



14_Hogda, Gjestgiveriet slik illustratøren Lennert Karlsson har forestil seg det_Foto-S.Norheim_DSC_6014.jpg

should keep to the left, milestones and signposts had to be erected, and travelling speeds and loads were fully regulated. The average distance between hostelries was 2 Swedish miles, or about 20 kilometres.

Hogdal's hostelry was erected in 1856 and shows traces of the prevalent Empire style. It was one of the largest in the country, able to call on up to 90 horses in preparation for a royal visit. The building is well-preserved and before it an old highway, the Kingsway, crosses an attractive arched stone bridge. A Customs House used to stand at the southern end of the bridge.

THE HILLS AT DYNE

It took planning, and not infrequently patience and daring too, to undertake a journey in the eighteenth century. Roads were maintained by farmers responsible for the upkeep of a stretch commensurate with the amount of land they owned. Stone pillars at the wayside bore the name of the farm and the length of road to be maintained. Some can still be seen standing there to this very day.

Dyne and Hogdal's Backar, the hills at Dyne and Hogdal, gave rise to a lot of trouble. After rain and in the thaws of spring the road was virtually impassable, with steep gradients that made it hard to climb and dangerous to descend. At Hogdal the road still runs across a very fine, narrow, arched stone bridge.

FOUR GENERATIONS OF ROAD

It's amazing how closely modern roads have followed the route of the old Kingsway through Bohuslän. In Hogdal four generations of road trace their separate paths. In 2003 the motorway was opened. In the Middle Ages there was only a bridle path. When Sweden took over Bohuslän in 1658 the peasants were set the task of improving the roads. By the late 1600s it was passable with a two-wheeled cart.

In the 1800s they decided to settle things once and for all. But then the railway began to dominate land transport and there was not much talk of road building until the 1920s when motor cars became common. That was when they built the lovely road that runs alongside the fjord.

THE MAINROAD 1923

Stone quarrying enjoyed an unprecedented boom and a lucrative export trade a century ago, but a



18_Hogdal, den hvelvede stenbroa ved gjestgiveriet_Foto-S Norheim_DSC_3070 (2).jpg

disastrous fall in demand during the Great War led the Swedish government to take measures to prevent a total collapse. Seldom has state intervention resulted in such an attractive stretch of road as the one you are standing on now.

The road was driven through solid rock; clefts and crevices were paved with granite cobbles. Wherever possible the road was widened so that horses and vehicles could pass without risk.

Follow the road alongside Dynekilen and experience a genuine 1923-style European highway.