

Roads in & through Millom .

The history of roads ancient medieval and modern is perhaps one of the most difficult of problems in any particular district.

The old roads of England have been described by many authors, but I have not had opportunity of consulting them. If there is a capital or national centre there must be roads radiating from it or others approaching from more distant places of importance.

The position of South Cambridgeshire under Anglo-Saxon times is the XIIth Century as the Lordship of Malmesbury is bounded on the ^{North} West by the River Ouse on the East by River Great Ouse. South & West by the sea and on the North side by a chain of high hills. Ely House. Hanging Knoll, Eversgaf or Orscote, Boefell (2950') Tarn & Bowescombe Long Top midfells Adam Cragg (2650) Cold Pike Red Tarn Pike of Blencorn. Black Ouzg, the stream flows to Cockley Beck & Long nose Gutter and the Dunon.

2

It should be remembered that the district so described was an outlying portion of the great Forest known in later days as the Forest of Copeland and the forest of Jerwood Hills.

Much of its present character till 1280-1300, and even long after that Forest laws, Forests as Forest Courts still maintained a hold of the district although in the valleys the many small farms holdings were peeling back their intakes and grazing grounds farther and farther up the hill sides. And there must have been at an early period foot paths and occupation roads and sheep and cattle drives connecting them.

It is not till the English period or Anglo Saxon period that there can be clearly followed but in the older days were some ^{centres} centres of which little known history remains. Just outside the District were two circles one called now Swinwick with a scattered group of huts and earth works on Burn moor, Eskdale

1 the Kirk or Kells and two small circles of
Lacro - and an ancient footpath road I think down
below the standing stones and Lacro and per hump
extending beyond it - vid p. 23

Lastly is one of the best circles of all still
well preserved 'Swinside' above Broad gatis [p. b. 11]

Very few British names survive although
there are some, which modern etymology does not
seem to afford a satisfactory explicit explanation

The only one to quote here is the Swin - side
of the three circles - ^{the} which I absolutely refer
to Gales is derived from the Saxon word 'a sow'

There are 3 Swin circles and a Swin-court as
well as a Swin lead all connected with British places
and there is no sense in the "sow" origin
unless it be believed that the Saxon settlers deliberately
tried to defile the places set apart by an
older faith by turning them into pig sties

At Hordwaston they did not do so but built a
church near it and called the place 'Sunder Church'

Bel — may be BV. It seems not to be strictly a water
word but is often a hill name or overhang, a
water place or stream. It has in English been associated
with a place where the Brittain people lived. And:
three instances I read over look what is used a Clew

It is then necessary to speak of a particular
 line of road. Roads of the British type have
 not the mathematical (with exceptions) precise straight
 road to point direction of the later Roman road.
 But in one road there is a certain directness.

Swanside or Burnmoor - down to Bel Hill is
 Eskdale - north Catherine Cumb. - up hill by the cop and
 Birkenhead to Crosby the road - between the two latter
 crossing the fell the descent. Crosby the road by
 Old Hall + Alpha to Swanside above Broad gate
 then slightly avoid by Knott fell - by Broadgate to
 Hall the road, Hill Mollon. To Castle Church and
 another Bel Hill. The whole road ^{deviates} deviates
 very slightly from a straight line Burnmoor to Mollon Church

With it are connecting trackways
 to Bannock. Cornyhead side. Kirk-Saulon and
 Whitlock circle

* in later days this is said to have been the road
 to Kendal. The continuation ^{by Old Hall + Hill} through Alpha to Duddon Water

is therefore probable. The Old Hall + Church of Alpha
 seen an important centre

Brat
mess

Swainside on Burn moor

6

Iskdale Church
+ Bird Hill

Bird Hill

Birdy

De Jole

Barn's cart

Hesk
Felt

Crosby Flaw

Upho
old Fell

Corner
hut
Circles

the Wath.

Swainside
in the wath.

Bootle

Swainside
Wath Flaw

Wickham

Swain's Cart

Millum
- Bal-hill

North sawton

Red
hill

to Dalton

Notes on the map

- A. a traditional footpath exists between
Swonside above Bredgate via Bouscels to
Woodcote or Drove localis
- B. Before c 1730 "a very ancient road exists from
Wylfa [at the] to Barnscoot". Aaron Marshall.
- (c) near the present road on Theobalds Moor
is a sunk or hollow way 5 ft deep
is derived from the walls of Ducton (Beechside
Ducton Hall)
to the Vicar's Park of medieval Ducton
- (d) From the two standing stones in Kirkwastin
to the coker and old Kirk of Lacey.
Quarry did this continue. There is an ancient
strong line of wall to high soft rock on it
the foot path joins or perhaps runs along
around the ancient Mellant to Ducton road
which is to be described shortly. If correct it
must have done so via Ducton well to from the
road to be described in the following page.

The Swinside road,

Whether there be any connection between the Reservoirs
Circles and those of South Cumberland must be for some
other investigation. It would probably be near the Lingard
& Styhead. The straight line from Reservoir to the Eskdale
Circles is over the top of Sca. hill.

Keswick

1st Road from Swinside or Burnmoor to Eskdale Church
is still known as the Church road from Meltham Head
It probably was in use before c 1300 - and is far older.
Eskdale Church occupies the site of Bel - hill.

2. From Eskdale Church via Blunney to Borthwick
a Church road as early as perhaps c 1300 but
is really far older - the original road to Keswick
before the more modern road from Dalgaith ford
and the later Bridge

3 Borthwick Church is prob'ly British origin
cf. Borthwick and Brats near close to B Road between
a British before the Saxon Tithes was added

Then on to Crosby Thwaites via the White walls
ancient br: line of fossils. The origin of Crosby
was long a puzzle. But Prof Eckroell notices
several places where Crosby is the br: cross may
a mound or hill. Either might be correct.

Crosby Thwaites has its "Borrens" field but the
road has diverged from the straight line because of the
hill Hesk Fell which can maybe not block
the direct line between the two Swinwick circles.

There is a similar name in Wetherham valley
Cross a bank with its Thwaites (now Besside)
is called a Fossil Cross Thwaites - almost certainly
a misreading of Crosby Thwaites - a bank or
mound or hill is usually part of the meaning of the name.

4. Crosby Thwaites via Baskel (~~Bowseale~~) to Swinwick.
at Housman gate - a full boundary mark. The
modern road to Alpha bends left. The
old road is to Baskel - Alpha, Old Hall
Bowseale: Thwaites, Fenswick - Swinwick

Baskel
and
Bowseale
are rather
confusing.

I never had opportunity to make local enquiries
 but my informant ^{the} man called Harrison also had told
 the probable approach and that the Mellan was part of
 that since a road formerly existed - a local or occupation
 road still exists except for the short distance from Boscawen
 to Thirick to Hodgewifes well above Fowick.

5. The Old Hall & the old stile pulled down
 as it is recorded at the end of XIV Century. The ^{destruction} destruction
 of the Kirk is traditionally was the cause of a
 great struggle between the men of the moor and
 them of the valley. The belief in Fairies still
 exists but ^{it} is hard to get information because
 of modern ridicule. The fairies or Trows
 appear to have been a survival of the British aborigines
 perhaps the little men of tenor very long Britain
 perhaps the Sid dwellers, as there are frequent
 references where observable that they ^{lived} lived in holes
 in the ground. The Fairy Craggs near Barker
 are still known as a place where. Be this or

'd may - the neighboring woods of Old Hall & Old Kells
 i Uffha seem to have been a centre of importance
 or a capital to the neighboring before rather to
 medieval de Copleston family made it the Hall
 and built the Church. From 'd radiate the
 following roads.

- (1) road to the Northern Swin side & to the southern an
 and to Millom.
- (2) road to Barnscar.
- (3) road to Walsbrough ford a church.
- (4) road to Budden ford - later ^{continued} called to Budden Bridge.
- (5) road to valley settlement of Uffha - and present Church.

b. Swin side.

The name "The Temple" may be of comparative
 modern use. of "The Temple" near Rotherham
 was the site and built over of the Roman camp.

7 - This road began i Eskdale at Bel-Cute
 under the Church. It ends at Bel-hill between
 Millom Church and the stone.

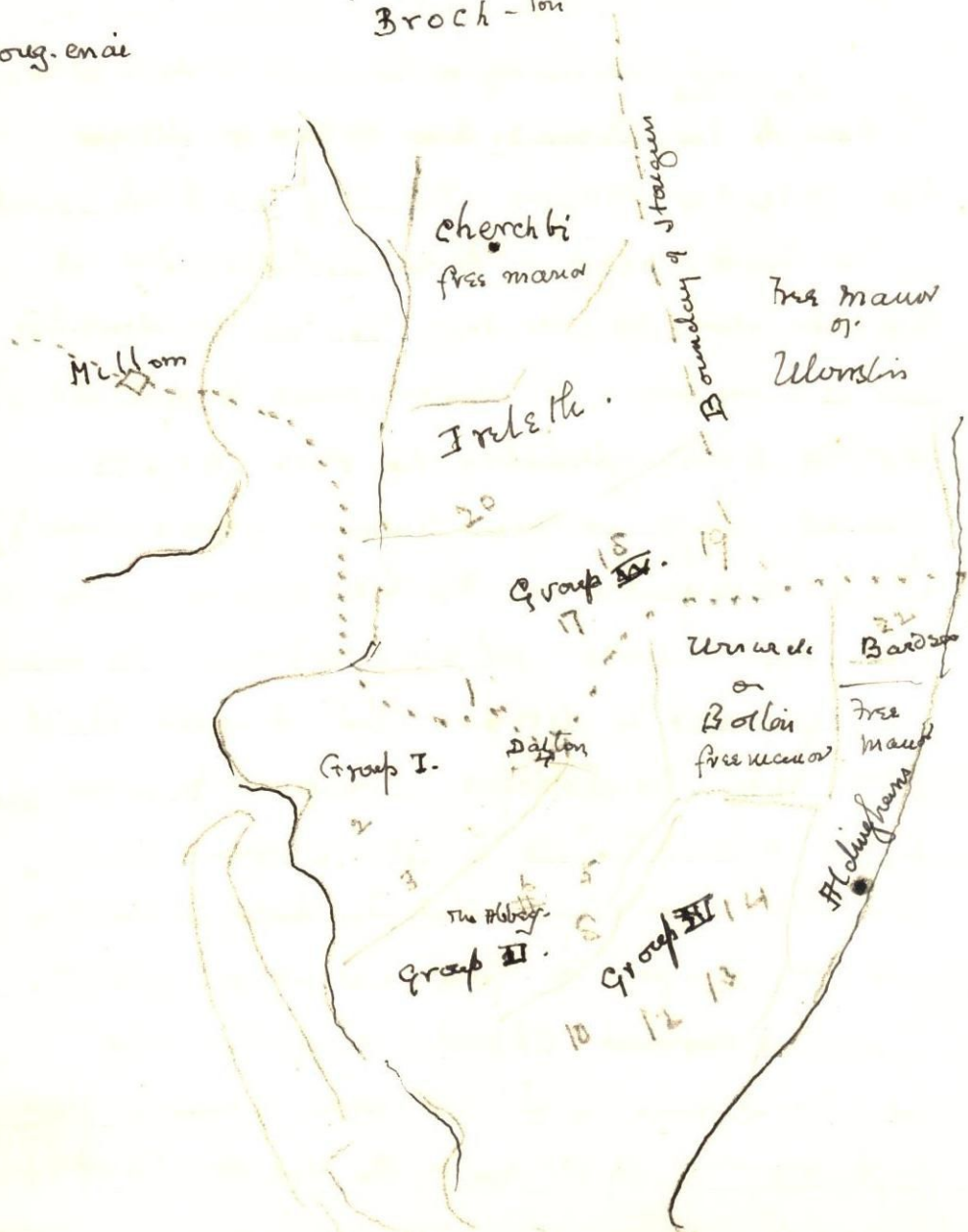
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The Coast road through Mellom.

To the better ^{our source details} understanding of the road it seems necessary to refer to the Domesday Book reference of Skoger. The Manor of Skoger consisted of two parts separated by the River Dudda. On the Cumbrian side it contained about 57 000 aers and on the Lancashire side 48 000 aers to which must be added 44 000 aers representing the five manors described in connection with it [see p. 100]. It is noticeable on the Lancashire side that the smaller estates comprising the manor are arranged in groups. And it would almost appear as if the Surveyors - accompanied by local men to give required details - had in each case selected some high point from which to mark out the groups. In three cases at any rate this appears to be the case. It must be remembered that though the Survey was for a Norman & probably the Clerk or Surveyor was Norman - the details must have

? Houg-enai

Brough - lin
? Borch
Broch - lin



Mullom

cherrubi
free manor

Irel & the

free manor
of
Ullomlin

Boundary of Strathgairn

Group IV.
17 18 19

Urn u de
or
Bolla
free manor

Bard

free manor

Group I.

Dalton

The Abbey

Group II.

Group III.
10 12 13 14

H. Dingfons

described by the Saxons holder. The groups are.

It should also be added that the line taken is left to right
the frequently happen: Seven Peaks but to right
left is more usual. It is probably the best line recorded &
The groups are

1. Pallan Group. Sweeney fin near Sillies Chapel (also history)
2. Water Group. ^{Went = the Graces} takes a branch by Jansen Abbey
3. Leaco & Glacis - forked fin side of Lakes of Kanton Castle.
4. Merion & Pungfu Group Sweeney fin (?).
5. Not a group but taking account of fine mans.
Ireland on one side with Cleere Killy (fine) beyond
it and Borch beyond the fine manor [Borch is
never disputed but most probably Borch. Broch. Broc
and Latin Broc - lon. Bollin including Loman
on the bay a fine manor / and Uveston - fine manor
The last name is Bardosa - which should have
been mentioned first or second: the list of Uveston
had been the Capital.

It is noticeable that all these groups have
a certain connection with the great Coastal Road

The Surveyor names the Cape & demonstrates
of Stougen. And at once proceeds to the most fertile
part of the Capital name and describes Low Finner -
finishing up with Barday - which is islands that have been
mentioned quite early in the list of Unsettled ^{islands} but on the Cape
Then he crosses to the Cumberland side but
makes no mention of Millons unless he has already
done so. If he has - it would be quite in order
in a second chapter to omit a second reference. The
first place named is Colchester, It should have
been Katesbaird following the road so nearly from
high ground. Then he should have named Stougen
if that had been Colchester - but he names Beothic
as the ultimate place of his survey. Then
he returns to Southbrook and again omits
any reference to Millons which he seems to pass
then he names Stougen. If he has followed
the same method here as in La Carriere
Stougen is on Cumberland side must be
either Thud or ^{islands} or ^{islands} or ^{islands} or

The Coast road commences near Lancaster
 entering the sands near the mouth of the
 R. Keer - crosses the E. side the channel of
 the river "where a guide on horseback called
 'the Carles' used to visit to conduct passengers over
 the ford. Then landing at Coert and 3 miles
 overland through Flookborough to Sandgate where
 it crosses the Coertmill sands and the Leven
 Channel ... to White Thorn at Coesthead
 Banks ... thence to Mountbarron where
 pavement has been found. Crosses the Ulster
 Turn Pike at Street Gate. Pass Berrington
 on the right and Wrenwick on the left with Pleasant beyond
 through Leudal with Tilts up on the right
 and Adgarly + Sturdon on the left and so
 arrive at Dalton.

From Dalton up to side of 3 Stiles Chapel
 (where Prof E. Keel places the first name
 of Philweston) and descending the Crookness
 to Avonhead and over Dudlow 3 miles.

The passage of Duclou Sands is not described in Cook's Travellers Journal C. 1820 but was still remembered in general outline when I was at Mellou - and the general structure is still marked by a Tallet or a tower in Stolba hill. The best guides also have been elsewhere referred to and that they marked or "grogged" us, used branches of trees to mark the course. From Rocou head the passage took a line to what is now the end of Cestham pier and bounding outwards into the centre of the sands till opposite Bonwick's Point; here was the most dangerous part with narrow channels constantly shifting & but there were easy reaches in ordinary light & favourable land marks. Waver Knoll by a circular gate or perhaps a median hill looks away to the right. To the left was Red Hill with Laena almost mid way - slightly to the right of the last was the safest and direct route to Millon Castle - or in the old days the island on which were the two ancient Maori haun children and Bell hill.

(present day names used for identification)

But leave unless the interesting question - why not
 in Stolbon Hill. The answer is another question (Did
 it at time of DB exist? We know that when the
 monks of Caldes had the salt works of Rutland put ^{close} ~~close~~
 to ^{the} present Railway station - they had to obtain a right
 of way - and their road was at the back of the present
 Vicarage up to what is now Bay ^{view} Terrace and probably
 to the Pilot Inn - Stolbon Hill from the forest was ^{could}
 not have existed as a ^{public} ~~private~~ road for ^{as} if it had ^{islands} ~~islands~~
 right of way would be necessary.

Then why not following the line of the Park to Beede
 farm - but as far as we know, the Park was made by
 the de Bergins at least ^{50 or} a hundred years after DB.

The only alternative is as suggested to
 the site of what was later Muller's earth and
 which is DB appears to be called Storegus.

But where then? The Thewalbin road might be
 a mile or two in the wrong direction for coast line
 the Mill might be in existence and if so some small
 lane or ~~road~~ track way led to it but various well

c 1200

p 32

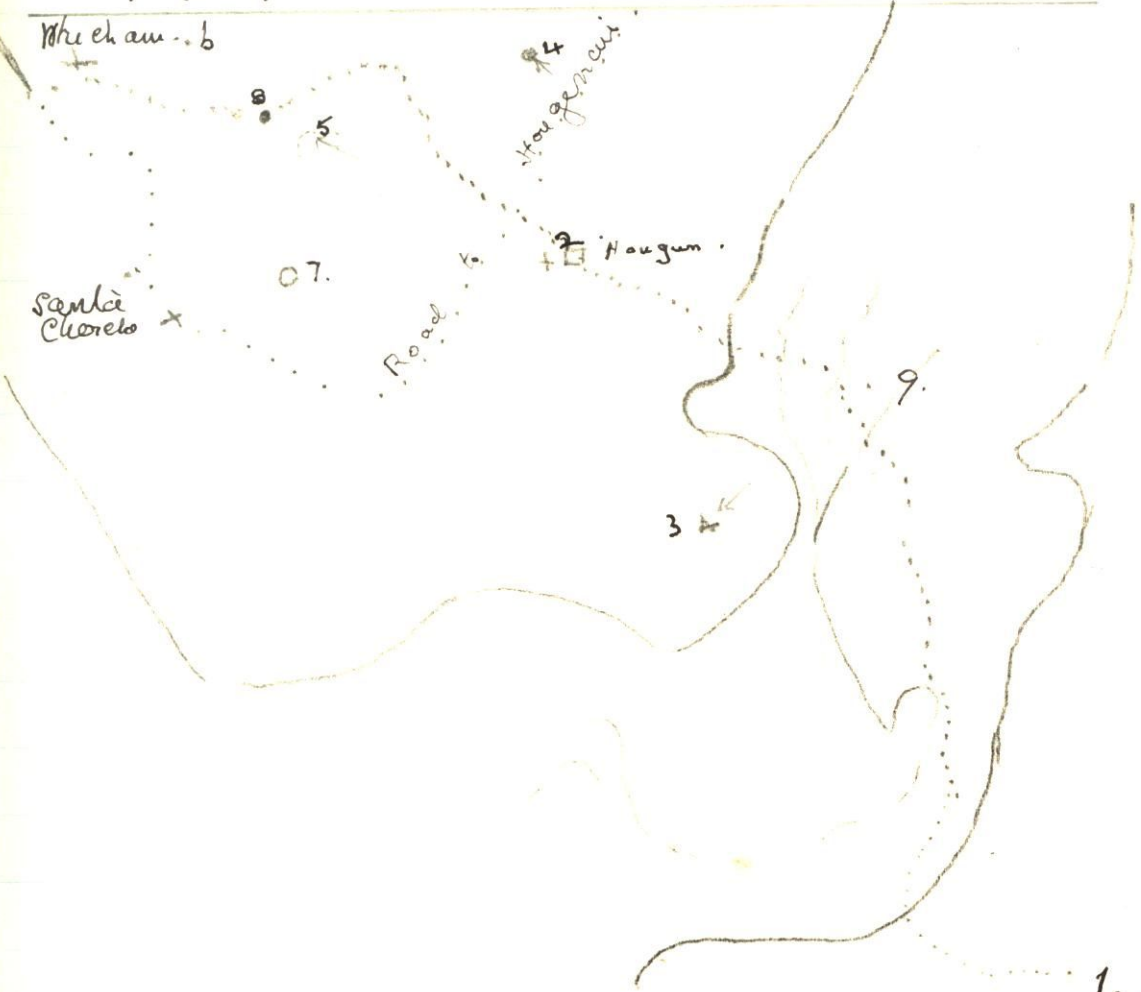
to give later probability that the road by Old Cross Street
 & Daythorpe could well be the main road.

The alternative is by what still exists as a
 right of way. — The footpath to Stige do'scales
 which passes through the Miller Park, to this
 perhaps may be a reference in a charter of Sir
 John Studerlin dated Dec 19. 1292 where reference
 is made to 'right of way' through the Park
 and other enclosures nearly at that date.

As at present existing — this right of way
 passes Stige do'scales and joins the road
 from Dring with a waffle lead to Pass Stone.
 Stige do'scales now used as a road for trees
 of an old road for Stige do'scales to Gray Mass
 boundary mark of the Township of Kettle's cote. But
 I am not persuaded that this suggestion is justified.
 From the above named junction with main road
 this ancient way descended to Pass Stone
 and the passage as shown by a charter of
 Sir John Fleming of Becket's time — this is

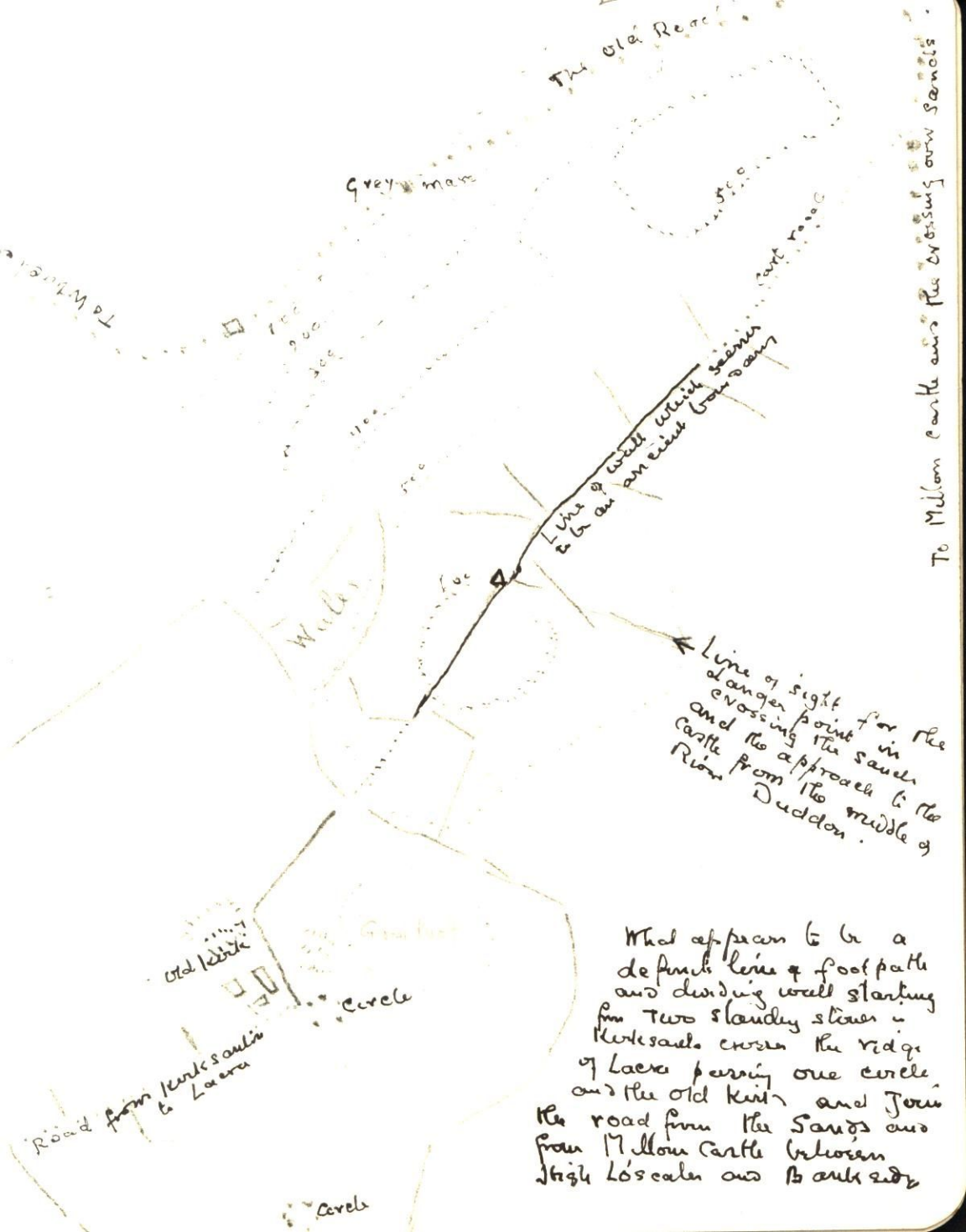
Map to show passage across Sands and through Mellorn

1. Not shown on map. Hill-vesterside or S Helen Chapel.
2. Hill-observance later Holy Trinity, Melko. Also Haugeen. The Chapel.
3. 4. 5. Road Hill. Mary Knott. Haugeen. Perils for dangerous safety ponds in the Sands. To 5 points safety.
6. Whelan Hall just off old Road. 7. S. Haugeen. 8. Pao. Haugeen.
9. Dangerous crossing over Sands.



Santa Lucia and looking further away
 (after a walk by Stoyen vs. Mollen) he sees the
 upland beyond - Thwacke Ulfen & Borkis and
 the coffee valley of Budda and ^{calls} ^{then} Stoa of an a.
 which I bring ^{see} ^{an} ^{etymological} ^{word}
 descends as ^{say} ^{Stoa} - the highland of Stoyen.





The old River

Grey mare

Wales

Old Kirk

circle

Road from Kerlesouls to Laera

Cavels

Line of wall which seems to be an inlet from Duddon

Line of sight for the danger point in crossing the sands and the approach to the castle from the middle of Rion Dudden

What appears to be a definite line of foot path and dividing wall starting from two standing stones in Kerlesouls cross the ridge of Laera passing one circle and the old Kirk and join the road from the Sands and from Mellon Castle between High Loscaln and Bank side

To Mellon castle and the crossing over sands

Whicham valley

This road is certainly more and more the character of the main thoroughfare between Bradford and Booth. Its origin may be (1) a British track between Bradford Swaleside and the 3 circles at Whedbeck by Malpas Cornelian near Wetherley with the old road across Sands. The upper part of the course is Swaleside Trough, by a footpath which still exists over Knott moor and the Skelton of Knott hill to Knott and farm; then either by (a) Baxton bank - the present outlet or (b) by Gries Croft and Whed Pippin to Row a union with the road from Chappell.

(2) although a Br: trackway might still be used this road appears essentially the linking up of many farm settlements of the Saxon period. The 1 mile map is too small & six inch too large to show how each farm seems to be

linked up with the central trail down the valley



There are probably many other roads where
 may have an origin as for trackway but which
 hardly came into existence as roads until the
 settlement or Farmsteadings of the Saxon period pointed
 further and further up into the recesses of the hill side.

One such may be noted i.e. that following
 the course of River Esk fine localities through Bunkby
 to either the Westwindy Brig or goy up falls towards Dool
 this road was still repaired by the individual
 owner or occupier of the land through which it passed
 and was almost certainly a loop road for the various
 farmers.

Such also appear to be the origin of the
 Cowsley roads between "The Green" and
 the Ford of the Dredden first at Wha' Steu
 and later at the existing Dredden Bridge
 and these two are met by two difficulties

(1) date to be assigned to the Bridge

(2) There are 3 ways from the Green to the Ford

and an inclined to place them in following order

3. The present existing high road.

I am under the impression that this was either used as a trade route when the Seroyen & high road came into existence. It may however date (or be older) to the time when the Dudden Bridge was built.

It is true that various Roman & modern masonry has crossed with this line but I am not certain that their present courses have not also cancelled out and perhaps destroyed with road No 2. above. And although for convenience the high road (No 3) made quicker travel I think that I passed along the No 2 road more often and my memory does not carry many details. Just before each steep slope however there are two fields of interest "Merch's land and Gate lands yet". I am not certain whether the latter name may not belong to the road or 'yeat' or 'yet' is gate. Perhaps a more likely they both belong to a later series.

from 4.5 ft at the Saguero past the Valley road
 it descends to 3.6 and then has to make a
 detour round Arroyo Mark. The present
 road sticks the 50 ft level for most part of the
 way. but the mark must have been much
 deeper before the flood as all the beds were
 probably the road was only passage. Dry
 weather. And for the first time the charcoal
 that was as late as 1200 and nearly to 1300
 a series of pools & lapoon streams from Poro
 down down nearly to the miles and
 below steady lava flow & Silo of Mark
 and moss made the amount of "dry"
 land very small. The whole district was
 as slightly higher and from the mill the road
 rose and fell frequently till past the stream
 than 1/2 length of which the middle ridge
 is now called Little length, marked
 second & by great long throat the beds
 among the road must greatly come little known
 surface & water period

Beyond Little Langthorpe the ~~low~~ road drops 17 feet - present day level to about the same as the present road between the cartle and Leno stream. At the old Cross where the road over the head course the B.M. is 29 ft. J.J. before AD 1200 the road continued for this point & probably only did so as far as the Palmer Lane which at that time was probably the Church road* (i.e. foot paths from the moor and some parts of the low demesne).

* The Church road is referred to by Philip de Verneke Vicar of 17th cen. From the church yard it crossed the moor probably by a raised foot path or slip stone. At the rise of Pannett Hill it turned and path to Stollen Hill (c. 1200) he goes to the moor

The Park?

It is generally supposed that this was done by the de Bagnols of the Castle but I believe so far no evidence in hand. To me the most probable appears to be Henry Parker c. 1180 & 1210

The only difference it made to the roads was perhaps

(1) To divert the ancient road from Loston to Loscote to the outside the park boundary i.e. from the Salt from Gylbert to leave the present passage over Parnett Hill - by shortest crossing over the marsh - to present site of the Back Farm - or rather to the Mill then back to the Park boundary and just outside it to join the old track at Hagle Loscote

(2) The Dashed Gate connects ^{between} the Thwinkles road and that for back to Appleton and a road to the Park Road - perhaps a Forester's town or rather in this case the Parkers.

The coming of the Moravs.

1. c 1145 Leave of Katesaukas + prob^{ly} some land in Strum - but no occupation of land.
2. c 1160-70 The steep farm of Miles of Katesaukas how were these conveyed. Prob^{ly} via Mellan Castle - over the Knott a the hill side (westward) along the main road. But constant use age of this road must quickly have attracted to the Moravs for some improvement - perhaps here the first road improvement.
3. Permission by Struy or Langthorpe to farm freely Katesaukas' lands. Begun by Lawrence gets road to Haony Stees But Gilbert has before that given land to Behersand and Haonyff' itself are an important sub manor was Katesaukas. The Katesaukas main road must have been under construction at many places.
4. Struy de Mellan grants the lord's land land ?

Perhaps at first to the Mill [Beck]
and so to old Cross - but a
nearer way was shown. From
Horned Bay via G. Pilot I then
went down the hill

Kirkcaldie - perhaps for a residence as he
seem also to have had land near Ford House - Sir John Fleming's
The Road over Ross scales probably declined as
that to Kirkcaldie was improved.

John de Miller also seem to have made the first grant
of Seil works to Cadis. This was just outside the Park
boundary at Co Rutenpuel they perhaps also had a
least for the stream called the Wyre for fresh water.

They no doubt used the road outside the Park boundary
to the top of ~~Parrett hill~~ ^{near Bay View to Park Farm -} ~~Parrett~~ ^{are old} hills
or made one as it was outside the Park to the bottom
of the hill by head of Park Farm (not then existing)
to join the Kirkcaldie road. An easier route
for heavy animals than over Rosscales.

Perhaps also these works - employing local labour -
covered the beginning of houses was called Stobbs hill
if so it would not be long before such workers
made their direct route to the works. So
we get Stobbs hill as we know it. But

is now a stone bridge perhaps of later date. When
the market fishing is dried or commenced

Modern
names
used

NB. Several of these tubes used for analysis
as the tubes should have been cleaned

Transpae 6 - 5

5- William of Henry de Melles gave the Salt works
 in Kildesauli. Horses & Oxen & Cows as well
 as sheep, now belonged to Monks in Kildesauli and
 further improvements of the road must have been made
 as a central backbone & forward traffic of Salt over
 the way & provision of all salt the other way must have
 been a daily occurrence in Denmark - the period
 of Salt working -

6- Henry de Melles gave his daughter's Gravel
 the land of Lethely in Beothke on her marriage with
 her cousin Henry of Lethke. She became a Lady
 at an early age perhaps Henry was killed in
 battle. She gave to St John Cultrian the land
 with parsonage
 which also extending up into the lands of
 the Forest

6- Madam of Henry gave a Salt works at
 Skelpeul near Lady hull to S Bees c 1230
 how did they convey the Salt

8. Priors Park. The pasturage was
 given to Conistead by ≈ 1220 ~~was~~
 by Alan of Kestel - and then to Cecilia by John
 of the de Hodelde ≈ 1280 . The approach to
 it was direct from Winc' the foot of Dudda
 and along the edge of the moor above Tread: Gred.
 - The road sometimes referred to as the Winc' was
 originated perhaps in the 10th: settlement above Cury.

9. Vixley Luce. - I asked the farmer of
 Bultwilted had cattle were probably transferred
 between Luce and Furness Abbey. He
 replied that - pointing out a route - that these
 were traces of a very ancient road into
 Masedale and by Gaitstead back down to
 Cockley Beck and Blackhall - but
 from there he could not say which side
 of Dredda was most probable. I am only
 familiar with the road on the Alflee side

but the crossing of Duckden - if it were the
Alfha sda would probably be at the 'toll'

For 40 or 50 years this was perhaps
the usual cattle route - ~~but in the time~~
Within the cattle pass led to Mollen castle I know
is not known. ~~but no 's' & I think known when~~
Duckden bridge was built & replaced the foot
Brid crossing - all proof is ~~in the~~ ~~the~~ ~~the~~ ~~the~~
John ~~the~~ toll - This would account for
the dispute & claim of Patient Rolls 1300
when Sir John ~~the~~ ~~the~~ ~~the~~ ~~the~~ the cattle of
Jensen on the way to Buttrick.

This would also account for a road route
adopted as the cattle route by Finesse Abbey.

Dates are undoubtedly not to be depended on;
P. II. 549 550 there are no isthmus names
William de Thevanti was a free ~~the~~ ~~the~~ ~~the~~
Mollen - ~~the~~ ~~the~~ ~~the~~ ~~the~~ ~~the~~ ~~the~~ ~~the~~
made a grant of free passage both for
cattle & conveyance of goods, with the

grant is a certain field and a spring of coals.
 is one place - also a place to detain sick cattle
 outside the limits of the Township [MS. quarantines]
 What is the line of the route.

~~From Albany lands in Fierus - cross Indian Spring
 at middle of the road~~

From Albany lands in Fierus

Route 1. By Kerley, Stragden and pay toll
 enter at the bridge or at the first

Part 2. Cross sand to Millan Castle & pay toll ..

Part 3. A new road. At center of sand cross
 at the safe point road ..) but instead
 of going to Millan castle go a little further
 up the safe road to where the woods begin and
 1.5. The strands and up the road
 to the green. These lands were once
 herbage and that is used the people that
 a cattle may not in the field where the
 spring is. Then all the way through
 land of the lands the woods - a fine tract -

through Hill Theodis. to the Broad yeab
 and to Oregy Hall - passing ~~over the~~ ^{over the} ~~hill~~
 Brook Bank where are steep stone leads,
 towards fields outside the boundary or rather ^{well} ^{away} ^{from}
 the head of Hill Theodis - Cattle mounds and
 safe quarries for animal skins have been
 injured or become debilitated during the direct
 passage of the Dredge sand - then by a direct
 track crossing the road from 'A' or Bredy
 and towards the ancient road Alpha Hall, then
 and by Crosby towards to Stye, Bredy - led us
 through by the old footpath through ~~the~~
 The road into Eskdale was indicated by the
 but other being the first to the main
 Eskdale road or more likely the old
 road on the ~~contiguous~~ ^{contiguous} side of Hill by ~~the~~ ^{the} ~~main~~
 and the old Piel west town [NB where the
 Medieval dip litch was found] to the ~~Company~~
 the first field of Bultsked where the cattle
 were run by the way on through Bultsked
 lands to the Linceo ~~described~~

The Track store road of Colonial ground.

The road from Spring Street to Leachy Street to Colonial Ground was described to me as a paved road, probably Roman as all

such roads were generally supposed to have with a kind of Corels beside it

underlying it: populus wood for Corels at Scarside + others

I had traced a good part of the road before 1900

but I saw of no

traces of the surface save that a few circles were being excavated for. Of the

Throats
ye.

To Penny Brad.

Waugh
Bridg [? Wha']

Cragg Hall

Boad hole

Grayston
Ston

Fish Hole

Slapstone

Buckman
Pond

Hazel Mount

Gorhall
Grass

Lane

enclosure

200 ft

Lady Hall

Salt works

Shaw pool or Slap
site of Salt works

Two mile
yet.

Wagon
bridge [Mha']

Crags hole

To Swainside

Crags hole

St. John

Bad hole

To Sandy Brook



road from I received definite bird signals
accounts of horses and men passing over
it during the night - smugglers perhaps as
it was described as within recent memory.

I had apparently been to trace several parts
of the road on different occasions

- (1) the Bad Lane to Ground Green + the large road
- (2) the upper part of the road between St. Peter's
and the Moor; and here to notice several places
in which pavements existed below the surface
also the very narrow width.

- (3) Also from the Moor - as it is by
Boadhole - but unfortunately I am not sure
is possible of note that I made.

As finally with Mr. Sherman Vice of the county
who took me to see the site as far as to
know it of the Salt works of S. Bee is that
I believe we did not examine the proper site
But he did show me the path from Carver Lane
to Lady Hall - and appeared to discover the precise
site of the Salt Pan - find called Salt Cote

In C. & W. Transactions 1902 a comprehensive
 accord is given of the Council ground enclosure
 and the road passing it. Perhaps a
 demarcation may be ^{perhaps} as a "narrow and sinuous
 path horse way which connects Council ground
 with Lady Hall" and on p 73 is described a
 sort of riding place, sheltered and affording
 a good working place for the hire of the steely
 to afford safe crossing or in the reverse directly
 a riding place after every. As far as the
 was a kind of "college smithy which would
 give facilities for repairs of gear & horse shoe"

The writer myself has added cattle stion also
 for I know from local reputation that
 cattle making a long drive through Kewstall
 were often shod with metal plates.

In the C. & W. article the writer
 refers to the crossing of the sand ~~low~~ and the
 Causeway which he connects with the road
 from Ullestall. One needs then only to be

Shao Farm

Bear
Field

Trails

Soaper Field

Shao Pool

Shao Pool

a possible site of Scott's water
Red S. P. Reg.

from an old map.

Sand

R. Duckham

Further mentioned that there are Pontic traces
 in not without probably low medicinal uses
 might be

- (1) From the Saltworks at Slapen to St Bees.
- (2) Cattle from Catterhead to Priors Pass.
- and (3) in both deep 'smugglers'

The road itself.

In an ^{out} district ^{climb to} ~~occurs~~ at Sand Side in Killy
 and crosses Duddon near - perhaps above the
 present Finner Rindley via duct.

The Caerway or Caerlaine is part of a
 a bit of straight road across the dryer sand and
 then across low fields to ^{Lady} ~~Lady~~ ^{Stall} ~~Stall~~ *. The Salt Cods
 field is marked on the sketch map - probably it
 was the short lagoon where the tide water wayfords
 and the sludge carried to the saltworks by the
 side of the gully from Rose head - on OS
 map it is called sand pool.

* ? Lady of Lath. Ladder. as a
 prominent point ^{forming a} ^{land mark}

The road passes right through the handle
of Lady Hall in front of White Horse Inn (7. 5th
cross - or is it up to back (horse) and as far
as Spring House [the occupier had handle of
many losses passy through] and Bog House Bond
where the road turns up to the right below Bog House
woods and ground grass wood. Poed Lane
and the Melrose with Smully is described
in C & W. vol II. (1862) a very narrow wet alley
passed in places to Ground Grass. The road
seems to pass through [but there may be also
a side track] the farm yard turning to the
back of Hazel Mount and to Stape Stair
Then [unless there was a cut across the field]
along the present high road for a few hundred
yards. Then turn right to Greyfriars House
or to Ash House. From this point
there are two ways on to the moor
But I cannot recollect which I
traced. I am under the impression that

It was by Broad Hole. The only other
 both trackways come to the edge of the Moor
 known at the same place. From the Moor
 I saw the fallow only

July 19. 1900 "from Logan Beck we
 crossed the moorland to a point under
 Lath-ryg where four roads meet; as well
 the full road from Pinery Burn across 18th Dudd
 to Booth is joined by others

- (1) from Craig Hall by way of Waugh Bridge over
 Black Beck
- (2) a pathway through Wray Slade from
 Grouplin Haugh
- (3) from Broad Hole

one of the two last is certainly the line of
 continuation of the Pack Horse Road from
 Leodys Hall.

One other reference to road seen in records
 S' Bees p 369 Note, 17445^{AD} Application that Eskdale be
 named to the status of a parochial chapelry because
 they were so far from the Mother Church of St Bees
 10 miles or more - and that there were
 two broad waters and three streams

This seems to indicate that the direct
 road from Ormside was over Beermoss as the trees
 of Wankwale and by Murrendale -

If this was the route from Duddon Valley Scillkirk
 the distance must have been 35 to 40 miles.

By Lake Thirlmere, Whedden Valley, Bostle
 Roughton would be a ^{fair} decent way
 But the Pack Horse road and by Arncliffe
 Roughton and Gifford are about 28 miles
 rough map measure seems nearest of all.

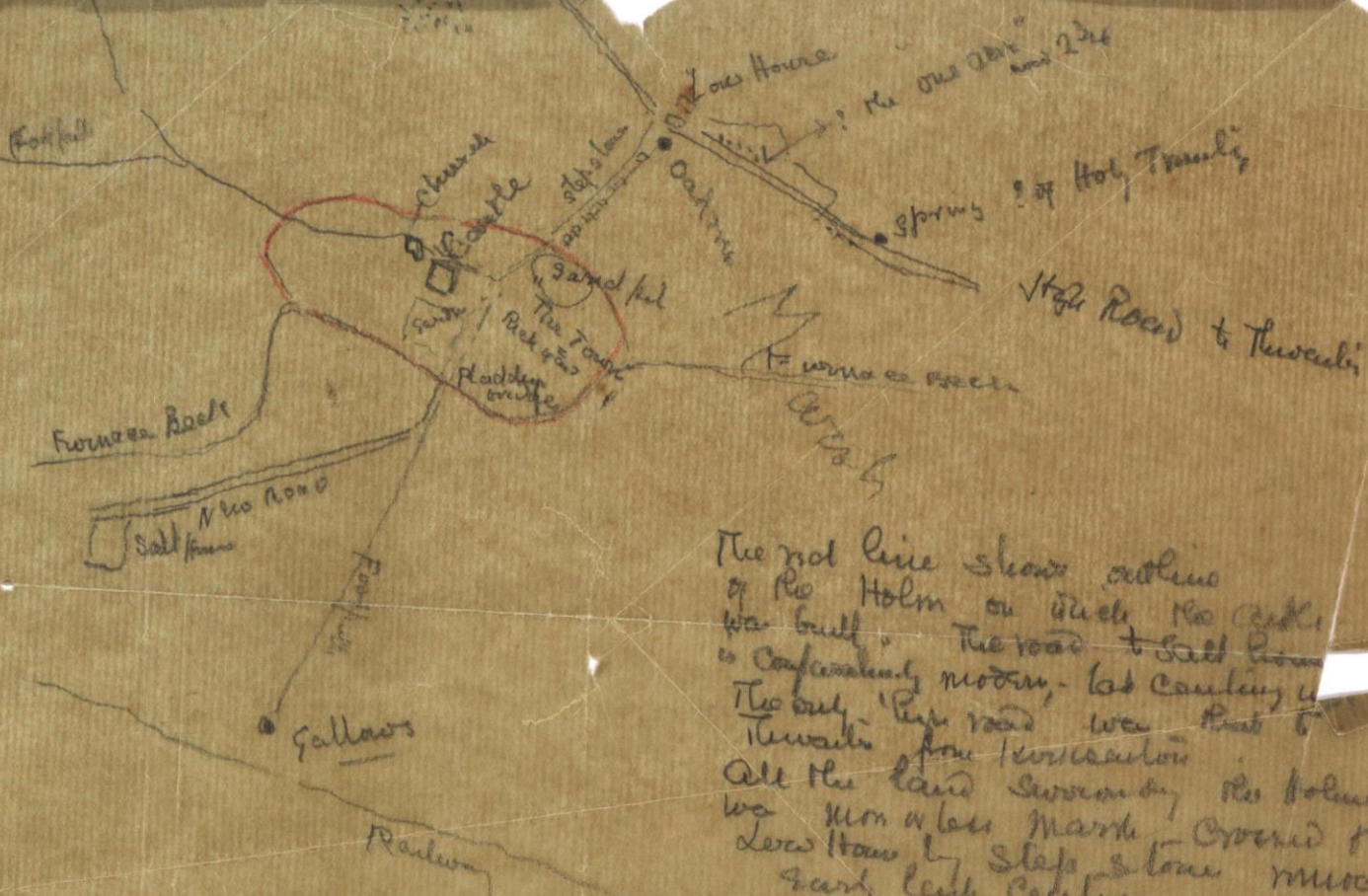
It is hardly likely that the Salt carriers of
 c1200 or 1250 would go by a road as described
 in 1445 to be a very arduous one.

Between 1180 - 1280 or 1300 the
 monks of Furness were obtaining more
 and more freedom as users of the road
 for their sheep fairs and stall weeks at Hutton
 and for their cattle to Broughall via Redcliffe
 and the monks of Cumbria for cattle to
 Pross Park and Calder & their stall weeks
 outside Mellan Park. And St. Bees for their
 stall week at Sleaford (Cady Hall) and the Priory
 of St. Bees was also obtaining various rights
 and privileges all along the coast down to Brough

The result of all these must have
 been that even for their own convenience they were
 improving the roads from mere tracks into an
 semblance of wheel traffic as well as domestic
 and personal road travel. And many
 short byways originally only occasional roads
 from farms to fields were being opened out

No dissolution of monasteries perhaps
 caused a set back for centuries past and

more - but the necessity of markets and
 communication with more distant parts of the county
 may have tended to improve matters until the
 time when painters effected their road surveys,
 when widening of roads & cutting off difficult
 corners & perhaps construction of some fresh roads
 commenced. Among the old roads those from
 and perhaps the Beckenham branch to Hall Street -
 Finally the stage coach - with a
 self-acting steam Railway and the Motor and
 now Motor traffic - these tend to have
 the fine pieces of work between the
 and Hill Millar - but despite the fully
 improved road work and along all the
 districts of Millar's Holywell - the true
 significance of the sets of which did not appear
 till after publication of the Bristol & Gloucester
 & 1916



The red line shows outline
of the Holm on which the castle
was built. The road to said house
is comparatively modern - last century
The only "Rip" road was built to
Thwaites from Thwaites
All the land surrounding the Holm
was more or less marsh covered &
Low House by step stone mason
early last century.