

**Pigot and Co.'s Commercial
Directory, Cheshire 1822-3, 1822**

Altrincham area extract

(Chester Archives)

PIGOT AND CO.'S COMMERCIAL DIRECTORY.

CHESHIRE,

ONE of the western counties of England, is a county palatine, bounded on the north by the Irish Sea, and the counties of Lancaster and York; on the east by the counties of Derby and Stafford; on the south by the county of Salop, and on the west by the counties of Flint and Denbigh; about 50 miles long and 25 broad; divided into seven hundreds, which contain 101 parishes, one city, eleven market towns, 670 villages, and according to the agricultural survey, contains about 676,000 acres. The general appearance of Cheshire is that of an extended plain, and is, for the most part, a flat country; whence it has obtained the name of the *Vale Royal of England*. On the eastern side there is a range of mountainous country, connected with the Derbyshire and Yorkshire hills, of about 25 miles in length and 5 in breadth, extending from near Congleton to the north eastern extremity of the county. From Macclesfield, in a north western direction, the surface is irregular and hilly; but continues of that description no further than Alderley, about five or six miles from Macclesfield. On the Shropshire sides the surface is likewise broken and irregular; and about ten miles east from Chester there is another range of hills between the rivers Dee and Mersey, extending about 25 miles from Malpas, on the south side of the county. About a mile to the south of Altrincham rises an elevated tract of ground, called Bowden Downs, which extends a considerable distance from east to west; its western extremity is covered with the wood of Dunham Park. Bowden church is situated on the summit of this tract, from whence there is a most extensive view of a large part of Cheshire and the southern part of Lancashire. The principal rivers are the Mersey and the Dee; these receive all the smaller rivers, viz. the Weaver, the Dane, the Wheelock, the Goyte, and the Bolling. Cheshire also abounds with broad sheets of water, denominated meres, lakes and pools, and is intersected by portions of four canals, which allow a very constant and cheap intercourse between the towns of Chester, Liverpool and Manchester, the north of England, Staffordshire, Shropshire, and adjacent counties. The diocese of Chester comprehends all Cheshire and Lancashire, and various parts of Westmoreland, Cumberland, Yorkshire, Denbighshire and Flintshire, and is divided into two archdeaconries. Immense quantities of cheese are made in this county, of the best quality; the yearly export of which, to London only, has been computed at 14,000 tons, and to Bristol and York 8,000 more. There are also great quantities sent to Scotland, Ireland, &c. &c. The other productions are corn, excellent salt, coal, iron ore, mill-stones, timber, &c. &c.

Index of Distances from Town to Town in the County of Chester.

The names of the respective towns are on the top and side, and the square where both meet gives the distance.
Distance from Manchester. *Distance from London.*

8	-	-	-	Altrincham	-	-	-	-	-	-	-	-	-	-	-	-	-	180				
39	-	-	-	Chester	31	Chester	-	-	-	-	-	-	-	-	-	-	-	182				
24	-	-	-	Congleton	21	33	Congleton	-	-	-	-	-	-	-	-	-	-	162				
38	-	-	-	Frodsham	24	10	29	Frodsham	-	-	-	-	-	-	-	-	-	192				
15	-	-	-	Knutsford	7	25	14	17	Knutsford	-	-	-	-	-	-	-	-	176				
19	-	-	-	Macclesfield	16	38	9	28	12	Macclesfield	-	-	-	-	-	-	-	167				
45	-	-	-	Malpas	37	15	30	24	33	35	Malpas	-	-	-	-	-	-	169				
24	-	-	-	Middlewich	16	20	13	18	9	18	24	Middlewich	-	-	-	-	-	167				
12	-	-	-	Mottram	17	48	25	40	22	16	51	31	Mottram	-	-	-	-	187				
36	-	-	-	Nantwich	28	20	18	24	21	23	12	43	Nantwich	-	-	-	-	164				
20	-	-	-	Northwich	13	18	19	12	7	20	26	6	30	17	Northwich	-	-	174				
48	-	-	-	Parkgate	36	10	42	16	31	45	26	30	53	30	28	Parkgate	-	190				
32	-	-	-	Runcorn	24	15	36	6	16	28	30	20	41	27	14	20	Runcorn	188				
26	-	-	-	Sandbach	19	25	9	23	11	17	22	5	41	10	11	35	25	Sandbach	162			
7	-	-	-	Stockport	9	40	20	33	14	12	44	23	8	35	22	45	33	25	Stockport	179		
33	-	-	-	Tarporley	25	10	25	15	19	26	14	10	42	9	12	20	16	15	34	Tarporley	173	
33	-	-	-	Tarvin	25	6	27	16	19	32	18	14	42	14	12	16	12	19	34	4	Tarvin	165

ALTRINCHAM,

A SMALL, but neat and clean borough and market town, in the county of Chester, from whence it is distant 30 miles, 8 from Manchester, 9 from Stockport, and 180 from London. Though a borough and market-town, it is (of itself) no parish, but has a chapel of ease, under the vicarage of Bowden, a small village about a mile distant. It has several chapels and meeting-houses for dissenters of different denominations; also two Sunday-schools, in addition to which there is one at Bowden, conducted on the national plan. A court-leet is held here by the Right Honourable the Earl of Stamford and Warrington, at which the Mayor of the borough, and other municipal officers are appointed for the whole barony of Dunham-Massey. Market-day Tuesday—Fairs April 29, August 5, and November 23, for cattle, drapery, &c. The population according to the last Census is 2302.

William Knowles, *Post Master*. Post for Manchester and the North leaves every afternoon at half-past four, and for London and the South at three o'clock,

Attorneys.

Leicester Peter, Hale-low
 Pass William
 Staples Henry, Dunham-Massey
 Worthington and Nicholls

Auctioneers.

Heald Matt. Ashton-on-Mersey
 Pass Nathl. (and Sheriff's Officer)
 Warburton John, Timperley

Blacksmiths, &c.

Brazendale Thomas
 Clarke Thomas
 Forster John
 Lucas Samuel, Timperley
 Pearson Daniel, Dunham
 Robinson John, (farrier) Ashley

Bobbin Turners.

Atherton John
 Hambleton William
 Johnson John
 Simpson John
 Smith James
 Smith Samuel

Cabinet Makers.

Arstal Joseph
 Boardman Theophilus
 Massey William

Carpenters and Joiners.

Brownhill James
 Brownhill Timothy

Drapers and Mercers.

Beaumont George
 Gaskarth J. and J (and malt, hop,
 and liquor dealers)
 Mort John
 Taylor and Ireland
 Worsley William

Fire Offices.

British, Joshua Ashcroft
 Phoenix, John Barratt

Grocers and Flour Dealers.

Ashcroft Joshua, (and malt, hop,
 and liquor dealer)
 Ashley William
 Barratt John (and maltster)
 Barrow John
 Blease Robert
 Brookshaw Samuel
 Brundrett John
 Dayeupott James, Broad-leath
 Drinkwater Abraham
 Knowles William
 Millward George
 Mitchell John
 Southern John
 Watson Robert
 Wood Richard

Inns.

Bowling Green and Posting House,
 Frederick Boardman
 Dog-on-the-Wall, Hannah Rich-
 mond, Dunham
 Navigation Inn, Ralph Whitehead,
 near canal
 Stamford Arms, Thomas Howard,
 Bowden
 Unicorn (Excise Office) Richard
 Plester

Millers and Corn Dealers.

Harrop Isaac, Baguley
 Leigh John, Warburton-mill
 Nield and Clarke, Ashley-mill
 Pearson Edward, Cross-street
 Robinson Thomas, Warburton
 Walker Samuel, Bollington
Plumbers, Glaziers & Painters

Knowles William
 Pearson John
 Renshaw S. and W.

Saddlers.

Baskerville William
 Shelmerdine William

Seedsmen, &c.

Colderbank Thomas
 Seddon Mary
 Sheldon John
 Smith Peter

Surgeons.

Broadbent Richard
 Pearson David
 Smith Samuel
 Wilson Thomas

Tunners.

Goolden William, Timperley
 Hankinson Charles, Hale
 Irlam Thomas, Partington
 Whitelegg Benjamin, Hale-barns
 Whitelegg William, Ashley

Taverns and Public Houses.

Axe and Cleaver, Thos. Bradbury
 Bay Malton, Robert Boardman
 Bleeding Wolf, Sarah Ashley,
 Ashley Heath
 Bull's Head, Elizabeth Falkner,
 Hale Barns
 George and Dragon, Richard Har-
 greaves
 Griffin, Peter Fletcher, Bowden
 Hare and Hounds, John Chorlton,
 Timperley
 Malt Shovels, Ann Darbyshire
 Orange Tree, Israel Burgess
 Pelican, Thos. Barton, Timperley
 Red Lion, Joseph Goolden
 Red Lion, Richard Borrow, Buck-
 low-hill

Roe Buck, Joseph Burgess
 Royal Oak, Jas. Kelsall, Baguley
 Swan, Joseph Dawson, Bollington
 Swan, W. Rickards, Bucklow-hill
 Unicorn, Mary Moores, Hale-barns
 Waggon, Samuel Street
 Wheat Sheaf, George Allcock
 Wool Pack, Thomas Heywood

Thread Manufacturers.

Drinkwater Samuel
 Mitchell John

Timber Merchants.

Sprawson William
 Watson Walter

Watch and Clock Makers.

Lupton George
 Wyatt John

Wheelwrights.

Okell John
 Siddall John

Woollen Yarn and Worsted Manufacturers.

Ashley William (and wool-comber)
 Dewhurst John (and wool-comber)
 Mills Mary
 Seddon Robert, Bowden
 Shelmerdine Robert
 Worsley William, Market-place

Miscellaneous.

Beech Thomas, tin-plate worker
 Bradbury Thos. hat manufacturer
 Brierley Joseph, tallow-chandler
 Brown Jno. bricklayer, Bollington
 Davies Jos. stonemason, Bollington
 Halliwell Thomas, Agent to the
 Trustees of the late Duke of
 Bridgewater, Canal Warehouse
 Hardy John, rope manufacturer,
 and maltster
 Race Henry, Commercial School
 Renshaw Richard, confectioner

CARRIERS.

Thomas Lilly and William Warburton,
 to and from Northwich and Man-
 chester, three days every week

COACHES.

A Coach from Manchester to Northwich
 and Chester, stops at Mr. Street's,
 Waggon Inn, Market place, every
 morning at seven o'clock, and returns
 for Manchester every evening at seven
 A Coach from Manchester to Northwich,
 Nantwich, Whitchurch and Shrewsbury
 stops at the Roe Buck, every Sunday,
 Tuesday and Thursday mornings, at
 seven, and returns to Manchester
 every Monday, Wednesday and Friday,
 at six in the evening.
 The Pilot Coach to Chester, stops at the
 Navigation Inn, Tuesday, Thursday
 and Saturday, at three o'clock; returns
 to Manchester Monday, Wednesday and
 Friday, at four in the afternoon.

CHESTER

IS a large, ancient, and wealthy city, about 189 miles from London, the mail road, with a population, according to the late census, of 19,949. It has a narrow, inconvenient bridge of seven arches over the Dee, and was once a place of great strength and importance, as a military station. Its foundation is attributed to the Romans, who, tradition says, turned the course of the river, so as to bring its waters close to the walls: but there is good reason to suppose that it was a place of considerable importance long before the arrival of Julius Cæsar. The city is of a square form, the figure of the Roman camps, with four elegant gates, facing the cardinal points, four principal streets, and a variety of smaller ones crossing others at right angles, dividing the whole into squares. The carriages are driven far below the level of the kitchens, on a line with ranges of shops, over which passengers walk, in galleries, called the Rows—in the Rows are likewise ranges of shops with steps into the streets. The walls are considered the only entire specimen of ancient fortification in the kingdom, and form a fashionable promenade, which, for salubrity of air and