 8th, 1751, *Newcastle Courant* gave notice³² of a meeting of the Northumberland trustees to be held at the Moot Hall on the twenty-fourth of the same month. Persons willing to make any part of the intended road within the county of Northumberland, beginning at the Westgate, were to deliver their proposals at the office of the Clerk of the Peace in Westgate before that date and to attend the meeting. The result was that a contract was drawn up (though not signed for some months) between Wm. Biggs, Geo. Delaval, Robt. Shaftoe, Gawen Aynsley, John Blackett, Joshua Douglas, and Edward Ward for the Commissioners, and Christopher Lightfoot, Thomas Lightfoot, and James Paul, all from Yorkshire, and Robt. Rowntree of Gainsforth in Durham, whereby Lightfoot and his partners should make the road as far as Cumberland. It is specified that all work shall be

³¹ Funds for the photographing of these documents were kindly made available by the Dept. of Archaeology of the University of Durham.

³² Notices of this type are usually repeated in the following issue.

done to the satisfaction of the commissioners' surveyor and shall measure twenty-seven feet from ditch to ditch. Stonework is to be sixteen foot broad and fifteen inches thick at the Crown declining to five inches at the extremities. From Newcastle to East Denton it is to be covered with three inches of gravel and likewise thereafter when gravel can be obtained within one and a half miles of the road. Failing gravel best quarry rubbish or other proper material may be used. Payment is to be at the rate of eight shillings per rood³³ of which sixpence shall be retained pending the satisfactory maintenance of the road for three years. To make easier the "passage of artillery, heavy carriages, and other carriages", a further sum of fifty-two pounds ten shillings is to be made for adjustment to the gradient of Benwell Hill in accordance with a plan accompanying the contract. The document was signed, sealed and delivered on November 2nd, 1751, by Christopher Lightfoot in the presence of John Tweddell, clerk to the commissioners and Lightfoot received £300 *on account* for work already done.

Two bridges, one over Newburn Dean (thus) the other over Denton Dean are the subjects of a further agreement between the same seven commissioners and Thomas Layburn of Wolsingham and William Wheatley of Lanchester. Detailed specifications are given and a plan³⁴ of both bridges accompanies the contract. The work is to be completed on or before the next Midsummer Day for the sum of £160 and the bridges to be kept in good repair for seven years at the builders' expense. The contract is signed by Layburn and Wheatley, again on November 2nd in the presence of John Tweddell and John Brown; Layburn received £30 the same day *on account*. John Tweddell was of course clerk and treasurer to the Northumberland commissioners. John Brown, the surveyor, was the elder brother of the renowned

³³ According to *Shorter Oxford Eng. Dict.* a rood might vary locally from 6 to 8 yards. Cumberland Commissioners, as their documents show, regarded it as 7 yards.

³⁴ Copies will ultimately be deposited in the Society's Library.

“Capability” Brown and still lived at Kirkharle³⁵ as later press notices show.

In Carlisle events were also moving at a fair pace. Fortunately the minutes of some of the Commissioners meetings have been preserved and include those of their first on June 24th, 1751, at the Town Hall. Officials appointed that day were Richard Waller as surveyor at a salary of £40 a year and George Pattinson as clerk and treasurer at £20 a year, both salaries to commence from Midsummer 1751. It was also ordered that the treasurer should send for twenty-five copies of the Act for the use of Commissioners. This meeting was adjourned till the following day when it was resolved

That the Making of the Road to begin at John Bowsteads house at Stanwix bank. That it be Carried the whole way in as streight a Direction as the Ground will admitt. That it go along the lane to Luke Fishes, Thence thro' Widow Bells Close by Draw Dikes, thro Draw Dikes Grounds to the Wood bridge near Lance-lot Clemisons from thence thro Mr. Hoskins Ground to the 2 ashes in Crosby Lane, from thence thro Crosby Lane by High Crosby, from High Crosby over Newby moor to the River Irthing at the Ford near Ruleholme.

It was further resolved that an advertisement be published in Newcastle papers that the road will be contracted for by the mile and that Mr. Waller will attend those willing to undertake. They are to deliver their proposals sealed, to George Pattinson and attend the next meeting, which will be at the Bush in Carlisle on 16th July. Similar conditions are to

³⁵ The relationship is confirmed by Hodgson, Vol. I, Pl. II, p. 247, where his marriage with Jane Lorraine at Hartburn on April 23rd, 1743 is noted. He was also agent to the Duke of Portland. With the help of Mr. Matthews of the County Record Office, the writer examined microfilmed records of Kirkharle Parish Church and found an entry for the baptism of John Brown on 3rd February 1708. He was the third child and eldest son in a family of three girls and three boys born to William Browne (thus) of Kirkharle. When he resigned in 1757 as surveyor for the Northumberland part of the road a notice in the *Newcastle Courant* on October 7th advertised for a successor at £20 a year. Entries in the same paper for September 22nd and November 18th show that he had also resigned appointment with the Trustees of the Alnmouth and the Ponteland turnpike roads.

apply to those willing to build a bridge over the Mill beck in Draw Dikes field.

The notice duly appeared in *Newcastle Courant* on 29th June and at the meeting of the 16th it was decided to contract for the making of the road with John Byers, Thos. Hetherington, John Hetherington, Isaac Byers, John Byers younger and Benjamin Byers. In the ensuing agreement Rev. John Waugh, Mr. Robt. Graham, Henry Aglionby, Joseph Dacre, Mountague Farrer, Wm. Milbourne, Rev. Wm. N. Jackson, John Brown, and Jos. Nicolson represented the trustees. Specifications were much the same as those for Northumberland and work was to be completed as far as the two ash trees by 25th December. The *undertakers* were also to be responsible for drainage (trenches to be a yard wide on either side of the road) and for the maintenance of the road for one year. Terms, however, were more generous than in Newcastle, namely twelve shillings per rood and no retention clause. Not until 9th September was the matter of the bridge settled however when Richard Bell, Arch. Thompson, and Jos. Robinson undertook to erect the same "on consideration of the sum of forty-six pounds".

Examination of these documents, cursory as it has been, really terminates our investigation into the genesis of the Military Road. At the eastern end construction began on July 8th, 1751, as that month's issue of *Newcastle General Magazine* reported.

Acknowledgements:

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