

**THE STRANGER'S HANDBOOK TO
CHESTER, EATON HALL, HAWARDEN
CASTLES, AND VICINITY, A
HISTORICAL, ARCHITECTURAL, AND
DESCRIPTIVE GUIDE**

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GEORGE ASHDOWN AUDSLEY

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HISTORICAL, ARCHITECTURAL, AND
DESCRIPTIVE GUIDE**

J. S. Pape
Cambridge
U.S.A.

CATHERALL'S
NEW GUIDE
TO
CHESTER,
EATON
AND
HAWARDEN.

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GENERAL INFORMATION.

BANKS.

Lloyd's Bank Limited. The Old Bank, Foregate Street, London Office: 71, Lombard Street, E.C.

Parr's Bank, Limited. Eastgate Street, London Office: Bartholomew Lane, E.C.

National Provincial Bank of England, Ltd., Foregate Street. Chief Office: London.

North and South Wales Bank, Ltd., Eastgate Street. London and Westminster Bank, Ltd.

Bank of Liverpool, Limited, Eastgate Street.

Manchester and Liverpool District Banking Co., Ltd., 22, Foregate Street. Head Office: Manchester.

Hours of Business: Monday, Tuesday, Thursday, and Friday, open from ten to three o'clock. Wednesdays from ten to half-past twelve o'clock; Saturday from ten to four o'clock.

Eaton and Hawarden.—Usual hire for One-horse Conveyance (2 persons), Eaton, 8/-; Hawarden, 12/6. Pair-horse Conveyance, (2 persons), Eaton, 15/-; Hawarden, 17/-.

Steamboat Fares.—Chester and Eccleston (3½ miles), 6d. single; 9d. return. Chester and Iron Bridge (5½ miles), 8d. single, 1/- return. No return tickets given on Bank Holidays.

Pleasure Boat Fares.—Boats carrying not more than 2 persons, 6d.; 4 persons, 9d.; 8 persons, 1/- and 10 persons, 1/3 per hour. Barges carrying not more than 20 persons, 1/6; and over 20 persons, 3/- per hour. On Good Friday, Bank Holidays, and during Whitsun Week, special fares are authorised.

Town Hall.—Market Square.

General Post Office.—St. John Street.

Free Public Library.—St. John Street. Open each week day (Friday afternoon excepted).

Police Office, Town Hall.—Entrance from Princess Street. (Telephone No. 90.)

Public Baths.—Baths Street. Open daily. Plunge Baths, 2d. to 6d. Slipper Baths, 3d. and 6d. Vapour Baths, 1/- and 1/6.

Railway Stations.—GENERAL (City Road) for L. & N. W. and G. W. Main Lines, Birkenhead, the Welsh Coast and Mountains, and the Rathin and Corwen District.

CHESHIRE LINKS (Delamere Street and Liverpool Road) for Hawarden, Wrexham, Manchester, and the Great Central System. See Phillipson and Golder's "Yellow" Railway Guide, published monthly, Price 1d.

Corporation Electric Tramways run to Saltney from the Railway Station, and also to the Suburbs of Boughton.

POPULATION, 1901.—Municipal Borough, 38,309; Parliamentary Borough, 45,204. **BIRTH RATE, 1906:** 27.0 per 1,000. **DEATH RATE, 1906:** 17.9 per 1,000.



THE
HANDBOOK TO CHESTER.

INTRODUCTION.

CHESTER stands alone amongst all the ancient cities and towns of Great Britain—unique in its history, disposition, and architectural character. Certainly we have no town which has retained so many important monuments of its original founders; and which presents at the present day so many evidences of its mediæval character. In addition to this no town in Europe can show its walls in so complete a state as those of Chester. These facts alone are sufficient to render Chester a place of absorbing interest to the antiquarian, architect, historian, and the educated visitor. It is not too much to say that no intelligent visitor will ever regret or forget the days or hours he may devote to the examination of this most interesting place.

Speaking of the early state of Chester, Winkle truthfully remarks:—"Of all the Roman stations in Britain, Chester seems to have been the most important. It was

called Chester *par excellence*, all other stations or chesters had some addition to distinguish them from one another and from this, which was *the chester, the camp, the station of stations*. What it might have been before the Roman invasion, may be left to the enquiry of those who delight to roam at large in the wide and pleasant regions of conjecture. To those who would rather tread the paths of certainty, it will be sufficient to trace the history of this city no higher than the settlement of the Romans on this spot, of which there can be no doubt. Proofs of this fact are numerous enough in and near the city of Chester, such as pavements, brick work, vessels and coins of Roman workmanship." We agree with Winkle in this; and shall content ourselves in the following brief survey of the History of Chester by tracing its rise and progress from the Roman occupation. Chester was doubtless an early British town or camp long before the Roman Invasion, and, in conjunction with the natural advantages of its situation, it in all probability was of considerable importance. Whatever it may have been, it was swept away when the Twentieth Legion took possession of the spot and made it the most important camp in Britain.

During the Middle Ages, Chester was a city of no small importance, as will be seen by the brief historical notes which follow. From the beginning of the tenth to the end of the seventeenth century the city appears to have been frequently disturbed by wars and rumours of wars; but from that epoch until now Chester has been left in comfort to cultivate the arts of peace; and to hold its proud position as the business heart of a lovely county teeming with agricultural wealth.