

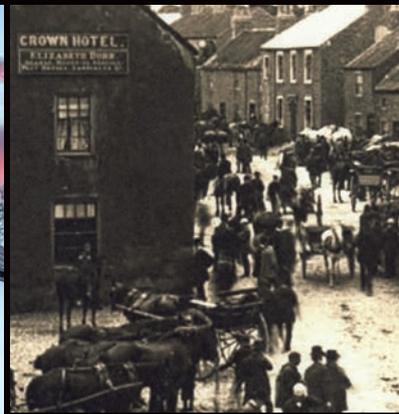
Crown Hotel

Boroughbridge



A BRIEF HISTORY

BY WILL SWALES



WELCOME



Kevin Charity, founder of The Coaching Inn Group.



Adam Charity, chief operations officer.

Welcome to a brief history of The Crown Hotel, Boroughbridge, North Yorkshire. This booklet is one among a series of published histories, which The Coaching Inn Group has been producing since 2016. At that time the company had become established on its specialist mission to acquire and revitalise hotels of heritage, many of them old coaching inns and some with histories dating to the 1500s or earlier.

My father, Kevin Charity, the company founder, and its chief executive until his retirement in 2024, wrote: "While contemplating the small changes and additions we wanted to make, it dawned on me that we will only be the custodians for a generation or two at most. I can't foretell who will follow but we can take the trouble to discover more about who were the hotel owners and keepers in the past."

Will Swales, a writer and historian with a background in the hospitality industry, was invited to research and write the series of booklets. His brief was to separate fact from fable, to discover what was true and what had been elaborated or invented during the story-telling process over the years. Will has engaged with other historians, local-history groups, and people with long personal memories of the hotels. He has also searched historic newspapers and local archives to garner new information from sometimes previously undiscovered records. We will always welcome contributions of new information that might be considered for inclusion in future revised editions.

It is hoped that these history booklets will be recognised as memorials to those who were involved in running the hotels in the past, and as heart-felt contributions to the heritage of the communities in which the hotels have played such pivotal roles throughout their existence, and in which they continue to serve today.

Adam Charity
Chief Operations Officer
The Coaching Inn Group
www.coachinginngroup.co.uk

Published 2025 by The Coaching Inn Group Ltd., Boston, Lincolnshire, PE21 6BZ.
Copyright © 2025 Will Swales, whose moral right to be identified as the author is asserted.
All publisher's and author's rights reserved.

ISBN: 978-1-0686663-8-4

Designed by www.penny-wilson.co.uk



**“CONFIRMATION THAT HENRY LOUP
WAS RUNNING THE OLD MANOR HOUSE
AS AN INN IS FOUND ... IN MARCH 1733.”**

THE GREAT NORTH ROAD

The setting of The Crown Hotel, in the main street of the quiet North Yorkshire market town of Boroughbridge, offers no hint that for centuries this was a place recognised as being of national economic importance.

The earliest surviving map of Britain, made by a 13th-century monk, Matthew Paris, has a distorted view of the shape of the country, but correctly marks Boroughbridge among the principal travellers' staging posts in a straight line between London and Newcastle, and representing the line of what would come to be known as the Great North Road.

The place-names are in Latin, so in the section at right, Boroughbridge is seen in the centre, second from the top, as Pons Burgi (the Borough Bridge). It's below Alutona (Alfhere's Farm, now Northallerton), and above Pons Fractus (the Broken Bridge, now Pontefract), which is above Denecastre (River Don Castle, now Doncaster).

The town of Boroughbridge had developed around a road-crossing over the River Ure, and by the 1200s it had already surpassed in importance its previously superior neighbour from which its name was derived. That was the parish township of Aldborough, the old 'burh' or old fort, named after the remains of its predecessor - a 1st-century Roman fort, called Isurium.



Matthew Paris's map of Britain made c.1250 (British Library, Cotton MS Claudius D VI). From the British Library archive / Bridgeman Images.

THE TANCRÉD FAMILY MANOR HOUSE

At the time of the Matthew Paris map, much of Boroughbridge was owned by the Tancred family, whose impressive manor house complex, part of which survives as today's Crown Hotel, was alongside the North Road and next to the crossing over the River Ure. At a time when most road bridges were made of timber, a travel writer of about 1540 noted at Boroughbridge a 'great bridge of stone on Ure.'



This visualisation of the Tancred family manor house and gardens as they might have looked in 1596 is by Mike Cook. It shows how the plot was bordered on the east side by the River Tutt, a tributary of the River Ure (at top). The Ure was crossed here by the North Road between London and Newcastle, while the Tutt was crossed (at bottom) by the road to York.

A SITE OF REBELLION

In 1569, the Boroughbridge manor house of the Tancred family was the venue for a rebellious war-council of northerners, led by the earls of Northumberland and Westmorland, who were intent on overthrowing the Protestant Queen Elizabeth in favour of the Catholic Mary Queen of Scots.

In the so-called Rising of the North, the earls led a modest rebel army from Boroughbridge southward, but they progressed no farther than about 20 miles before losing confidence. Aware of an approaching superior royal army heading out from York, the rebels turned tail, and dispersed.

Westmorland successfully fled abroad but Northumberland was captured and beheaded at York. The elderly William Tancred was only lightly punished by removal from his seat on the Queen's official Council of the North, which met at York. However, in 1596, at the death of Tancred's son and heir, Thomas, the family's estates, including the manor house, were seized by the Crown as punishment for their continued allegiance to the Catholic faith.

The family retreated to Brampton Hall, about two miles west of Boroughbridge. During the ensuing decades of oscillations over religious tolerance, the Tancred family recovered ownership of the manor house, lost it to the state again, and recovered it again. But they never returned to live there.

HINTS AT CONVERSION TO AN INN

MAIL POSTS IN 1621

The earliest record of Boroughbridge as a mail post, is dated 1621, when it appeared on a list of all the posts between London and Berwick-upon-Tweed. Posts on an alternative route through Yorkshire, via York, were also listed, as were those on a separate route from Boroughbridge to Catterick, Scotch Corner, and across the Pennines to Bowes and Penrith.



Principal routes around Boroughbridge in the 1600s. Mail posts are marked in red.

After 1603, when James VI of Scotland also became James I of England, unifying two kingdoms, the North Road from London was nominally extended to Edinburgh, making Boroughbridge the halfway point between the two capitals.

The town was almost certainly already one of the English government's appointed mail stages, or mail posts, where postmasters and their despatch riders, known as the King's Posts, were established at posthouses, usually inns, to deliver the mail in relays around the country. Later, public coaches would use the same posthouses for their supplies of fresh horses, and for the supply of food, drink, and accommodation for coachmen, guards, and passengers.

However, in 1658, the year of Cromwell's death, the first-known public coach service between London and Edinburgh didn't call at Boroughbridge. The town's Ure Bridge had been described in 1631 as 'in great ruin', and while it had since been expensively repaired, the coach proprietor preferred a route diverting from the North Road between Ferrybridge and Topcliffe, to call at York.

From 1660, the year of the restoration of the monarchy by Charles II, travel by public coach started to increase in popularity. While still the preserve of the wealthy, demand grew for more high-class inns to serve as staging posts for coaches. Such demand appears to have inspired the conversion of the Tancred family's former manor house in Boroughbridge into the town's principal coaching inn and posthouse. Although, exactly when this happened is unclear.

Records of the period consistently described the property as the 'ancient manor house.' It was let under this description in 1672 by the then-baronet Sir William Tancred to George Loup, who might have been the property's first innkeeper. In 1683, the Boroughbridge postmaster was William Loup, who after the death of George Loup in 1684, must have taken on the manor house lease because after William's death in 1699, a record shows the lease was taken on by William's widow, Hester Loup. None of these records describe the property as an inn, but there is a document dated 1701 that refers to the Tancred family ownership of the 'Post House, late in the possession of William Loup.'



POSTMASTERS AND INNKEEPERS

Further records of the early 1700s provide only hints that the former Tancred manor house was operating as an inn.

In 1714, a lease document still called it the 'ancient manor house.' It was let to Richard Gowland, who a year earlier had given up the job of the town's postmaster after nine years. He was succeeded as postmaster by Robert Gowland, who didn't last long. In 1715, the job went to William Mann, known to be the keeper of The Three Greyhounds Inn, which stood directly opposite the old manor house, on the other side of the North Road.

In 1726, Richard Gowland assigned his lease of the 'ancient manor house' to Henry Loup, who was described in the document as an innholder. Perhaps he was already running the manor house as an inn, but as a sub-tenant of Richard Gowland. No-doubt Henry Loup was related to the previous leaseholders, George, William, and Hester Loup.

AN INN FOR CERTAIN

Confirmation that Henry Loup was running the old manor house as an inn is found in publications promoting the early meetings of Boroughbridge Races.

The first advertised meeting, of four races over four days on the town's common, was in March 1733. A press notice declared that no later than three days before the first race, horses had to be entered and exhibited in Boroughbridge at the 'houses' of Robert Waddilove, William Mann, and Henry Loup. The advertisement noted that the three house proprietors would take turns to provide formal dinners over three days for the senior participants in the races. It was common at the time for inns without specific name-signs to be known generally as the house of the named proprietor.



Horse racing in the 18th century. This is Ascot in June 1701. From the British Library archive / Bridgeman Images.

GEORGIAN-ERA RACE MEETINGS

Horse race meetings in the Georgian era were major festivals for the upper classes. Races were held over several days and accompanied by ancillary neighbourhood pleasures of wining, dining, card games, cock-fighting, and high-stakes gambling. Owners, breeders, trainers and their employees travelled around the country to enter their horses in such races. Some stayed at the private houses of friends and others at local inns.

HUMBER SMITH'S CROWN INN

Henry Loup died in September 1737, after which it transpired that it might have been him who named the inn The Crown.

In February 1741, there is a record concerning a hand-over of the lease from Henry Loup's widow, Frances, to her son-in-law, 29-year-old Humber Smith. His wife was the former Elizabeth Loup. The lease included arrangements for some of Richard Gowland's goods remaining in the property, which was recorded as 'that tenement now used as an inn and known by the sign of The Crown.'



A stage coach passing through a turnpike road toll-gate at night. Historical Images Archive / Alamy Stock Photo.

TURNPIKE ROADS

Turnpike roads were built by private trusts of local landowners and investors, to stimulate economic growth through faster communications. The trustees maintained the roads with money collected from users at toll gates set up at regular intervals.

NEW ROADS TO BOROUGHBIDGE

The decade that followed the installation of Humber Smith as leaseholder of The Crown Inn witnessed the beginnings of an explosion in new road building throughout the country.

Boroughbridge was an early and fulsome beneficiary. The first significant event had occurred in 1739 when £200 had been spent on extensive repairs and improvements to the Ure Bridge. Then came the construction in quick succession of vast lengths of new turnpike roads on four major routes running to, from or through the centre of Boroughbridge. The start dates and road sections rebuilt were:

1741 – a 30-mile section of the road by that time called the Great North Road, from Ferrybridge near Pontefract northwards to Boroughbridge.

1743/44 – a 50-mile route from Boroughbridge north-westwards to Catterick, Greta Bridge, and Bowes, eventually to Carlisle and Glasgow, linking the Scottish town with London.

1745/47 – a 70-mile section of the Great North Road from Boroughbridge northwards to Durham and on to Tyne Bridge, eventually to Edinburgh.

1750 – the 25-mile York-to-Ripon route passing through Boroughbridge.



REMODELLED INN AND STABLES

It was probably sometime during the 1740s or 50s that the owning Tancred family carried out a large-scale redevelopment of their old manor house complex, with major improvements for The Crown Inn.

No records survive of the events, but it's clear that the old stableyard and garden extending up to the River Ure (see visualisation on page 5) were separated and laid out as five house plots. The mansion's L-shaped perimeter buildings alongside the Great North Road and the York Road were retained and developed to form a new inn.

The ancient manor house, which had been previously used as the inn but must have been getting beyond repair, was demolished and replaced with a huge new modern stableblock and yard, later recorded as having accommodation for 100 horses. At that time, it was probably the biggest and the best-equipped stable complex of any coaching inn on the Great North Road.



A preserved fireplace at The Crown with a distinctive Tudor-Arch structure, dating from the 15th or early 16th-centuries, seen here modified with a later straight-topped design.

PREMIER INTER-CITY STAGE-POST

From March 1751, just as Boroughbridge was becoming the premier stage-post for public coaches running between London and Edinburgh, The Crown Inn was taken on by George Armitage, perhaps a sub-tenant of Humber Smith.

In 1754, a London innkeeper and coach-master, Hosea Eastgate, advertised improvements to his London-Edinburgh service, which would now take 12 days to complete the journey in winter, and ten days in summer. Coaches departed from each destination, either every other Monday or every other Tuesday, depending on the season. On the following Saturday night, they were scheduled to meet midway at Boroughbridge at an un-named inn, probably the newly remodelled Crown, and would rest two nights. On Monday morning, passengers continuing onwards joined the coaches returning to their starting points, arriving on Friday or Saturday.



MATTHEW GLENTON'S CROWN INN

“... new fast service
... London and
Newcastle in
three days ...”



'Springing 'em' by Hugh Thomson, in *Coaching Days and Coaching Ways*, by W Outram Tristram (London, 1893).

Astute innkeepers located at strategic stages on major routes started working together in partnerships to establish new coach services that would stop at their own inns rather than at their competitor's.

By 1765, a new thrice-weekly service called the London and Newcastle Flying Post changed horses at Boroughbridge. Among 25 innkeepers named as joint proprietors of the service was Matthew Glenton, of Boroughbridge. He was probably innkeeper of The Crown but must have been a sub-tenant of the then-leaseholder, perhaps still Humber Smith.

Major improvements in coach design and technology and further extensions to turnpikes on the principal routes meant that the new fast service completed the journey between London and Newcastle in three days, taking the most direct route, avoiding York. The northward coach stopped overnight at Grantham and Boroughbridge, the southward at Wetherby and Grantham.

By August of the same year, a rival coach service was established between London and Newcastle, providing the same improved comfort and speed, but stopping at both York and Boroughbridge. Among the list of proprietors, instead of Matthew Glenton, appeared the name of H Abbott, then recorded as the keeper of The Three Greyhounds, Boroughbridge.

NEW GLASGOW SERVICE BEGINS

Not until 1774 do we find that Matthew Glenton took on for himself directly the lease of The Crown, which was still owned by the Tancred family.

In June 1776, there began a twice-weekly cross-country coach service between Carlisle and Boroughbridge. It ran via Penrith, Bowes and Catterick, and ultimately connected at each end to services to Glasgow and London. It's not clear which of the Boroughbridge inns had the turn-around trade.



JOHN FRETWELL TAKES CHARGE

Matthew Glenton gave up running The Crown in 1777, and was replaced by 26-year-old John Fretwell, who moved to the inn from Pontefract, with his wife, Ruth, and their son, Richard, aged three.

SOLD TO THE DUKE OF NEWCASTLE

Sir Thomas Tancred, of Brampton, put all his extensive portfolio of properties in Boroughbridge up for sale in 1778.

The reason isn't certain, but it might have been disappointment that the Catholic Relief Act of that year, designed to repeal some of the more punitive constraints on so-called Papists, did not remove the double land tax, which had been levied against them since 1692. Perhaps Sir Thomas Tancred thought enough was enough.

The purchaser of most of the estate, including The Crown Inn, was the Protestant 2nd Duke of Newcastle-under-Lyne, 58-year-old Henry Fiennes Pelham-Clinton, whose seat was at Clumber Park, Nottinghamshire. His motivation was clear. Boroughbridge and its neighbour, Aldborough, were among the most notorious of the country's so-called Rotten or Pocket Boroughs.

By a historical quirk stretching back more than 200 years, these two relatively small boroughs each elected two representatives to the House of Commons. The numbers of qualifying voters were sometimes disputed, but they were about 50 in Aldborough and about 65 in Boroughbridge. Voting qualifications also varied from place-to-place. In Boroughbridge, they were restricted to the male head of household of the oldest house plots – so-called burgage houses.

The Duke of Newcastle's purchase of the bulk of Sir Thomas Tancred's estate was a key part of his plan of acquiring, in both boroughs, most of the properties with voting rights, so that as landlord he could instruct his tenants to vote for his nominated candidates and thus ensure he had four MPs 'in his pocket.'



John Fretwell's Crown Inn billhead. Courtesy the British Museum, collection of Sir Ambrose Heal, BM ref. Heal 1.532.



Henry Fiennes Pelham-Clinton, 2nd Duke of Newcastle-under-Lyne, by William Hoare. © National Portrait Gallery, London

COACHING ENTREPRENEUR

John Fretwell, the new, young keeper of The Crown Inn, soon proved to be a highly enterprising businessman, who added to his range of skills an entrepreneurial flair in the new and expanding trade of coaching services.

Although not the owner of the inn, he was clearly already a man of financial means, in 1779 having bought from Sir Thomas Tancred the freehold of the five houses between The Crown Inn stables and the River Ure and facing the Great-North-Road. In 1781 he became a partner in a new cross-Pennine coach service connecting Carlise and London three days a week. In 1783, he was among the proprietors of a new daily coach running between London and Newcastle.

At the same time, John and Ruth Fretwell were expanding their family, producing five more surviving children between 1777 and 1785. However, in June 1786, Ruth died, aged 34. She was buried in her home town of Pontefract. John was left with six young children, but presumably no shortage of staff at The Crown Inn to help with his domestic responsibilities.



'London to Glasgow Royal Mail on the Open Road' in the style of Edwin Cooper. Original artist unknown. Image courtesy The Postal Museum.



‘ROYAL’ COACHES HIT THE ROADS

Privately operated coach services, such as those operated by John Fretwell and his partners, were becoming so numerous and reliable that people started entrusting them to carry the mail, instead of using the comparatively less-numerous despatch riders of the King’s Posts.

The Postmaster General responded by introducing Royal Mail coaches, which would carry the mail and be part-funded by also carrying passengers. Built to a new design, they quickly gained a reputation as the fastest and most punctual coaches on the major routes, with the added advantage of carrying a guard to protect the mail and passengers from the attentions of highway robbers. In 1786, a daily Royal Mail coach was introduced between London and Edinburgh, but it went via York instead of Boroughbridge.

In May the following year, John Fretwell and six other partners at inns between London and Edinburgh launched a rival daily service, which also had a guard, and which was cheaper for passengers than the Royal Mail coach. Most importantly, it went via Boroughbridge instead of York, boasting that it was a shorter distance. The partners named their coach The Royal Charlotte, which was the name of the queen, the wife and consort of the then-king George III, and also the name of John Fretwell’s eldest daughter.

In 1788, a daily Royal Mail service was introduced between London and Glasgow, taking the established route through Boroughbridge, and stopping at The Crown Inn. While grateful for the extra business, John Fretwell saw the new service as a rival to his own London-Carlisle coach, which was promptly upgraded from running thrice weekly to daily. Boroughbridge became a coaching hub. In 1789, a new coach started from Leeds, going via Harrogate and Ripon to The Crown, connecting to the long-distance coaches running north and south.

During this period of frantic expansion in coach services, in November 1787 John Fretwell married Mary Fletcher. Just seven years later, he died, aged 43, and was buried at his home town of Pontefract. His widow announced in the press that she would continue running The Crown, for the benefit of her late husband’s children.

**THE ROYAL CHARLOTTE
LONDON, NEWCASTLE, and EDINBURGH NEW
LIGHT POST COACH,
WITH A GUARD;**

AS EXPEDITIOUS AS THE MAIL COACH,
SETS out from Brodie’s, the Turk’s Head, Newcastle, and Ibberson’s, the George and Blue Boar, Holborn, London, every Evening at Twelve o’clock, and arrives in London and Newcastle the second Day; and in Edinburgh early on the third Day. The Proprietors of this Coach have provided a Set of new and commodious Carriages, built on a safe construction, which, for ease and expedition, must be greatly preferable to any other mode of conveyance. The journey will, in future, be performed in the same time as the Mail Coach, and travels on Sundays.—The Road by Weatherby and Boroughbridge is seven miles nearer than by York.

Fare from Newcastle to London, 3l. 11s.—From London to Edinburgh, 5l. 5s.—Short Passengers from Newcastle to Edinburgh, and from Edinburgh to Newcastle, 4d. per Mile.—Outfides, 2d. per Mile.—Luggage and Parcels as usual.

PERFORMED BY

IBBERSON, London
DUNHILL, Grantham
FRETWELL, Boroughbridge
HOULT, Durham
BRODIE, Newcastle
HOWEY, Woolerhaugh-head
ROBERTSON, Edinburgh, &c.

The Proprietors will not be accountable for any Money, Plate, Watches, or any other Article above the Value of Ten Pounds, unless entered and paid for accordingly.

N B. Passengers taking their Places from London to Edinburgh or from Edinburgh to London, may, on finding the Journey too fatiguing, rest a Day, and have their Place in the next Coach.

The Proprietors of this Coach return most sincere Thanks to their Friends and the Public for past favours, and as they have always made it their study to make every thing agreeable to the encouragers of their undertaking, both in working, losses, and damages, the Proprietors hope for a continuance of their favours, as their prices are considerably lower than those of any other Coach that goes between London and Edinburgh.

Newcastle Courant 7 July 1787. © The British Library Board. All rights reserved. With thanks to the British Newspaper Archive. www.britishnewspaperarchive.co.uk



PHYSICIAN INNKEEPER BANKER

In practice, it was the late John Fretwell's eldest son, Richard, aged 20 at his father's death in 1794, who took on day-to-day responsibility for running The Crown Inn.

CROWN INN, Boroughbridge.—The Relations of
the late RICHARD FRETWELL return the most grateful acknowledgments to their Friends and the Public for the favours conferred on them, and earnestly solicit a continuance of their patronage and support on behalf of his Sister and her Husband, who have engaged as Successors to him, and hope to meet with that encouragement the Family has received during the last thirty-three years.—HUGH STOTT, Brother-in-law to the late Richard Fretwell, begs leave to acquaint the Nobility, Gentry, and the Public, that he has entered upon the Crown Inn, and trusts by his assiduity and attention to merit a continuance of that preference which his Father and Brother have so long experienced.
Boroughbridge, 20th April, 1811.

However, after what was reported in the press to be a 'fit of apoplexy,' he died in April 1811, still a bachelor and aged just 36. A year before, his youngest sister, Dorothy, had married 31-year-old Hugh Stott, who had been living next to The Crown Inn stables in a house where he worked as a medical doctor in the employ of his physician uncle, also called Hugh Stott. The younger Hugh Stott now took on the lease of The Crown Inn, continuing, through his wife, its association with the Fretwell family.

Indeed, Dorothy Stott, who had been born and raised at The Crown Inn, probably played the major part in keeping everything going. Meanwhile, Hugh Stott continued to

work as a doctor, a responsibility that expanded in August the same year when his uncle died, and his medical practice passed to Hugh junior. Combining the roles of innkeeper and doctor was unusual, but not unique. At that time there was another physician/innkeeper on the Great North Road in Yorkshire, Dr George Alderson at the Angel Inn, Ferrybridge.

The fame and importance of The Crown Inn at Boroughbridge at that time is indicated by the fact that Hugh Stott took the trouble to announce his succession to the role of innkeeper by placing an advertisement in one of the leading London newspapers. It's clear that he was a man of some wealth, such that in 1815 he added to his already considerable responsibilities a partnership in the Boroughbridge Bank.

It had been founded previously by Humphrey Fletcher, a local farmer and bloodstock dealer, but now it took in three new partners: Hugh Stott, Thomas Stubbs, a wine merchant and supplier to The Crown, and Thomas Dew, a local baker and grocer. Dew's wife, Charlotte, née Fretwell, was a sister of Dorothy Stott and, like her, was born and raised at The Crown Inn. The new banking firm was known as Fletcher, Stubbs, Dew, and Stott, trading as the Boroughbridge Bank.

London Courier and Evening Gazette, 30 April 1811.
© The British Library Board. All rights reserved.
With thanks to the British Newspaper Archive.
www.britishnewspaperarchive.co.uk.



Boroughbridge Bank five guinea note. Image courtesy Alice Barrigan of northyorkshirehistory.blogspot.com. Digital image supplied by North Yorkshire County Record Office.



SCENES OF HUSTLE AND BUSTLE

The tenure of Hugh and Dorothy Stott at The Crown Inn coincided with the heydays of the coaching era, and when the Great North Road was a constant scene of hustle and bustle of all kinds of activities.

The Crown Inn yard must have been busy around the clock, with ostlers and grooms rushing to service coaches arriving for fresh horses, sometimes into the early hours, weary passengers disembarking or racing to get back on board after a break for refreshments or an overnight stay at the inn, travellers hiring horses or depositing those they had hired farther down the road, and hired carriages known as post-chaises also arriving and departing with their hired postillion drivers, known as postboys. These uniformed individuals were often far from being boys and were noted characters of the roads, another of their tasks being to ride to stage-posts down the line to bring home their own inn's horses.

A writer, John Bigland, a contemporary of Hugh Stott, wrote in 1812 that the 'Crown Inn is not inferior to any on the road,' and that it 'affords an accommodation not frequently met with at inns ... the use of a library of well-chosen books, the number of which, though not large, is quite sufficient for those who stop only a few days.'

A local author William Swain, writing in 1893, imagined the scenes of about 70 years earlier when he wrote that in the era of Hugh Stott The Crown was 'one of the most-famous coaching establishments in the country ... coaches passed regularly here, and indeed most of them changed horses at The Crown ... seven post boys were kept here ... excitement would constantly be occasioned by the stopping of the coaches, the passing of the great [freight] stage-waggons, drawn by six or eight, and sometimes ten or a dozen horses ... [also] sometimes might be seen immense droves of cattle from the great country fairs, occasionally regiments of soldiers changing their quarters, and all the other features of the great road traffic of that age.'



'Post chaise' by Railton and Thomson, in *Coaching Days and Coaching Ways*, by W. Outram Tristram (London, 1893).



A Crown Inn postboy's horn surviving and displayed at the hotel today.



ROTTEN BOROUGH ELECTIONS

In the early 1800s, innkeeper Hugh Stott's loyalty to his landlord at The Crown Inn resulted in him becoming embroiled in notoriously controversial Parliamentary elections.

SPEECH OF MR. LAWSON TO HIS CONSTITUENTS.

Among those who have been impelled to interfere in behalf of their country's old reputation,—even if it be only to rescue Parliament from its unnatural character for dullness,—we have felt exceeding pleasure in hearing of the gentleman, whose name is at the head of this article. We first saw some extracts in the *Chronicle* from his speech to his constituents; but a friend has since supplied us with the whole substance of it printed at Cambridge, and we have given another extract or two in addition. Mr. Lawson is but twenty-five years of age; and we understand, had just gained the highest honour in the University. From a scholarship he has leaped into Parliament; and what is still better, he evidently thinks that it depends on the conduct, or at any rate the proofs of intellect afforded by him and men like him to shew, whether such a leap is upwards or downwards. But we shall proceed to give our extracts,

The owner of the inn at that time was the 4th Duke of Newcastle-under-Lyne, Henry Pelham Fiennes Pelham-Clinton, who had inherited the dukedom in 1795 at the age of 10. By the time of his majority, in 1816, he was already used to his nominees for the Boroughbridge seats in Parliament being returned unopposed because he controlled the majority of the 65 votes through his ownership of most of the town's burgage houses.

However, the clamour against such Rotten or Pocket Boroughs was becoming increasingly intense, which, in the election of 1818, motivated 26-year-old Marmaduke Lawson, heir to the second-largest property portfolio in Boroughbridge, to stand in opposition to the duke's men. After an impassioned speech to a large crowd at the town's annual June fair, he topped the poll by gaining all the minority-interest votes plus 12 from discontented tenants of the duke. Inflamed by such blatant disloyalty, the duke evicted the rebel tenants and replaced them with loyal men. Also, suspecting corruption at the count, the duke engineered his most senior loyal tenant in Boroughbridge, Hugh Stott, to be appointed borough returning officer.

Westmorland Advertiser and Kendal Chronicle
25 July 1818. © The British Library Board. All rights reserved. With thanks to the British Newspaper Archive. www.britishnewspaperarchive.co.uk.

“... Hugh Stott, to be appointed borough returning officer.”

At the next election, in 1820, Lawson was suspicious of Stott's intentions, and so appointed his own returning officer. The rivals conducted duplicate polls with different results. Lawson's camp counted votes by the duke's previously evicted tenants, now rehoused by Lawson in non-burgage houses, but claiming to retain their historic voting rights. By that count, Lawson and an ally topped the poll and won both seats. Lawson's poll was validated by the sheriff of York, but it was later overturned after the duke's appeal to a House of Commons committee.

The appointment of rival returning officers and duplicate polls continued in a subsequent election at Boroughbridge, with Hugh Stott again occupying the official and ultimately legally accepted role. He stepped down from the position in 1828.



COACHING NETWORK EXPANDS

During the 1820s, there was more expansion of public coach services throughout the country, bringing increased traffic and benefits to Boroughbridge.

Hugh Stott secured the bulk of the town's coaching trade for The Crown Inn. Services between the fast-growing cities of Leeds and Newcastle proved especially competitive, with rival firms battling to out-perform each other for speed and efficiency. At various times, coaches with names such as Defence, North Briton, North Highflyer, Phoenix, Times, Courier, and Hero plied this route through Boroughbridge, while one of the most enduring and successful services through the town was The Express, running between London and Carlisle.

Hugh Stott was occasionally involved as a coach proprietor, having a stake in The Expedition, which ran between Leeds and Newcastle for many years from 1823, and in The North Star, which from 1829 to 1834 connected Leeds with Glasgow, Edinburgh, and Aberdeen. During the late 1820s, there was a period when the Glasgow Royal Mail was re-routed via Leeds and Ripon, missing out Boroughbridge, which instead got the Edinburgh Royal Mail re-routed away from York. However, the changes were later reversed.

TENDING TO AN INJURED DUKE

On a cold afternoon in January 1829, Hugh Percy, 3rd Duke of Northumberland, and at that time the Lord-Lieutenant of Ireland, set off from London on the long journey to his seat at Alnwick in Northumberland.

He was with his valet in a private coach pulled by four horses and driven by two postillions. Travelling through the night, the duke reached Yorkshire's Ferrybridge at 4am. Soon afterwards, snow on the road caused the coach to overturn, inflicting minor injury to the duke. The coach was righted, and the party continued northwards, to The Crown, Boroughbridge, where they received a welcome breakfast and running repairs. Doctor Stott attended to the duke's injured shoulder while the stable-yard team patched-up his damaged coach.

COACHES.

From the Crown.

MAIL to the South at $\frac{1}{4}$ before 10 at night; to the North at 12 at night.
HIGHFLYER to Newcastle at 11 morning; to Leeds, 5 in the evening
LORD NELSON to Carlisle every Monday, Wednesday, and Friday; to London every Tuesday, Thursday, and Saturday, alternately from the Crown & Three Greyhounds.
A regular Conveyance by Water to Ripon, York, & Hull; for particulars, vide Directory of Ripon.

Extract from the Boroughbridge entry in Edward Baines's, History, Directory & Gazetteer of Yorkshire, Vol. I: West Riding, 1822.



Hugh Percy, 3rd Duke of Northumberland, line engraving by Robert Graves, after Christina Robertson (née Saunders) 1825. © National Portrait Gallery.



END OF THE ROTTEN BOROUGH

At the time of the population count of the 1831 census, the country's well-known corrupt system for electing members of the House of Commons was brought into even sharper focus.

The population of Boroughbridge was just under 1,000, and yet its 65 voters returned two Members of Parliament. By stark contrast, industrialisation and urban growth meant that the 123,000 people living in Leeds, and the even-larger populations in cities like Manchester and Birmingham, had no representation in Parliament at all.

Change became inevitable. Among the reforms of the Representation of the People Act 1832, popularly known as the Great Reform Act, more than 50 Rotten Boroughs, including those of Boroughbridge and Aldborough, were disenfranchised, and 67 new urban constituencies were created. The Duke of Newcastle lost his electoral power overnight and no-longer had any use for large parts of his property portfolio.



A cartoon, published before the Great Reform Act, satirising Rotten Boroughs like Boroughbridge. From the magazine Northern Looking Glass, Vol. 10, 1826. Image: Look and Learn History Picture Archive.

“Hugh Stott, then aged 55, took the opportunity to retire ...”

ALL CHANGE AT THE CROWN INN

In 1834, all the Duke of Newcastle's property holdings in Boroughbridge, including The Crown Inn, were put up for sale.

It was the end of an era, both of ownership and of management, because it appears that Hugh Stott, then aged 55, took the opportunity to retire from the innkeeping business. His partnership in the Boroughbridge bank of Fletcher, Stubbs, Dew, and Stott had ended in 1833 when it was absorbed by the York City and County Bank, and so, in what must have seemed a pivotal stage in his life, he decided to focus on his medical practice.

He and his wife Dorothy had already moved house from his surgery next to The Crown to a larger house opposite, called Mynthurst, from where he would carry on tending to the sick for the rest of his life.



GENTLEMEN OF LEISURE

The Crown Inn was purchased in 1834 by 71-year-old widower, John Greenwood, a wealthy cotton-mill owner, of Keighley, in the far-west of Yorkshire, about 35 miles from Boroughbridge.

Greenwood also owned a large estate at Swarcliffe Hall, near Birstwith, north-west of Harrogate, about 15 miles from Boroughbridge. A young Charlotte Bronte worked there for the family, briefly in 1839, as a governess. Greenwood's mills were in decline, but he had made enough money to allow himself and his adult sons to live as gentlemen of leisure. At the Crown Inn, Greenwood appointed as tenant innkeeper William Drake Cook, aged in his 40s.

“Greenwood also owned a large estate at Swarcliffe Hall ...”

CHARLES DICKENS AT THE CROWN

It's certain that the great author Charles Dickens was at The Crown in February 1838 when he wrote shortly afterwards that he had been a passenger on the Glasgow Mail going north.

During the change of horses at Boroughbridge, he might have stepped into the inn for a few minutes of refreshment, although the Mail was on a tight schedule so he wouldn't have had long. Dickens, then aged 26, was on his way to Barnard Castle, via Greta Bridge, as part of his research into the notorious Yorkshire boarding schools, for his third novel 'The Life and Adventures of Nicholas Nickleby.'

Dickens took care to note the route of the coach, for the novel describes how the eponymous young hero, on running away from the clutches of schoolmaster Wackford Squeers at Dotheboys Hall, based on a school in Bowes, made first for nearby Greta Bridge and later slept in a barn at Boroughbridge.



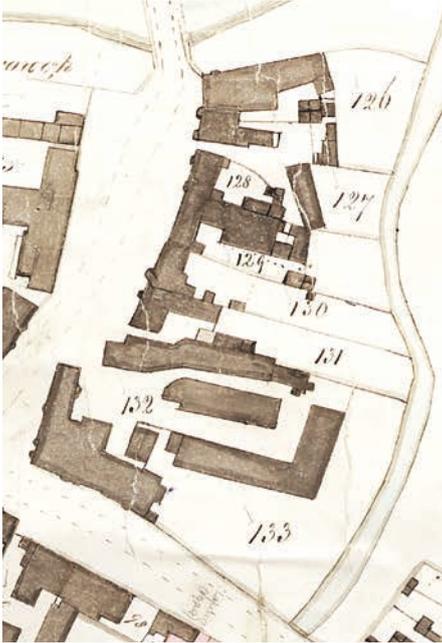
Charles Dickens in 1839. An engraving by William Finden of a painting by Daniel Maclise.

THE RAILWAY AGE BEGINS

The accession to the throne of Queen Victoria in June 1837 coincided with the start of a decade of major transition for all coaching inns.

It was the beginning of the Railway Age. New lines through the northern counties provided much faster travel to Glasgow and Edinburgh. Long-distance coach services gave way to shorter runs, to fill gaps between railway stations, and as the railway network expanded, road coaches gradually disappeared altogether. Freight and livestock transport also moved from road to railway.

Crucially, the main east-coast route did not shadow the Great North Road but ran through York. The effect on Boroughbridge was summed up by local author William Swain when he wrote about the town in 1893 - "Where are the coachmen, the famous whips ... the guards, the postillions, the postboys, ostlers and stableboys? You will find their names on the tombstones in the churchyard: the road [now] is mostly used by neighbouring farmers' carts, or occasionally a passing carriage.



A section from a Boroughbridge town plan of 1846 shows the Crown Inn stables complex (Plot 132), comprising two large blocks enclosing a third in the middle of the yard. The Crown Inn (on the street-corner of plot 133), was at that time divided on the York-Road side into a multi-use building. A walled garden stretched to the bank of the River Tutt. Image: North Yorkshire County Record Office, ref. T (PR/ALB/6/3).

RAILWAY COMES TO TOWN

In 1847, a railway station was opened at Boroughbridge, at the end of a short branch line connecting to the York-Darlington railway.

CROWN INN DIVIDED

In 1842, William Cook gave up running The Crown, and was replaced as tenant innkeeper by 31-year-old John Pybus.

At around that time, the owner, the elderly John Greenwood, anticipating his demise, passed on The Crown Inn to his sons, Frederick and Edwin Greenwood. The brothers must have recognised that the inevitable end of the coaching trade and the drastic reduction in traffic on the roads in general meant that The Crown could no longer produce the level of rental income it had in the past. So, they divided the property, creating a row of four small properties facing the York-Road side, to be let separately. In 1850, the Greenwood brothers sold a corner of The Crown Inn's garden next to the River Tutt for the erection of a Methodist chapel, now a social club.



PYBUS ON ASSAULT CHARGES

At a town meeting in January 1853, John Pybus, keeper of The Crown, assaulted the local vicar and the town constable.

The meeting, chaired by the vicar, the Rev. John Hartley, was to determine the parish rate for the coming year. Pybus argued vociferously for a low rate of half a farthing but lost control of his temper. He was physically ejected from the meeting by the constable but came back, fighting. Later, in court, he was found guilty of an assault against the constable and was fined £2 plus legal costs. The vicar agreed to withdraw his own charge of assault when Pybus delivered a grovelling admission and apology, which was published by way of posters and a press notice, all at his own expense.

John Pybus died in 1859, aged 40. His widow, Mary, carried on running The Crown for another eight years before handing over the reins to 36-year-old William Pearson. He also ran The Crown Inn for eight years.

GREENWOODS BOW OUT

In June 1853, the Greenwood brothers sold the whole of The Crown Inn complex to a York solicitor, Charles Edward Paley, who was a tenant of the property, occupying one of the recently divided units as his Boroughbridge office.

DOBB FAMILY ERA BEGINS

In 1875, Pearson was replaced by William Dobb, 54, who was well-known in Boroughbridge, having been at The Drovers Inn for 12 years and latterly at The Malt Shovel for 16 years.

He moved into The Crown with his wife, Elizabeth, and their unmarried daughters, Mary, 28, and Jane, 23. They also had a son, Samuel, 25, and a married daughter, Sarah Ann Stephenson, 21. From the start, the Dobbs ran The Crown as a family business, and by 1881 they had become successful enough for William Dobb to buy the freehold from his landlord.



QUIET YEARS OF ELIZABETH DOBB

William Dobb died in 1886, aged 60, after which his widow, Elizabeth, and her two spinster daughters, Mary and Jane, would continue to own and run The Crown together for another 18 years.

It was a time when the Great North Road was virtually unused, so that the town's annual horse fair in June, held on or around St. Barnabas Day, and known as Barnaby Fair, could take place in the road, in front of The Crown, without causing any serious disruption. By that time, the more up-market term 'hotel' had replaced 'inn' but there were no associated improvements at The Crown. Local author W T Swain, writing in 1893, reported that guests were mainly limited to summertime tourists and fishermen. Touring by bicycle was an especially popular activity in that period.



Children pose in around 1900 in the middle of the deserted Great North Road in front of the Crown Hotel. Note the neglected state of the building. Image courtesy of Peter Phillips.



The Crown Hotel's York-Road side in about 1900, showing the long garden wall extending to the bridge over the River Tutt. About half the length of the building on this side comprised four separate properties created from an earlier division of the hotel. Image courtesy of Alan Hopwood and Mike Tasker.



A scene from Barnaby Fair in around 1900. Note the name of Elizabeth Dobb on the gable wall of The Crown Hotel. Image courtesy of Peter Phillips.



DOBB SISTERS CARRY ON

When Elizabeth Dobb died in February 1904, aged 83, she had been at The Crown for 29 years, and an innkeeper in Boroughbridge for 57 years.

It was reported that her funeral was attended by most of the inhabitants of the town and that during it, shutters and blinds were drawn at all houses and businesses. Her spinster daughters, Mary and Jane Dobb, had already been running things for several years, so little changed. They kept the business going during the Great War of 1914-18, and carried on until 1924, when at the ages of 77 and 72, and after 49 years at The Crown, they finally retired and sold the property.

TRANSFORMED FOR MOTORISTS

The new owner in 1924 was Miss Christina Craig Simpson, aged 39, from Harrogate, who moved in to run the hotel herself.

Little is known about her, except that she was the daughter of a Gateshead printing-ink manufacturer. She certainly recognised that the post-war explosion in motor-vehicle numbers on the Great North Road, by that time officially numbered the A1, would create enormous opportunities for large roadside hotels like The Crown. She reincorporated into the hotel the four previously divided properties, and beyond them built a large extension along the York-Road elevation, to house a new ballroom with its own entrance from the street, and above it 15 new bedrooms.

At the end of the extension, she created a new vehicle entrance into the stable yard. Parts of the stables complex were demolished while other parts were converted into garages. It was the first modern major redevelopment and expansion of the hotel. It was completed by 1928, after which The Crown became a new regional venue for prestigious balls and dinner-dances. And its reputation as a motorists' hotel was recognised in 1929 when the Riley-owners club held a rally there.



A view into The Crown Hotel stable yard in about 1900, showing (centre) an unusual half-round saddle room. Note the carriage house on the left, which survives today, after being restored. Image courtesy Boroughbridge Town Council.

A  CAR

RALLY

will be held at th.

**CROWN HOTEL
BOROUGHBRIDGE**

**ON SATURDAY, MARCH 23rd
at 2.45 p.m.**

VALUABLE PRIZES

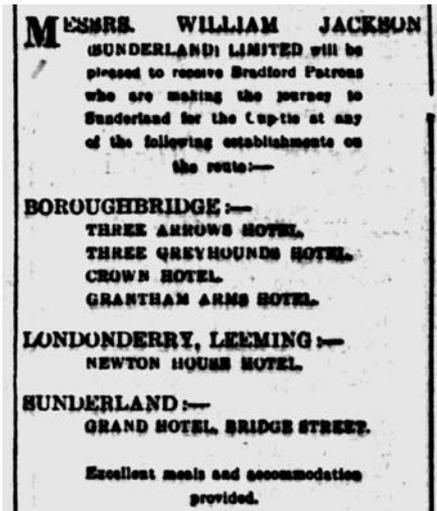
will be given for the smartest car under
three classifications.

**THE RILEY CLUB WILL
ENTERTAIN ALL VISITORS
TO TEA.**

Please advise if you are attending the Rally.

Yorkshire Evening Post, 21 March 1929.
© The British Library Board. All rights reserved.
With thanks to the British Newspaper Archive.
www.britishnewspaperarchive.co.uk

FIRST CORPORATE OWNER



Bradford Observer, 11 February 1938.
© The British Library Board. All rights reserved.
With thanks to the British Newspaper Archive.
www.britishnewspaperarchive.co.uk

Christina Simpson sold The Crown in about 1935 when, aged 49, she moved to live with her new husband at his farm near Ripon.

The purchaser was William Jackson (Sunderland) Ltd, a small regional hotel chain, which although based in Sunderland, held the core of its estate in Boroughbridge, where it already owned The Three Greyhounds, The Three Arrows, and The Grantham Arms. The company had obviously already experienced the hospitality trade growing exponentially from the ever-increasing number of motor vehicles on the A1.

However, traffic growth brought the new phenomenon of traffic congestion. In 1938 the government published proposals for a Boroughbridge by-pass, to run to the east of the town, and suddenly the town's booming hospitality trade was under threat. However, the road plans were shelved because of the start of the Second World War in 1939. Instead, Boroughbridge became an important strategic centre for military operations.

WARTIME BILLETS AND DANCES

A large army camp was established on the edge of town, on the other side of the River Tutt from The Crown.

The nearby Dishforth Airfield, which had just opened in 1936, became a base for RAF Bomber Command, supported from 1942 by bomber squadrons of the Royal Canadian Air Force. British and Canadian servicemen were billeted at all the Boroughbridge hotels, although some, including The Crown, remained partially open to the public. Service personnel organised frequent dances, and those at The Crown were especially popular because of its sprung dance floor in the new ballroom.



Canadian airmen at The Crown Hotel in the Second World War. Image courtesy Mike Tasker.

MAJOR REDEVELOPMENTS

The A1 by-pass of Boroughbridge, following a revised route to the west of the town, was opened in 1963.

It coincided with a period of great consolidation in the hospitality trade. The Crown Hotel owner, William Jackson (Sunderland) Ltd, was acquired in 1967 by Leeds-based brewer and pub-chain owner, Tetley Walker Ltd, part of a newly created corporate giant, Allied Breweries. The Crown proved not to fit with the company's strategic plans and was sold in 1970.

By 1978 it was owned by the property company of a Harrogate businessman, Peter Harrison. He recognised the potential of The Crown to serve better a growing demand for high-quality hospitality venues. In that year, he commenced a two-year redevelopment and extension of the hotel. Soon after his retirement in 1992, The Crown was sold to a York hotelier, Richard Stables. He made further improvements, including building a leisure centre with swimming pool and gymnasium.

COACHING INN GROUP

The Crown Hotel was purchased in 2022 by The Coaching Inn Group, which is dedicated to preserving the heritage of its national portfolio of historic hotels while meeting the changing needs of today's customers. The company immediately conducted a programme of major upgrading of The Crown's bedrooms and public areas.



Timbers of the 15th or early 16th-centuries, part of the original manor house outer-buildings that were exposed during the major redevelopment in 1978.



Extensive building works in 1978, showing the old carriage house that had been converted to garages, and before the restoration of its original high-arched doors and first-floor windows.



The full extent of today's Crown Inn, with the carriage house (red-tile roof and restored white-painted carriage doors) the only survivor of the stables complex of the coaching era.



ACKNOWLEDGEMENTS

Thanks to Mike Tasker, David Bellwood, and other members of the Boroughbridge & District Historical Society, also to Alan and Brenda Hopwood, Richard Stables (former owner of The Crown), and to Liz Leatherbarrow and councillors Peter and Pauline Phillips of Boroughbridge Town Council. Also acknowledging the help of staff at North Yorkshire County Record Office, Northallerton, and the West Yorkshire Archives, Wakefield.

SOURCES AND FURTHER READING

A H Smith, *The Place-names of the North Riding of Yorkshire* (English Place-Name Society vol. 5, 1928).

A H Smith, *The Place-names of the West Riding of Yorkshire, parts 1, 2, 5, 7* (English Place-Name Society, vols. 30, 31, 34, 36, publ. 1961- 62).

Lucy Toulmin Smith, ed., *The Itinerary of John Leland in or about the Years 1535-1543, vol.1* (London, 1907).

T S Turner, *History of Aldborough and Boroughbridge* (Boroughbridge, 1853).

W T Swain, *Popular Guide to Boroughbridge and Surrounding District* (Boroughbridge, 1893).

Thomas Lawson-Tancred, *Records of a Yorkshire Manor* (London, 1937).

Mike Tasker, ed., *A History of Boroughbridge* (Boroughbridge Historical Society, 2018).

Mary Anne Everett Green ed., *Calendar of State Papers Domestic: Elizabeth, Addenda, 1566-79, vol. 15: November 1569* (HMSO London, 1871), accessed via British History Online.

Calendar of the Cecil Papers in Hatfield House: Volume 1, 1306-1571 (HMSO London, 1883), January-June 1570, accessed via British History Online.

Documents relating to the history of the Post-office, appendix in House Commons Report from the Select Committee on the Post Office, in *Reports from Committees*, vol. 14 (House of Commons, 1844).

Philip Beale, *England's Mail* (Stroud, 2005).

E Jervoise, *The Ancient Bridges of the North of England*, Society for the Protection of Ancient Buildings (Architectural Press, London, 1931).

Peter Thomas, 'Mercurius Politicus, notes and reproductions in facsimile,' in *The English Revolution III: Newsbooks 5, vol. 17, 1657-58*, (London, 1972).

Mary Anne Everett Green, ed. 'Charles II: Post labels, January to March 1667,' in *Calendar of State Papers Domestic: Charles II, 1667-8* (HMSO London, 1893), accessed via *British History Online*.

Lawson-Tancred Papers, North Yorkshire County Record Office, ZUH/R62-65.

F H Blackburne Daniell and Francis Bickley, eds., *Calendar of State Papers Domestic: Charles II, 1683 July-September* (HMSO London, 1934), accessed via British History Online.

William A Shaw, ed., 'Declared Accounts: Post Office 1704-12,' in *Calendar of Treasury Books, vols. 20-26* (HMSO London, 1952-54).

William A Shaw and F H Slingsby, eds., 'Declared Accounts: Post Office, 1713-18,' in *Calendar of Treasury Books, vols. 27-32* (London, 1955-62).

Alan Rosevear, *Turnpike Roads in England & Wales*, www.turnpikes.org.

Newspaper cutting, annotated 5 March 1751, reporting change of keeper from Humber Smith to George Armitage and pasted into a book identified as belonging to Dobb, Crown Inn, Boroughbridge, image in collection of Mike Tasker.

Lawson-Tancred Papers, North Yorkshire County Record Office, ZUH, Aldborough and Boroughbridge Election Papers, 15 February 1754.

Will of Hosea Eastgate, 12 December 1766, coach master of Saint James's Westminster, Middlesex, The National Archives, PROB 11/924/221.

Calendar of Alehouse Keepers, Claro Wapentake 1777/78, West Yorkshire Archives, QE32.

Lawson-Tancred Papers, North Yorkshire County Record Office, ZUH/R, Crown Inn deeds 1778 and various deeds 1699-1853.

Mostyn John Armstrong, *Actual Survey of the Great Post Roads between London and Edinburgh* (London, 1783).

Edward Corbett, *Old Coachman's Chatter* (London, 1891).

The Glasgow Story Project website, www.theglasgowstory.com, search Royal Mail.

Tom Bradley, *The Old Coaching Days in Yorkshire* (Leeds, 1889).

W Outram Tristram, *Coaching Days and Coaching Ways*, 2nd edn. (London, 1893).

John Cary, *Cary's New Itinerary of the Great Roads throughout England and Wales* (London, 1798).

John Bigland, Yorkshire, vol. 16 of *The Beauties of England and Wales* (London 1812).

Norman W Webster, *The Great North Road* (Bath, 1974).

Winifred Stokes and R. G. Thorne, Parliamentary Borough of Boroughbridge, in *The History of Parliament: The House of Commons 1790-1820*, ed. R G Thorne (London, 1986).

Martin Casey, Parliamentary Borough of Boroughbridge, in *The History of Parliament: The House of Commons 1820-1832*, ed. D.R. Fisher (Cambridge, 2009).

Edward Baines, *History, Directory & Gazetteer of Yorkshire, Vol. I: West Riding* (Leeds, 1822).

Pigot & Co's *National Commercial Directory 1828-29, Part 2* (London, 1829).

Sale details of The Crown Inn, 1835, Duke of Newcastle to John Greenwood, West Yorkshire Archives deeds MB 362 317.

William White, *History, Gazetteer, and Directory of the West Riding of Yorkshire, vol. 1* (Sheffield, 1837).

John Greenwood and family. Keighley and District Local History Society, Knowle House Timeline – Keighley & District Local History Society (keighleyhistory.org.uk).

Charlotte Bronte at Swarcliffe Hall, Belmont Grosvenor School website, History of Swarcliffe Hall | Belmont Grosvenor.

Mamie Dickens and Georgina Hogarth, eds., *The Letters of Charles Dickens Vol. 1 (of 3), 1833-1856* (London, 1880).

Charles Dickens, *The Life and Adventures of Nicholas Nickleby* (London, 1838).

Pigot & Co's *Royal National and Commercial Directory of Yorkshire and the East Midland Counties* (London, 1841).

Slater's Royal National Commercial Directory of the Northern Counties, vol. 1, Durham, Northumberland, and Yorkshire (Manchester, 1855).

Probate and will of William Dobb, innkeeper, Boroughbridge, 1886, England & Wales Probate Index.

West Yorkshire Archives deeds, Crown Inn sale 1853, Frederick Greenwood to Charles Edward Paley, ref. RT 733 850; purchase 1881 by William Dobb, WY 872 272 335; purchase 1924 by Christina Craig Simpson, WY 42 633 249, and 1928 incorporation, 15-790-262.

National Valuation Office Survey 1910, Boroughbridge properties, North Yorkshire County Record Office, NG/V Boroughbridge.

Old Boroughbridge and District (Aldborough and Boroughbridge Preservation Society, 1980).

Mike Tasker, Boroughbridge in World War II, 2nd ed., (Chesham, 2015).

Joshua Tetley and Son Ltd, Brewers, Leeds (additional) Records, including William Jackson (Sunderland) Ltd, 1872-1968, West Yorkshire Archive Service, Leeds District Archives, WYL756, Part 1.

The British Newspaper Archive, The British Library, articles in: *Newcastle Courant, Stamford Mercury, Caledonian Mercury, Leeds Intelligencer, Newcastle Chronicle, Cumberland Mercury, Yorkshire Gazette, Star (London), Hull Advertiser, Carlisle Journal, York Herald, Leeds Mercury, Drakard's Stamford News, Kentish Weekly Post, Evening Mail, Morning Herald (London), General Evening Post, Durham County Advertiser, Sheffield Independent, John Bull, Yorkshire Post, Whitehall Evening Post, Old England, Leeds Times, Richmond and Ripon Chronicle, Knaresborough Post, Otley News, Ripon Observer, Sunderland Daily Echo, The Sphere, Bradford Observer, Newcastle Evening Chronicle, Birmingham Daily Post, Illustrated London News, Newcastle Journal.*

National census records, 1831-1921, and the Civilian Register 1939.

England and Wales registers of births, marriages, and deaths, and parish registers of baptisms, marriages, and burials.



The Crown Hotel, Boroughbridge, is part of The Coaching Inn Group Ltd. The group has a particular passion for lovely old historic inns and is fortunate enough now to have more than 30 of these iconic buildings in our collection, several of them former coaching inns. We have established a reputation for refurbishing, revitalising and breathing life back into these inns, creating elegant, comfortable and well-priced accommodation, tempting menus, relaxed and stylish bars and coffee lounges where friends, families and business people can relax and enjoy everything we have on offer.

Our vision for the future is based around our core value of 'Unlocking Potential'. From our properties to our people and everything in between, we take every opportunity to invest in developing all aspects of our business to give our guests the best possible experience.

As a company we are rapidly expanding and bringing new hotels into the Coaching Inn Group. You can see the latest additions to our group by visiting www.coachinginngroup.co.uk.

We hope you've enjoyed your visit to The Crown Hotel, Boroughbridge, and would love to invite you to try our other venues, nationwide. For full details, please visit www.coachinginngroup.co.uk.



The Crown Hotel
Horsefair
Boroughbridge
York, YO51 9LB

T: 01423 322328

E: crown.boroughbridge@innmail.co.uk

www.crownhotelboroughbridge.co.uk



coachinginnngroup.co.uk

ISBN: 978-1-0686663-8-4

