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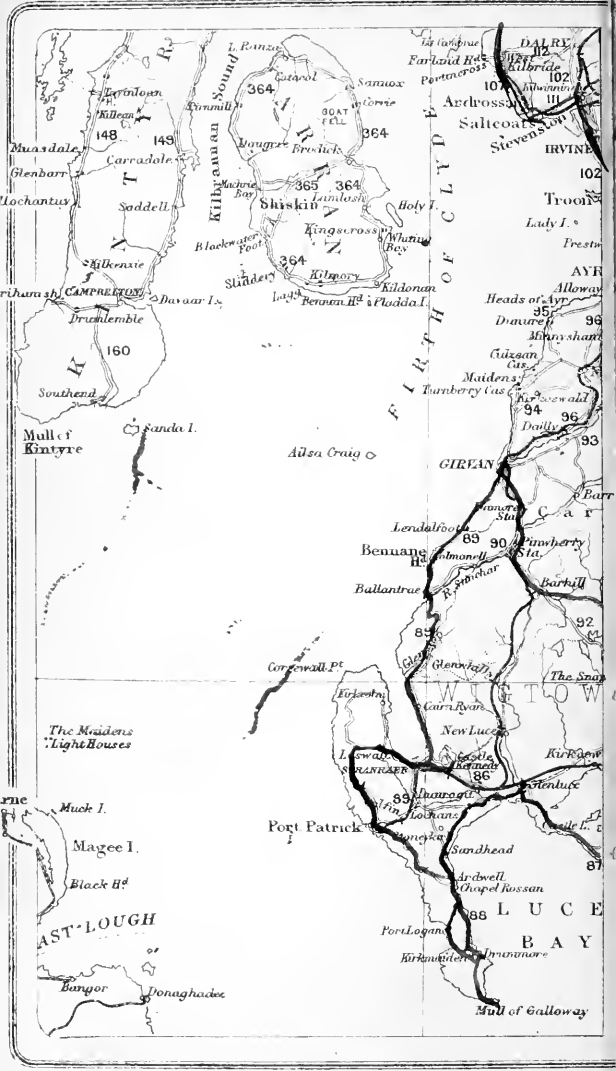
1935

bed rock - 1935

E 1



AYRSHIRE & GALLOWAY.



Mussdale
Glenbarr
Lochantus

Kilkenzie
CAMPRELTON
Drushlemble
Southend

Mull of Kintyre

The Maidens Light Houses

Muck I.
Magee I.
Black H^d

AST-LOUGH
Bangor
Donaghadee

L. Ranza
Kilbannan Sound
Kilbannan
Blackwater Foot
Slidery
Shiskin
Kingscross
Kilpory
Kildonan
Bennan H^d & Ploddal I.

Ailsa Craig

DALRY
GILBRIDE
Address
Saltearts
Stevensson
IRVINE
Troon
Lady I.
Preston
AYR
Alloway
Heads of Ayr
Dunure
Mhannyshean
Gulshan Cas.
Maidens
Tamberry Cas.
Kilrosswald
Daily
94
96
93

GIRVAN

Lendalfoot
Bennane H^d
Ballantrae
R. Sandhar
Glen
Glenkiln
The Snaps
92
85
90
86

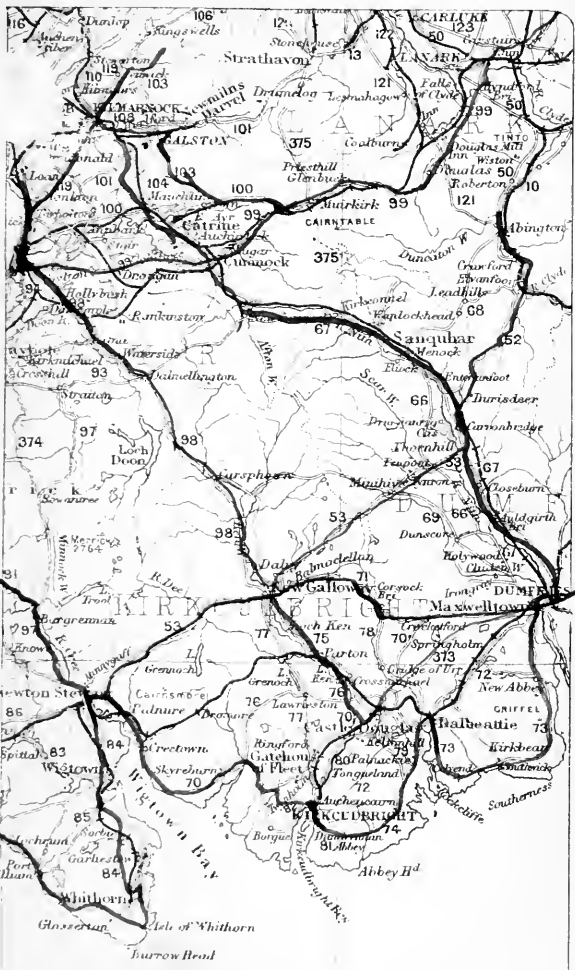
Stranraer
L. Swale
Castle Kennedy
New Luce
Kirkcubbin
Kirkcubbin
86
89

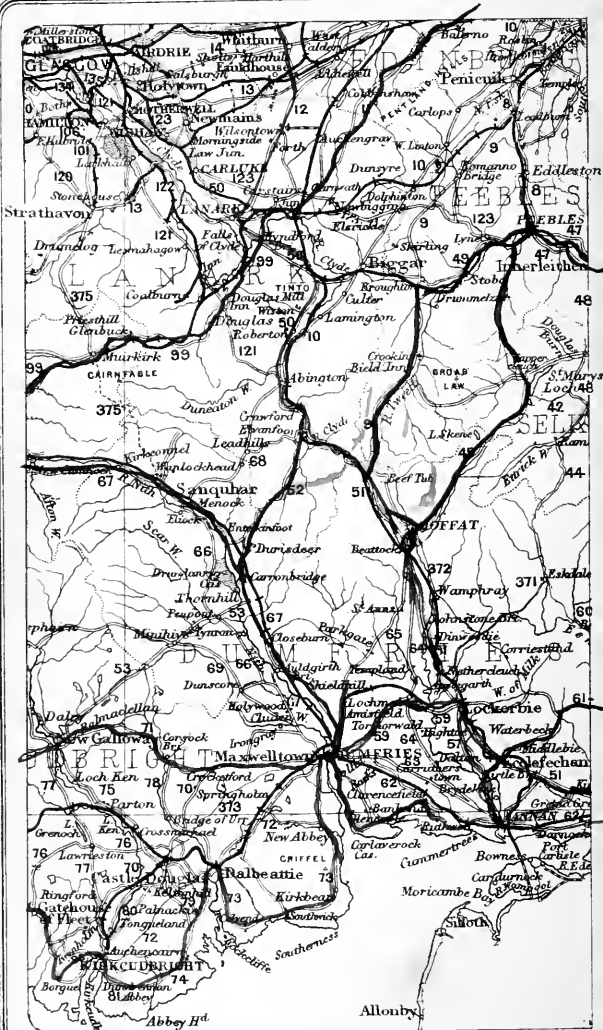
Port Patrick

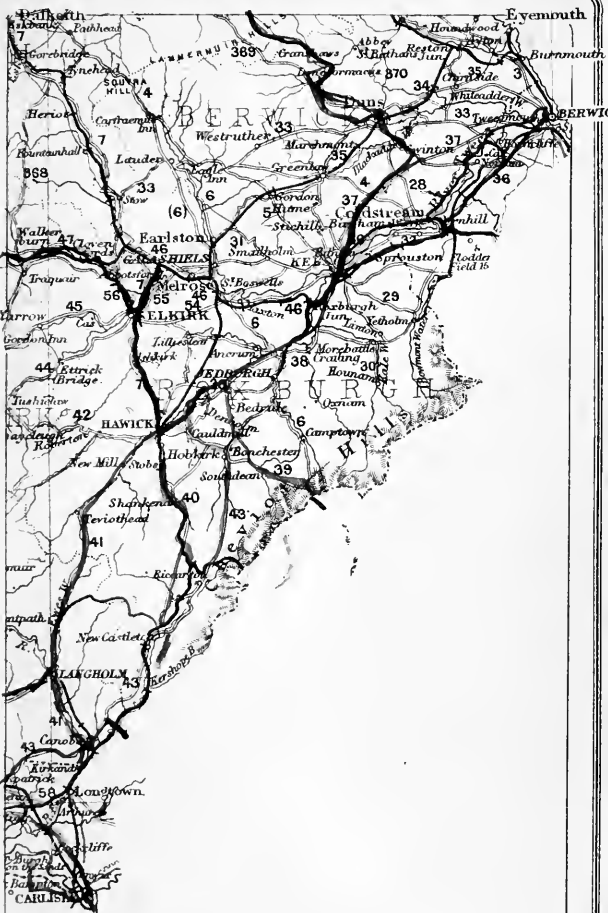
Port Logan
Kirkcubbin
Immanore
Mull of Galloway
88
87

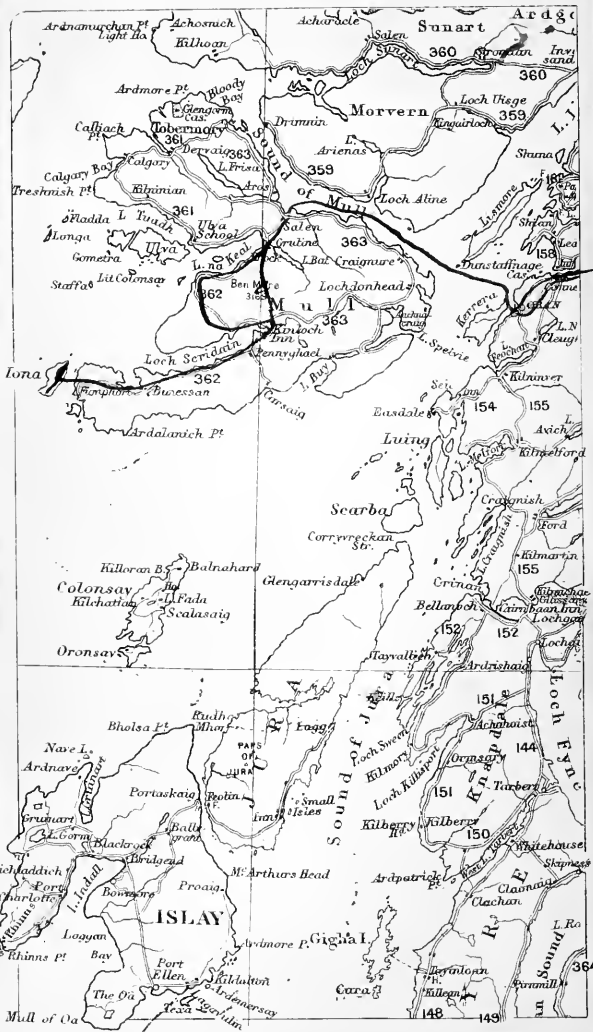
LUCE BAY

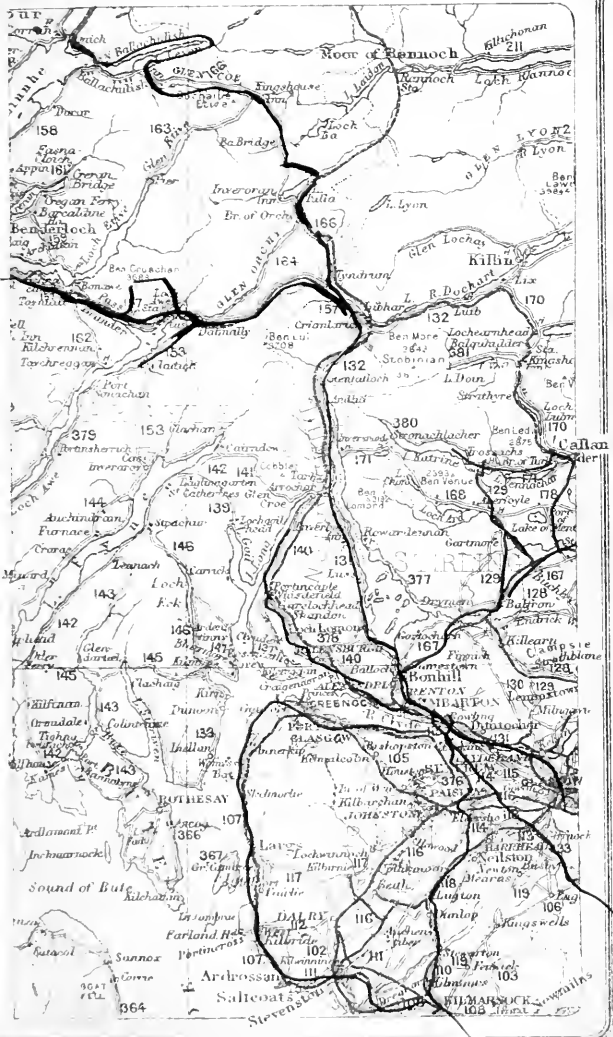
F I R T H O F C L Y D E

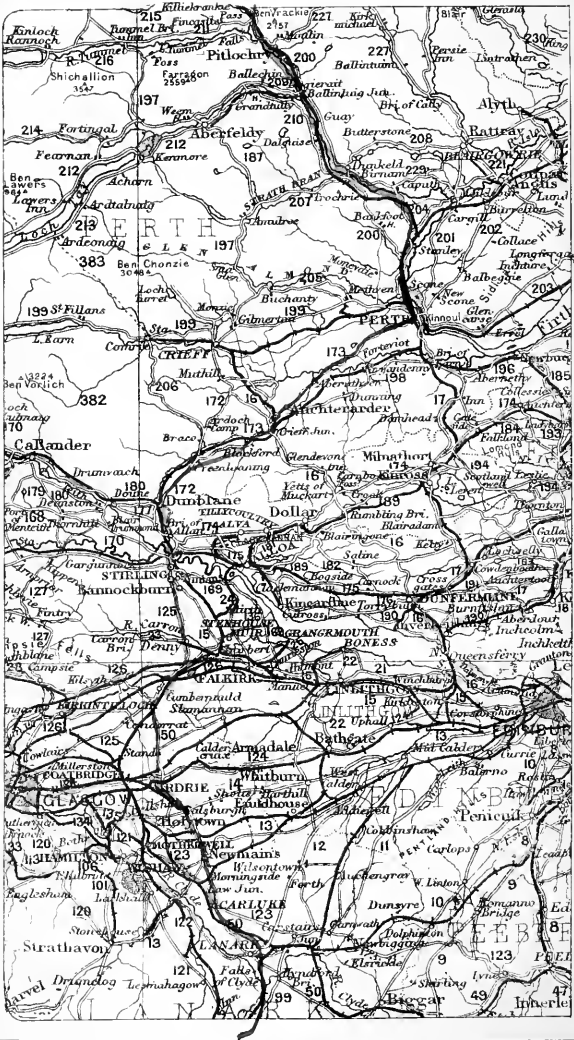




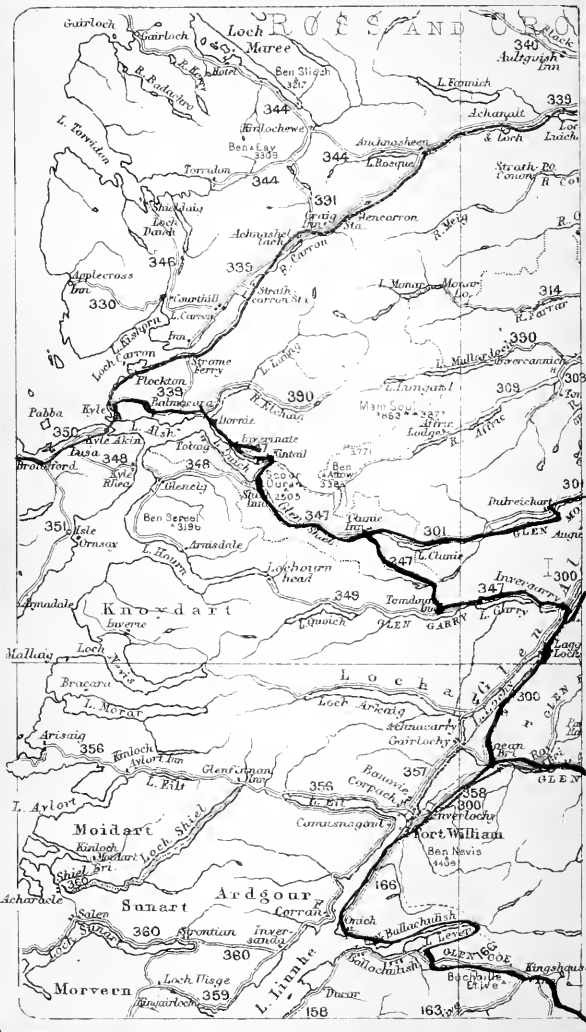


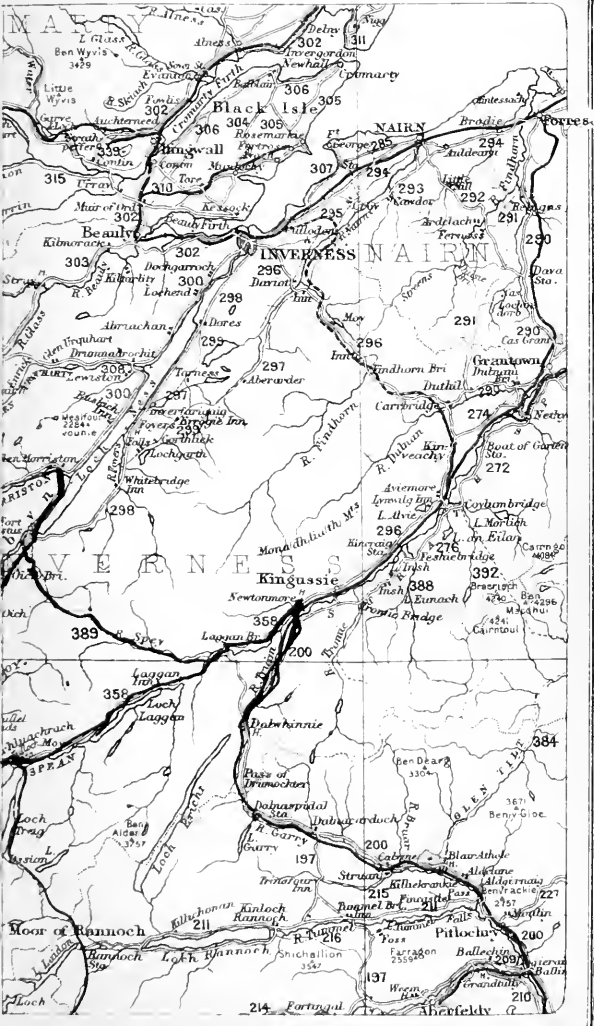


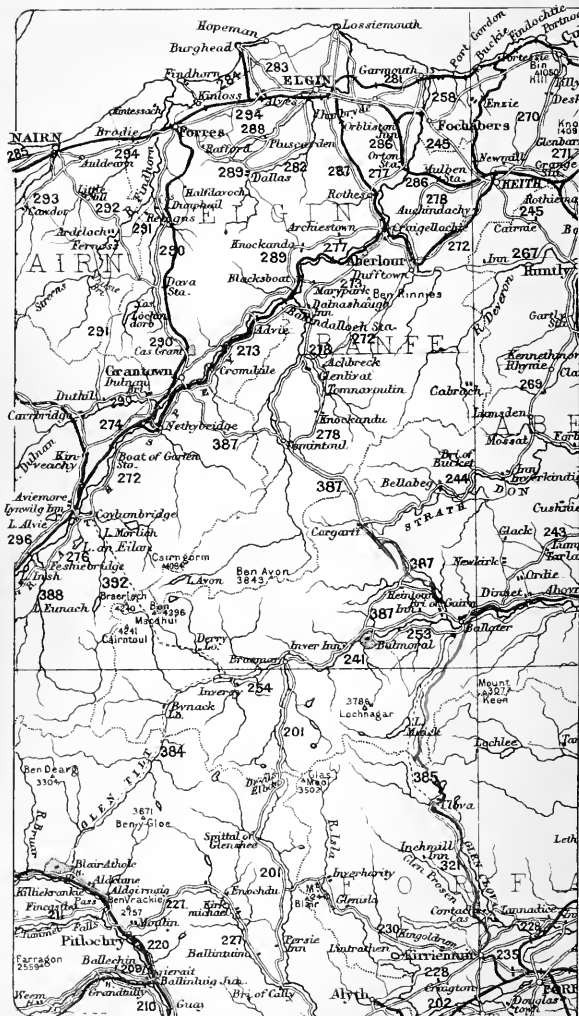






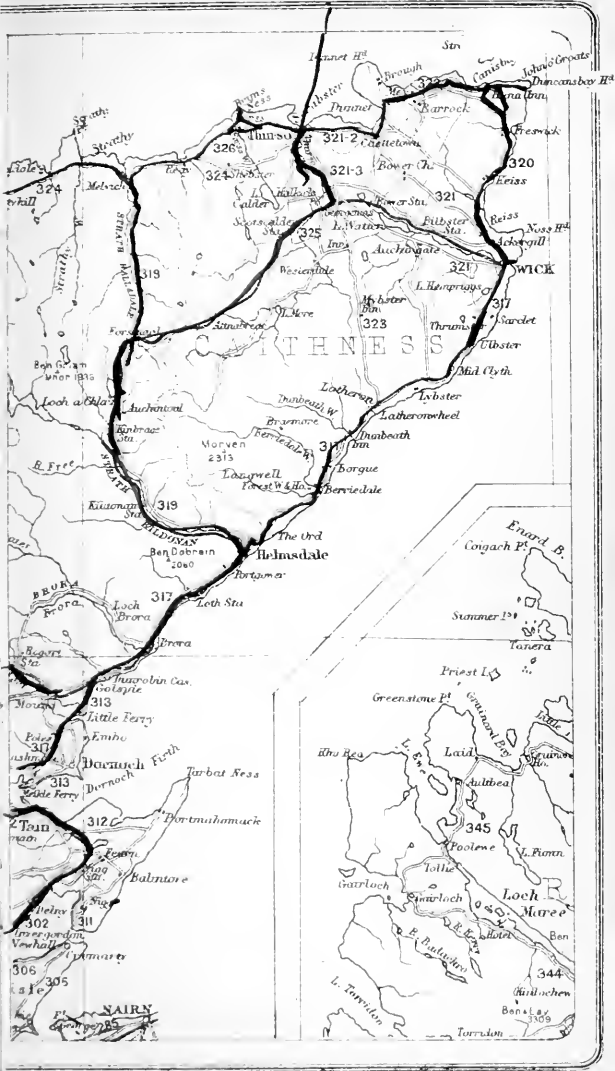


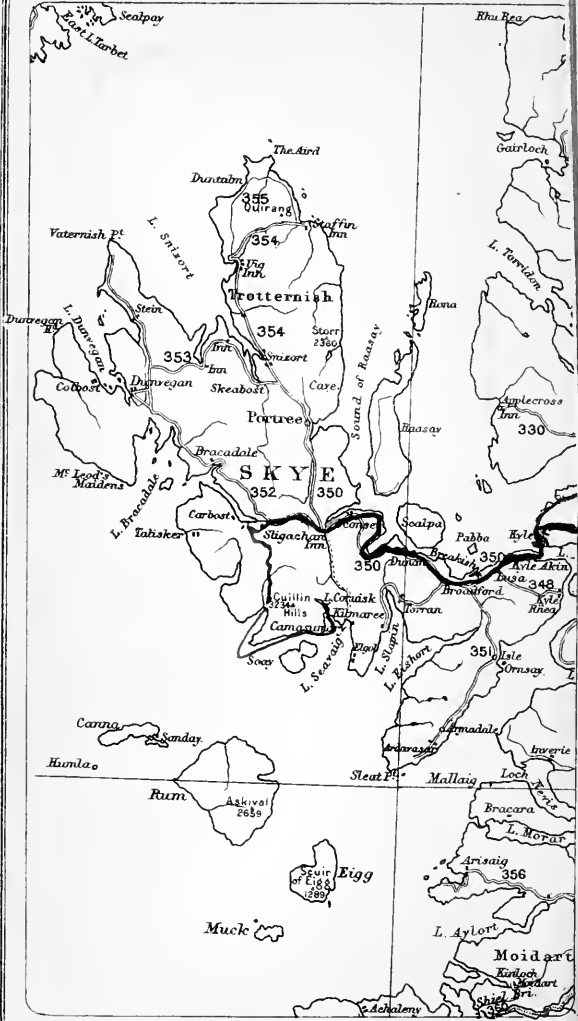
















Bracklinn Falls

THE
'CONTOUR' ROAD BOOK
OF
SCOTLAND

*A Series of Elevation Plans of the Roads,
with Measurements and Descriptive
Letterpress.*

BY HARRY R. G. INGLIS.

With 500 Diagrams and Maps.

Edinburgh:
GALL AND INGLIS, 20 BERNARD TERRACE;
AND LONDON
1898
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Uniform with this Volume.

The
'Contour' Road Book of England.

By HARRY R. G. INGLIS.

• • • • •

Northern Division.—Covering the Counties of Northumberland, Durham, Yorkshire, Cumberland, Westmorland, Lancashire and Cheshire.

South-East Division.—(London Section)
Covering the Country East of Derby, Coventry, and Southampton, including the Counties of Derby, Nottingham, and Lincoln.

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Preface.

The "Contour" Road Books—of which this is the first—form an entirely new departure in Mapping. There are numerous Road Maps in existence, but everyone has felt that even the best of these do not convey much more than a general idea of the course of a road, while the Road Books, however detailed they may be, can only give a very vague indication of the profile.

The Diagrams in this book were begun eight years ago, but the extensive and laborious work involved has prevented earlier publication. Neither time nor expense have been spared in the execution of details, and most of the Diagrams have been drawn out independently a second time, many three times, to minimise the chance of error.

The "Description" in this book has been drawn largely from personal observation, but we must express our indebtedness to a large circle of friends for assistance at various stages, to the Advocates' Library, Edinburgh, for permission to refer to numerous Maps and works of reference; and to many of the Road Surveyors.

Edinburgh,

DA
770
750c

The "Safety" Map of Scotland

Is a companion volume to this work, and by consulting it the Tourist can see at a glance the qualities of the Roads in any district. The Roads are indicated by distinctive colouring and marks, according to their quality.

Price 1/-; on Cloth 1/6.

CONTENTS.

The Routes are arranged Geographically from centres, so that the roads in each district are kept together.

As a general rule, the Route is from the larger place to the smaller.

Route. EDINBURGH, &c.

1. Edinburgh to N. Berwick.
2. " Drem.
3. " Berwick.
4. " Coldstream.
5. " Kelso.
6. " Jedburgh.
7. " Hawick.
20. " Lasswade.
8. " Peebles.
9. " Moffat.
10. " Abington.
- 11-12. " Lanark.
13. " Strathavon.
14. " Hamilton.
124. " Glasgow.
15. " Stirling.
16. " Crieff.
17. " Perth.
18. " Dundee.
19. " St. Andrews.
21. Linlithgow to Queensferry.
22. Bo'ness to Bathgate.
26. Tranent to Gifford.
27. Aberlady to Gifford.

BORDER COUNTIES, &c.

28. Duns to Coldstream.
33. Berwick to Lauder, &c.
34. " Duns.
2. " Edinburgh.
35. Eyemouth to Greenlaw.
29. Kelso to Yetholm.
30. " Hounam.
46. " Galashiels.
31. " Earlston.
5. " Edinburgh.
32. " Cornhill.
- 36-37. " Berwick.
38. Hawick to Kelso.
39. " Carter.
40. " Newcastleton.
41. " Carlisle.
42. " St. Mary's Loch.
7. " Edinburgh.
43. Jedburgh to Annan.
6. " Edinburgh.
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7. " Edinr. or Hawick.
54. " St. Boswells.
55. " Melrose.
56. " Walkerburn.

Route.

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7. " Edinr. or Hawick.
47. Peebles to Galashiels.
48. " Tushielaw.
49. " Symington.
8. " Edinburgh.
123. " Glasgow.

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52. " Thornhill.
68. " Sanquhar.
53. Thornhill to N'ton Stewart.
9. Moffat to Edinburgh.
45. " Selkirk.
60. Langholm to Eskdalemuir.
61. " Lockerbie.
41. " Hawick or Carl.
57. Annan to Lockerbie.
58. " Longtown.
64. " Moffat.
62. Dumfries to Carlisle.
63. " Annan.
59. " Lockerbie.
65. " Moffat.
66. " Penpont, &c.
67. " New Cumnock.
69. " Moniaive.

GALLOWAY.

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72. " Kirkcudbright.
73. " New Abbey, &c.
74. Dalbeattie to Kirkcudbright.
78. " Corsock.
75. Castle Douglas to Dalry.
76. " Lochenbreck.
79. " Auchencairn.
80. " Kirkcudbright.
77. Kirkcudb'ht to N. Galloway.
81. " Dundrennan.
82. " Gatehouse.
83. Wigtown to Kirkcowan.
71. N'wton Stewart to Dumfries.
84. " Whithorn.
85. " Port William.
86. " Stranraer.
- 91-92. " Girvan.
53. " Thornhill.
87. Isle of Whithorn to Glenluce.
88. Stranraer to Drummiore.

AYRSHIRE.

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 90. " Ballantrae.
 91-92. " Newton Stewart.
 93. " Dalmellington.
 94-5-6. Ayr to Girvan.
 97. " Newton Stewart.
 98. " New Galloway.
 99. " Carstairs.
 100. " Muirkirk.
 101. " Hamilton.
 119. " Glasgow.
 102. " Dalry (Ayrshire).
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 104. Kilmarnock to N. Cumnock.
 109. " Troon.
 110. " Lugton.
 119. " Glasgow.
 119. " Ayr.
 108. Irvine to Galston.
 111. Auchentiber to Ardrossan.
 112. Dalry to West Kilbride.
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 105. " Greenock.
 106. Hamilton to Fenwick.
 107. Greenock to Irvine.
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 117. " Largs.
 118. " Irvine.
 119. " Ayr.
 133. " Eaglesham.
 120. " Strathavon.
 134. " Hamilton.
 121. " Abington.
 122. " Lanark.
 123. " Peebles.
 135. " Holytown.
 124. " Edinburgh.
 125. " Stirling.
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 136. Dennyloanh'd to Kincardine.
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 140. Dumbarton to Arrochar.
 131. " Tarbet.
 167. " Stirling.
 131. " Glasgow.
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 142. " Tighnabruaich.
 143. " Rothesay.

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 153. " Dalmally.
 145. Dunoon to Otter.
 146. " Inveraray.
 147. " Ardentinny, &c.
 138. " Toward.
 148. Campbeltown to Tarbert.
 149. " to ditto by E. Coast.
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 150. Tarbert to Kilberry.
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 155. " Ardrishaig.
 157. " Crianlarich.
 158. " Ballachulish.
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 161. Port Appin to Glen Creran.
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 192. " St. Andrews.
 19. " Crail.
 184. " Bein Inn.
 185. " Newburgh.
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| 18. | " Edinr. or Dundee. |
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| 196. | " Perth. |
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| | |
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| 231. | " Clova. |
| 228. | " Blairgowrie. |
| 232. | Forfar to Montrose. |
| 233. | " Carnoustie. |
| 202. | " Perth. |
| 202-224. | " Brechin |
| 234. | Arbroath to Brechin. |
| 235. | " Kirriemuir. |
| 225. | " Aberdeen. |
| 225. | " Dundee. |
| 236. | Brechin to Lochlee. |
| 202. | " Stonehaven. |
| 219. | " Montrose. |
| 202. | " Perth. |
| 217. | Glamis to Newtyle. |
| 218. | Fettercairn to Drumlithie. |
| 237. | Edzell to Banchory. |
| 219. | Montrose to Brechin. |
| 220. | " Fettercairn. |
| 238. | " Fordoun. |
| 225. | " Aberdeen. |
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| 225. | " Aberdeen. |

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| 240. | " Banchory. |
| 241. | " Braemar. |
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| 243. | " Tarland. |
| 244. | " Strathdon. |
| 245. | " Elgin. |
| 246. | " Banff. |
| 247. | " Methlick. |
| 249. | " Peterhead. |
| 250. | " Fraserburgh. |
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| 255. | Inverurie to Tillyfourie. |
| 251. | " Forgue. |
| 253. | Ballater to Balmoral. |
| 254. | Braemar to Inverey. |
| 256. | Ellon to Methlick. |
| 259. | " Newbyth. |
| 258. | Peterhead to Elgin. |
| 249. | " Aberdeen. |
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| 261. | " Turriff. |
| 262. | " Banff. |
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| 257. | " Bogniebrae. |
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| 266. | " Portsoy. |
| 267. | " Craigellachie. |
| 268. | " Inverurie. |
| 269. | " Aboyne. |
| 245. | " Aberdeen or Elgin |

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 272. " Glenlivat.
 279. " Craigellachie.
 277. Fochabers to Knockando.
 278. Ballindalloch to Tomintoul.
 281. Elgin to Garmouth.
 258. " Peterhead.
 245. " Aberdeen.
 286. " Keith.
 287. " Aberlour.
 282. " Dallas.
 288-294. " Forres.
 283. " Burghhead.
 284. Forres to Burghhead.
 289. " Dalnashaugh.
 290. " Grantown.
 291. " Duthil.
 273. Grantown to Aberlour.
 274-5. " Aviemore.
 280. " Carrbridge.
 290. " Forres.
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 292. Nairn to Dava.
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 295. " Culloden, &c.
 296. " Kingussie.
 297. " Inverfarigaig.
 298. " Fort Augustus.
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 300. " Fort William.
 301. " Clunie Inn.
 302. " Dornoch.
 303. " Invercannich.
 304. " Invergordon.
 305. " Cromarty.
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 309. Invercannich to Affric.
 314. Struy to Monar.
 356. Fort-William to Arisaig.
 357. " Loch Arkaig.
 300. " Inverness.
 358. " Kingussie.
 166. " Tyndrum.

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 313. " Golspie.
 302. " Bonar Bridge.
 319. Helmsdale to Melvich.
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 321. " Thurso.
 317. " Tain.
 322. Thurso to John o' Groats.
 323. " Latheron.
 324. " Durness.
 325. " Westerdale.
 326. " Reay.
 327. Bonar Bridge to Craigs.
 328. " " Rosehall.
 329. " " Lairg.
 333. " " Mound.
 334. " " Tongue.
 302. " Dornoch or Inverness.
 331. Durness to Cape Wrath.
 332. " Laxford Bridge.
 335. Aultnaharra to Bettyhill.
 336. " Ereboll.
 337. Lairg to Scourie.
 338. " Lochinver.

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 302. " Dornoch.
 306. Conon to Cromarty.
 315. Muir of Ord to Strathconon.
 316. Alness to Bonar Bridge.
 311. Tain to Cromarty.
 312. " Tarbat Ness.
 302 & 313. Dornoch.
 317. " Wick.
 302. " Inverness.
 340. Garve to Ullapool.
 341. Ullapool to Scourie.
 342. " Lochinver.
 343. Braemore to Dundonnell.
 344. Auchnasheen to Gairloch, &c.
 345. Gairloch to Ullapool.
 346. Strathcarron to Shieldag.
 330. Tornapress to Applecross.
 347. Invergarry to Balmacara.
 348. Shiel Inn to Broadford.
 349. Tomdoun to Kinlochhourn.

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350. Portree to Kyle Akin.
 353. " Dunvegan.
 354. " the Quirang.
 351. Broadford to Armadale.
 352. Sligachan to Dunvegan.
 355. Uig to Duntulm, &c.
 361. Tobermory to Salen.
 363. " Kinloch Inn.
 362. Salen to Iona.
 364 & 365. Arran.

GENERAL NOTES.

The favourite districts of the Country for Tourists are:—Edinburgh, Stirling, Perthshire, The Clyde, Oban and Western Highlands, Inverness-shire, and Braemar. In some parts accommodation in the Season is difficult to obtain, and is apt to be at what are often considered pretty high rates. The South of Scotland, Skye, Ross-shire, and the districts adjoining those parts already named, also present considerable attractions to the Tourist.

In the Highlands, beyond the roads that are named in this book there are almost no others, and none should be reckoned on that are not marked on the "Safety" Map of Scotland.

It may be well to state here, that Glencoe is the Cyclist's "Bête Noir," the road generally being in a dreadful state, and that the Hotel-less 20 miles from Struan to Dalwhinnie, on the Perth and Inverness road, is best done by train.

In the Lowlands there are many other roads between the numerous towns and villages—they are mostly hilly, but very well kept. Travelling in the Coal and Iron District, of which Airdrie is the centre, is not very pleasant owing to the smoke-laden atmosphere.

A glance at the "Safety" Map will show the different qualities of the roads in the various parts of the country.

Ferries.—The length is given in Brackets after the name. For the shorter distances the fare is usually 3d. for one passenger—double fare if starting between 9 p.m. and 6 a.m., but Tarriff Boards are generally posted up, and should be consulted. The charge for a bicycle is usually 6d.

Railway Ferries ply between Granton and Burntisland, Hawes Inn and N. Queensferry, Tayport and Broughty Ferry, and there is also a steam ferry from Newport to Dundee.

On the Clyde, below the Broomielaw, there are large steam ferry boats crossing the river at various points, and there are large boats at Renfrew and Erskine Ferry. Further down, the Steamer Service is conducted with the frequency and regularity of trains from nearly every watering-place.

The rest of the ferries are relegated to small boats, and are conducted in a free and easy manner. Where the ferryhouse is on the other side, a smoke or the hoisting of a flag are the usual signals, and a long wait may be necessary.

On the following Fresh-water lochs, there are steamers, viz.:—Lochs Lomond, Katrine, Tay, Awe, Eck, Maree; also on the Caledonian and Crinan Canals.

Tourist Approaches from England.—Scotland is usually entered either from Berwick, Coldstream, or Carlisle, and from these towns there are excellent roads, that *via* Carter being very rough. Good steamers run to the principal ports from London, Hull, Newcastle, Liverpool, Bristol, &c.

Tourist Approaches from Ireland.—The ports of arrival of the Irish steamers are:—Stranraer, Ayr, Ardrossan, Gourock, Greenock, and Glasgow, but Tourists are advised that the journey from Greenock to Glasgow, up the River, is very tedious. From Stranraer a fine coast road leads to Glasgow, and a very fair one leads eastward to Dumfries. From Ayr there are fine roads, but those eastwards are hilly. From Ardrossan there is a favourite coast road to Greenock, where the Tourist should ferry across to Helensburgh, and so avoid the manufacturing part of the country. Tourists landing at Greenock should note this.

EXPLANATION OF DIAGRAMS.

The line bordering the shaded portion of each diagram is a facsimile of the profile of the Route, and is divided by vertical lines into miles, and by horizontal lines into contours of 100 feet, so that distances and heights are ascertained quickly.

The blocks show the positions of the Villages and houses, while the signs (for explanation see page 3) are the road directions. The directions for the forward journey are above the road line, those of the reverse below, except in a few instances where lack of room has caused them all to be above the line.

The vertical scale has necessarily been enlarged out of strict proportion, as otherwise the ordinary Gradients would almost have been imperceptible.

EXPLANATION OF LETTERPRESS.

The diagram should be consulted first, as the letterpress is appended to it. Places named in brackets are off the road.

The Description states the quality of the road, and it should be observed that the "Class" refers solely to the construction of the road, and not to its surface. Class I. is a superior, broad, and finely made road. Class II. is the ordinary main road. Class III. is of inferior construction, usually narrow, hilly, or rocky surface. Roads of this class are usually very old, or have been constructed in an inferior manner.

Gradients.—1 in 25; i.e., 1 foot of rise in 25, is a fairly easy hill, 1 in 20 is stiff, 1 in 15 is steep. Cyclists usually walk up a hill of 1 in 17. A descent does not generally become dangerous till it is 1 in 15 and then only with a sharp turn, but with anything steeper the danger increases. A little experience of one or two hills will be a permanent guide. On nearly every hill the gradient varies every few yards. Those given here represent approximately the general slope, and in most cases the maximum is given.

Milestones.—As a general rule each county has its own set of milestones measured from its own centre; therefore in a route, when only one starting point is named, it may generally be concluded that the milestones are all measured from that point, but where there are two points, those near the county boundaries or in the centre are usually incorrect, the route having been measured from both ends.

Measurements.—The tabular form gives the distance from any one point to another, the number below the one name and opposite the other being the distance required. For clearness the furlongs have been put in the tables as $\frac{1}{2}$ ths. Places named in brackets, or in italics, are off the route.

Principal Objects of Interest.—These are only notes—details can be found in almost any guide book.

Hotels or Inns.—Those named in this heading are nearly all of a satisfactory kind, but it has been found difficult in many cases to decide whether certain small houses should be mentioned or not. The tourist, therefore, should not expect much of some of them, as they are the only accommodation available.

Historical Notes.

After long-continued wars with England, the crowns of the two countries were united in 1603, when James VI. of Scotland succeeded to the throne of England as James I. The parliaments of England and Scotland were united in 1707. Scotland sends seventy-two members to the House of Commons: and fifteen peers to the House of Lords, elected by their brother peers of Scotland.

Battlefields.

A. D.

- 1263.—**Largs**, Ayrshire: Alexander II. defeated Haco, king of Norway.
- 1296.—**Dunbar**: Edward I. defeated John Baliol.
- 1297.—**Stirling Bridge**: Wallace defeated the English.
- 1298.—**Falkirk**: Edward I. defeated Wallace.
- 1314.—**Bannockburn**, near Stirling: Bruce defeated Edward II., and secured the independence of Scotland.
- 1383.—**Halidon Hill**, Berwickshire: Edward III. defeated the Scots.
- 1411.—**Harlaw**, near Inverury, Aberdeen: the Earl of Mar defeated Donald, Lord of the Isles.
- 1488.—**Sauchieburn**, near Bannockburn: James III. defeated by his nobles, and afterwards slain.
- 1547.—**Pinkie**, near Musselburgh: the English defeated the Scots.
- 1568.—**Langside**, south of Glasgow: the Regent Murray defeated Queen Mary.
- 1645.—**Philiphauth**, near Selkirk: the Covenanters under General Leslie defeated the Marquis of Montrose.
- 1646.—**Kilsyth**, twelve miles west of Falkirk: Montrose defeated the Covenanters.
- 1650.—**Dunbar**, on the east coast of Haddington: Cromwell defeated the Covenanters under Leslie.
- 1679.—**Drumclog**, six miles south-west of Strathavon: the Covenanters defeated Viscount Dundee (Claverhouse).
- 1679.—**Bothwell Bridge**, nine miles south-east of Glasgow: the troops of Charles II. defeated the Covenanters.
- 1689.—**Killiecrankie Pass**, thirty miles north-west of Perth: Viscount Dundee defeated the troops of William III., but was himself slain.
- 1715.—**Sheriffmuir**, near Dunblane, Perthshire: Royalists under Argyle defeated the Jacobites under the Earl of Mar.
- 1745.—**Prestonpans**, eight miles east of Edinburgh: Prince Charles Edward defeated the Royalists under Sir John Cope.
- 1746.—**Falkirk**: Prince Charles Edward defeated the Royalists.
- 1746.—**Culloden Moor**, six miles north-east of Inverness: the Duke of Cumberland finally defeated Prince Charles Edward.

Antiquities.

In various parts of Scotland many relics of ancient times are to be found. It is probable that they had their origin in different periods, and were the workmanship of different races; as, Picts, Scots, Scandinavians, &c. Such are—

The “**Standing Stones**” of Stennis, near Kirkwall, generally supposed to be the remains of a Celtic Druidical temple. The stones are of great size, and arranged in two circles. Similar remains are also found in the islands of Lewis and Arran, and elsewhere.

The “**Picts’ Houses**” found in Orkney, Caithness, and Sutherland. These are curious circular buildings; some of them are underground, and are called Earth-houses. Cave-dwellings are found in Shetland and other parts.

The **Round Towers** of Brechin, Forfarshire, and of Abernethy, near Perth; these resemble the round towers of Ireland. Nothing is known with certainty of their origin. **Vitrified Forts** are found in most of the northern counties. They are supposed to have been used for defensive purposes. The stones of which they are composed are partially fused by the burning of wood-fires.

Many remains of **Circular Camps** are to be seen in various parts of the country; they are probably of native origin. Implements of flint, stone, and bronze have been found in great numbers in many places; also ornaments of bronze, gold, and silver.

Remains of the **Great Roman Wall of Antoninus** still exist near Falkirk and other places. It was constructed by the Romans between the Firths of Forth and Clyde, as a defence against the attacks of the Scots and Picts. The most perfect remains of a Roman Camp to be found in Great Britain are at Ardoch, near Dunblane, Perthshire. Other Roman Camps are found in Peeblesshire and Dumfriesshire; they were always built in the form of a square.

Ruins of Abbeys, Cathedrals, &c. The most ancient ecclesiastical ruins are in Iona, where Columba is said to have planted Christianity about 570 A.D. Elgin, Dunkeld, and St. Andrews have ruined Cathedrals; those of Glasgow; St. Giles, Edinburgh; Kirkwall, Brechin, Dunfermline, and Dunblane have been restored. There are beautiful ruined Abbeys at Jedburgh, Melrose, Dryburgh, Kelso, Coldingham, and Dundrennan.

Scotland abounds in ruined **Castles**, many of them exceedingly picturesque, but smaller than those of England. The most famous are—Dunnottar, near Stonehaven; Dunstaffnage, near Oban; Doune (which has been restored to its original appearance); Turnberry, near Maybole. The castles of Edinburgh, Stirling, and Dumbarton are in good preservation, and used as barracks for soldiers.

The royal palaces of Linlithgow; Scone, near Perth; and Falkland, in Fife, are ruined. Holyrood Palace, Edinburgh, is still maintained as a royal residence.

Heights of the Principal Mountains.

The heights of the more important hills will be found also on the small maps at the beginning of the volume.

The number before each name is the order of height, in this list.

| <i>Order.</i> | <i>Name.</i> | <i>Feet.</i> | <i>Order.</i> | <i>Name.</i> | <i>Feet.</i> |
|---------------|----------------------|--------------|---------------|--------------------------------------|--------------|
| 13. | Ben Alder | 3757 | 44. | Castel Abhail, Arran | 2817 |
| 41. | „ Arthur | 2891 | 52. | Cheviot | 2676 |
| 22. | „ Attow | 3383 | 41. | Cobbler | 2891 |
| 8. | „ Avon | 3843 | 73. | Crieff | 1866 |
| 34. | „ Clibreck | (3154) | 27. | Cuchullin Hills .. | 3234 |
| 37. | „ Chonzie | 3048 | 51. | Dollarlaw | 2680 |
| 62. | „ Cleuch | 2362 | 80. | Eildon Hills | 1385 |
| 15. | „ Cruachan | 3689 | 69. | Ettrick Pen | 2269 |
| 18. | „ Douran | 3523 | 55. | Farragon | 2559 |
| 25. | „ Eay | 3309 | 20. | Glasméal | 3502 |
| 39. | „ Hope | 3040 | 43. | Goatfell | 2866 |
| 24. | „ Ime | 3318 | 53. | Hartfell | 2651 |
| 57. | „ Loyal | 2504 | 72. | King's Seat (Campsie Fells) | 1894 |
| 6. | „ Lawers | 3984 | 79. | Knock | 1409 |
| 42. | „ Ledi | 2875 | 84. | Knockdolian | 869 |
| 31. | „ Lomond | 3192 | 83. | Largo Law | 965 |
| 14. | „ Lui | 3708 | 11. | Lochnagar | 3786 |
| 9. | „ More (Perth) .. | 3843 | 76. | Lomond Hills, Fife.. | 1713 |
| 32. | „ More (Mull) .. | 3169 | 59. | Lowther | 2403 |
| 26. | „ More Assynt .. | 3273 | 75. | Lammermuirs | 1733 |
| 2. | „ Macdhuì | 4296 | 7. | Mam Soul | (3877) |
| 1. | „ Nevis | 4406 | 68. | Mealfourvonie | 2284 |
| 46. | „ Resipol | 2774 | 47. | Merrick | 2764 |
| 49. | „ Rinnies | 2755 | 74. | Minchmoor | 1856 |
| 30. | „ Screel | 3196 | 85. | Mormond | 769 |
| 29. | „ Slioch | 3217 | 66. | Morven | 2313 |
| 61. | „ Venue | 2393 | 35. | Monadhliath M'ts. .. | 3087 |
| 28. | „ Vorlich | 3224 | 56. | Mount Battock | 2555 |
| 48. | „ Vrackie | 2757 | 58. | „ Blair | 2441 |
| 21. | „ Wyvis | 3429 | 36. | „ Keen | 3077 |
| 16. | „ Y Glòe | 3671 | 86. | North Berwick Law | 612 |
| 77. | Bennachie | 1698 | 54. | Paps of Jura .. : | 2569 |
| 12. | Bidean nam Bean .. | 3766 | 67. | Queensberry | 2285 |
| 81. | Birnam | 1324 | 17. | Schichallion | 3547 |
| 70. | Black Larg | 2231 | 40. | Scour Donald | 2915 |
| 38. | Blaven | 3042 | 33. | „ na Gilleán | 3167 |
| 3. | Braeriach | 4248 | 19. | „ Ouran | 3505 |
| 50. | Broadlaw | 2723 | 82. | „ of Eigg | 1289 |
| 23. | Buchaile Etive | 3345 | 78. | Sidlaw Hills : Craig- owl | 1493 |
| 5. | Cairngorm | 4084 | 10. | Stobinian | 3827 |
| 65. | Cairnsmore | 2331 | 63. | Storr Rock | 2360 |
| 71. | Cairntable | 1942 | 60. | Suilven | 2399 |
| 4. | Cairntoul | 4241 | 64. | Tinto | 2335 |
| 72. | Campsie Fells | 1894 | | | |
| 45. | Canisp | 2779 | | | |

The Heights of the Road Passes.

MOSTLY ABOVE 1000 FEET.

| <i>Pass.</i> | <i>Height in Feet.</i> | <i>Position.</i> |
|--|------------------------|---------------------------------|
| Southern Ranges— | | |
| Carter | 1371 | Jedburgh to Newcastle. |
| Note o' the Gate | 1259 | Newcastleton. |
| Limekilnedge | 1195 | Hawick to Newcastleton. |
| Moss paul | 848 | Langholm. |
| Foulbog | 1096 | Ettrick to Langholm. |
| Birkhill | 1105 | Selkirk to Moffat. |
| Tweedshaws | 1348 | Broughton to Moffat. |
| Beattock summit | 1025 | Glasgow to Carlisle. |
| Dalveen Pass | 1140 | Elvanfoot to Thornhill. |
| Wanlockhead summit | 1531 | Leadhills to Sanquhar. |
| Lochmuck | 987 | Ayr to New Galloway. |
| Shalloch | 1421 | Newton Stewart. |
| Nick o' the Balloch | 1280 | Maybole to Newton Stewart. |
| Mountbenger | 1150 | Peebles to Tushielaw. |
| Redstone summit | 1416 | Haddington to Duns. |
| Soutra | 1192 | Edinburgh to Lauder. |
| Tynehead | 908 | Galashiels. |
| Leadburn | 931 | Edinburgh to Peebles. |
| Linton summit | 976 | Abington. |
| Maidenwell | 1080 | Lanark. |
| Whitehouse | 1024 | " |
| Campsie Fells— | | |
| Campsiemuir | 1154 | Glasgow to Kippen. |
| Grampians.—Main Range: Aberdeen to Inveraray. | | |
| Cairn mon earn | 757 | Stonehaven to Banchory. |
| Cairn o' mount | 1475 | Fettercairn to Banchory. |
| Capel Mount (Path) | 2275 | Ballater to Clova. |
| Cairnwell | 2199 | Perth to Braemar. |
| Drumochter | 1507 | Kingussie. |
| Glen Tilt (Path) | 1647 | Blair Athole to Braemar. |
| Glencoe | 1040 | Tyndrum to Ballachulish. |
| Blackmount | 1449 | " |
| Tyndrum | 895 | Dalmally. |
| Southern Spurs— | | |
| Whitebridge | 1263 | Aberfeldy to Dalnacardoch |
| Trinafour | 1452 | " |
| Lochnacraige | 1339 | Crieff to Aberfeldy." |
| Glenoglehead | 948 | Stirling to Killin. |
| Northern Spurs— | | |
| Larig Pass (Path) | 2771 | Aviemore to Braemar. |
| — — | 2091 | Braemar to Tomintoul. |
| Monadliath Mountains— | | |
| Slochd Muicht | 1333 | Inverness to Kingussie. |
| Dava | 978 | Forres to Grantown. |
| Chlai | 1257 | Duthil. |
| Corrieyarrick (Path) | 2543 | Laggan Bridge to Fort Augustus. |
| — — | 1275 | Fort Augustus to Foyers. |
| Ross-shire, &c.— | | |
| Fain | 1101 | Braemore to Dundonnell. |
| Mam Ratachan | 1116 | Shiel Inn to Glenelg. |
| — — | 1424 | Tomdoun to Clunie Inn. |
| Bealach | 2053 | Lochcarron to Applecross. |

Lochs (FRESH WATER).

These are very numerous: and being generally among the mountains, are remarkable for their grandeur and beauty. Most of the Highland lochs are long and narrow.

Heights of the principal Lochs, above sea-level.

| <i>Name.</i> | <i>Feet.</i> | <i>Name.</i> | <i>Feet.</i> |
|----------------------|--------------|--------------------|--------------|
| Loch Achray | 276 | Loch Lomond | 23 |
| „ Ard | 105 | „ Loyal | 369 |
| „ Affrick | 744 | „ Lubnaig | 895 |
| „ Arkaig | 140 | „ Luichart | 270 |
| „ Assynt | 215 | „ Maree | 32 |
| „ Awe | 118 | „ Menteith | 55 |
| „ Ba (Mull) | 41 | „ Monar | 663 |
| „ Chon | 291 | „ Morar | 31 |
| „ Clunie | 606 | „ Muick | 1310 |
| „ Cobbinshaw | 570 | „ Mullardoch | 704 |
| „ Doon | 660 | „ Naver | 247 |
| „ Earn | 305 | „ Ness | 50 |
| „ Eck | 67 | „ Oich | 105 |
| „ Eilan | 840 | „ Ossian | 1269 |
| „ Ericht | 1153 | „ Quoich | 555 |
| „ Fannich | 822 | „ Rannoch | 667 |
| „ Frisa (Mull) | 245 | „ Shiel | 16 |
| „ Hope | 12 | „ Shin | 270 |
| „ Katrine | 364 | „ St. Mary's | 803 |
| „ Ken | 145 | „ Tay | 350 |
| „ Laggan | 819 | „ Treig | 784 |
| „ Laidon | 924 | „ Tummel | 450 |
| „ Lee | 880 | „ Vennachar | 270 |
| „ Leven | 350 | „ Voil | 410 |
| „ Lochy | 93 | „ Watten | 53 |

Waterfalls.

The highest in Scotland are the Falls of Glomach, which descend some 300 feet in a very short distance. They are about a mile from 14½m. in Route 390. The next are the famous Falls of Foyers, near Fort Augustus. Corra Linn—one of the Falls of Clyde—is about 90 ft. high, and, on account of the large volume of water and its situation, is worthy of the place of being the largest fall in Scotland. Other falls of great beauty are the Falls of Moness, and Acharn near Aberfeldy, Bruar and Tummel near Blair Athole, Falls of Turret near Crieff, Falls of Kilmorack near Beauy, Linn o' Quoich, Linn o' Dee, Linn of Corriemulzie near Braemar, Falls of Braan near Dunkeld, Falls of Rumbling Bridge near Dollar, Falls of Cruachan at Loch Awe, and the Grey Mare's Tail near Moffat; besides Stonebyres Falls, and Bonnington Linn on the Clyde.

Glossary.

The following Gaelic words will enable the Tourist to trace the meaning of many of the Gaelic names, both in the Highlands and Lowlands.

It will be observed that bh and mh are the same as v. Excepting in dhu (du) the letters dh are mute. Buidh is Bui.

| <i>Word.</i> | <i>Meaning.</i> | <i>Example.</i> |
|--------------------|----------------------------|------------------|
| Aber | River mouth (generally) .. | Aberdour. |
| Ach, or Auch .. | A field | Ach-na-cloich. |
| Aird, or Ard .. | A prominent height | Ardgour. |
| Alt, or Ault .. | A brook | Taynuilt. |
| An | Diminutive | Lochan. |
| An | Of the | Loch-an-Eilan. |
| Avon | A river | Avondhu. |
| Bal | A village or town | Balmacara. |
| Ban | White, fair | Banchory. |
| Barr | A projecting point | Dunbar. |
| Beath | A birch tree | Altbeath. |
| Bealach | A pass | Bealach-nam-bo. |
| Beag | Little | Glenbeg. |
| Ben, Bein or Ven | A rocky mountain | Benmore. |
| Blair | A plain | Blair-Athole. |
| Bo | Cattle | Bealach-nam-bo. |
| Breac | Spotted, brindled | Benvracky. |
| Buidh | Yellow | Loch Buie. |
| Cailleach | Old woman | Ben-na-cailleach |
| Cam, Cambus .. | Crooked, a creek | Cambusmore. |
| Carn | A heap of stones | Cairngorm. |
| Caol, or Col .. | A strait, or narrows | Colintraive. |
| Ceann, Can, or Kin | Head | Kintail. |
| Cro | A sheepfold | Glencroe. |
| Clach | A stone | Ach-na-cloich. |
| Clachan | Collection of houses | |
| Coire, or Corry .. | A hollow | Corrieyarrick. |
| Creag | A rock, a cliff | Craigard. |
| Cruach | A stack | Ben Cruachan. |
| Dal | A dale, a field | Dalwhinnie. |
| Dearg | Red | Bendearg. |
| Dhu, or Du | Black | Avondhu. |
| Dour | Water | Aberdour. |
| Drochaid | A bridge | Drumnadrochit. |
| Drum | A ridge | Drumnadrochit. |
| Dun | A fort | Dunbar. |
| Eas, or ess | A waterfall | Inver-ness. |
| Eilean | An island | Loch-an-Eilan. |
| Fearn | An alder | Fearn. |
| Fionn, or Fin .. | White, shining | Lochfyne. |

| <i>Word.</i> | <i>Meaning.</i> | <i>Example.</i> |
|--------------------|---------------------------|-----------------|
| Garve, or Garbh .. | Rough | Garvamore. |
| Gair | Short | Gairloch. |
| Glas | Grey | Glasven. |
| Glen | A narrow valley | Glenbeg. |
| Gorm | Dark blue | Cairngorm. |
| Inver | River month | Inverness. |
| Kin, or Ken | Same as Cean | |
| Kinloch | Head of the loch | Kinlochard. |
| Knock | A knoll | Knockandhu. |
| Kyle | See Caol | |
| Lon | A meadow | Tayinlone. |
| Leamhan, or Leven | An elm-tree | Lochleven. |
| Learg | The slope of a hill | Largs. |
| Mam { | A rounded hill | Mam Soul. |
| Meal { | | |
| Monadh | An upland moor | Moness. |
| Mor, Mhor, Vohr | Great | Morven. |
| Muck, or Muick .. | A sow | Glenmuic. |
| Na | Of the | Drunadrochit. |
| Rath | A fort | Rathven. |
| Righ, ry or ree .. | A king | Dalry. |
| Ros | A projecting point | Ross of Mull. |
| Scur, Scour | Precipitous hill | Scour Ouran. |
| Sron | A nose, a promontory .. | Stronachlacher. |
| Strath | A strath, broad valley .. | Strathmore. |
| Tigh | A house | Taynult. |
| Tilly | A knoll | Tillycoultry. |
| Tom | A mound | Tomintoul. |
| Uamh | A cave | Wemyss. |
| Uisge | Water | |
| Vohr, or Vor | Same as mhor | Uam Var. |
| Ven | Same as Ben | |

Pronunciation of Names.

The general rule in pronouncing names of two syllables, is to place the emphasis on the first syllable of the word, as *Ob-an*, *Al-yth*, &c., but there are some exceptions to this notably *Ach-arn*, *Dal-ry*, *Kin-ross*, *Kin-tail*, *Kil-lin*, *Port-ree*, *Dun-bar*, and other names beginning with *Dun*.

We cannot attempt to give the Gaelic names and their pronunciation, as they are far too numerous to detail, but it will be found that as a general rule *dh* is almost mute (but sometimes has the value of *t*), while *bh* and *mh* both are pronounced *v*. In the glossary we have given a number of common Gaelic words which will show the English equivalents of many names.

Local and other Peculiarities of Pronunciation.

| | |
|---------------------------------|----------------|
| Aberchirder is locally known as | Foggylone. |
| Avoch | Auch. |
| Alyth | Aylith. |
| Ballingry | Balling-ary. |
| Balquhidder | Balwhidder. |
| Cambuslang | Camslang. |
| Cockburnspath | Coburnspath. |
| Cuchullin Hills | Coollin Hills. |
| Culross | Cooross. |
| Durrisdeer | Disdeer. |
| Edzell | Edjell. |
| Fenwick | Fenick. |
| Friockheim | Freekem. |
| Glamis | Glaams. |
| Grandtully | Grantully. |
| Kilconquhar | Kinneuchar. |
| Kilmalcolm | Killmacomb. |
| Kingussie | King-ussie. |
| Kirkcudbright | Kirkoobri. |
| Meikleour | Meeklour. |
| Milngavie | Millguy. |
| Lochwinnoch | Lochaneuch. |
| Moniaive | Minnie-ive. |
| Monzie | Monee. |
| Muthill | Muth-ill. |
| Montreathmont | Monrummont |
| Row | Roo. |
| Rutherglen | Ruglen. |
| St. Ninians | St. Ringans. |
| Salen | Saalen. |
| Strachan | Strawan. |
| Strathavon | Stravon. |
| Sanquhar | Sanchar. |
| Stincher | Stinsher. |
| Tighnabruach | Tinnybruach. |

The Contour Road Book of Scotland.

The Principal Objects of Interest in most of the following towns do not appear in the letterpress:—

Edinburgh.—Castle, Holyrood Palace, St. Giles' Cathedral, Parliament House, University, M'Ewan Hall, Scott Monument, Burns' Monument, Museums, National Portrait Gallery, Free Library.

Glasgow.—Cathedral, University, Municipal Buildings, George Square, Broomielaw. In vicinity: Langside.

Aberdeen.—Marischal College, King's College, Duthie Park, Brig o' Balgownie, Brig o' Dee.

Ayr.—*See Route 119.*

Dumfries.—Burns' Monument, Globe Inn, Bridge, Observatory, Mid-steeple, Lincluden Abbey.

Dundee.—Town Church, Albert Institute, Royal Arch, Dundee Law, Tay Bridge.

Hawick.—Mote Hill, Tower Hotel.

Inveraray.—Castle, Duniquoich Hill, Falls of Aray.

Inverness.—Castle, Islands, Tom-na-hurich.

Oban.—Dunollie Castle, Pulpit Hill, &c.

Perth.—*See Route 17.*

Selkirk.—Scott's Statue, Mungo Park's Statue, The Haining, Philiphaugh Battlefield, Ettrick, and Yarrow.

Stirling.—*See Route 15.*

LEITH.

Measurements.—From Leith Corn Exchange.

1½m. Edinburgh, G.P.O.

6½m. Cramond Bridge. 9½m. Queensferry, Hawes Inn.

1½m. Newhaven Inn. 2½m. Granton Pier.

2¾m. Portobello, Town Hall.

1 EDINBURGH TO NORTH BERWICK, &c.

Description.—Class II. Between Edinburgh and Musselburgh only fair, on account of suburban traffic. The next three miles are very rough, but thereafter the road is very good and level. Good but hilly road to Dunbar. Class III.

Gradients.—At 20 m., 1 in 26; to N. Berwick 1 in 18; at 23m., 1 in 23; at 28½m., 1 in 22; at 29½m., 1 in 20; at 29¾m., 1 in 14.

Milestones.—Measured from Old Post Office, Edinburgh. After N. Berwick the M.S. follow a very steep but more direct road to Whitekirk.

Measurements.

Edinburgh, * G.P.O.

| | | | | | | |
|-----|--------------------------|-----------------------|---------------|------------|-----------------------------|--|
| 3¼ | Portobello, * Town Hall. | | | | | |
| 5½ | 2¾ | Musselburgh * Bridge. | | | | |
| 8¾ | 5½ | 3¾ | Prestonpans.* | | | |
| 15½ | 12 | 9¾ | 6½ | Aberlady.* | | |
| 20½ | 16¾ | 14½ | 11¾ | 4¾ | Dirleton Inn. | |
| 22¾ | 19¾ | 17½ | 14½ | 7¾ | 2¾ N. Berwick, * Town Hall. | |
| 28½ | 24¾ | 22½ | 19¾ | 12¾ | 8 5½ Whitekirk. | |
| 35½ | 31¾ | 29½ | 26¾ | 19¾ | 15 12¼ 7 Dunbar, * High St. | |

Principal Objects of Interest.—MUSSELBURGH; Old Bridge; Pinkie House and Battlefield 1547. 8¼m., to S., Preston Tower; Battlefield, 1745. 14m., Gosford House. 20¼m., Dirleton Castle and Gardens. NORTH BERWICK; Priory. 25½m., Canty Bay, Bass Rock. 25¾m., Tantallon Cas. 25¼m., Whitekirk Ch. 29¾m., Tynninghame House.

Hotels or Inns at places marked * and at Levenhall, Cockenzie, and Gullane.

2 EDINBURGH TO DREM, &c.

Description.—Class II. To beyond Musselburgh, as above. Thence a fairly level road the whole way, but with medium surface.

Gradients.—At 7¼m. 1 in 24, thereafter nothing steep.

Milestones.—Measured from Old G.P.O. travel *via* Ravensheugh (Route 1), up a very steep hill, and join this Road at 8m.,—only tolerably correct.

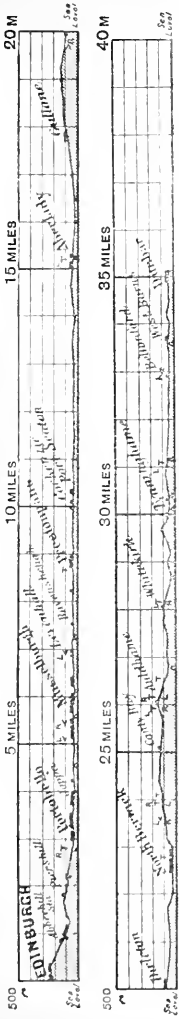
Measurements.

| | | | | | |
|---------------------|-----------------------|----------|-----------------|-----------------|--|
| Edinburgh, * G.P.O. | | | | | |
| 5½ | Musselburgh * Bridge. | | | | |
| 9 | 3¾ | Preston. | | | |
| 12¾ | 7½ | 3¾ | Longniddry P.O. | | |
| 17¾ | 12 | 8¾ | 4¾ | Drem P.O. | |
| 20¾ | 15 | 11¾ | 7¾ | 3 Dirleton Inn. | |

Principal Objects of Interest.—To 6m. as above. 9m. Preston Tower. 9¾m., Battlefield, 1745.

Hotels or Inns at places marked * and at Portobello and Levenhall.

ROUTE 1. EDINBURGH TO NORTH BERWICK, &C.



ROUTE 2. EDINBURGH TO DREM, &C.



Sights: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ○ Bridge, ⊥ indicates a sharp turn.
 The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

3

EDINBURGH TO BERWICK.

Description.—Class I. Magnificent highway throughout. The surface between Edinburgh and Musselburgh is only fair, on account of suburban traffic; the next mile and a half to Levenhall past the Race Course very rough indeed, but after Tranent the road is very fine right on to Cockburnspath, though a little rough about Dunbar. Be careful entering East Linton from both sides, as the road is narrow at the turn. The remaining section to Berwick is good. The direct road, Beltonford to Broxburn, avoiding Dunbar, is very variable, usually rough. The old-fashioned paving in Haddington is simply execrable.

Gradients.—Very favourable on the whole, except the ascent from Levenhall, 1 in 24; ascent at Cockburnspath 1 in 15, and the highly dangerous Tower Bridge, descent on both sides 1 in 13.

Milestones.—Measured from New Waverley Hotel, Edinburgh (Old G.P.O.), and from Berwick Town Hall, only fairly accurate. Between Cockburnspath and Burnmouth they are unreliable.

Measurements.

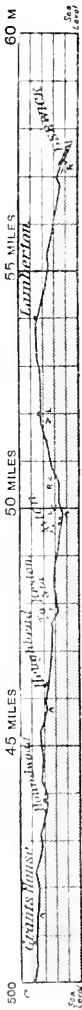
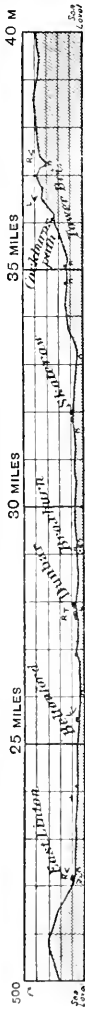
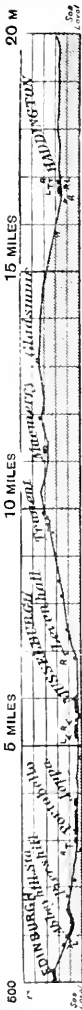
Edinburgh, * G.P.O.

| | | | | | | | | | |
|-----|--------------------------|-----------------------|-----------------|--------------------------|-----------------------|--------------------|----------------|----------|-----------------------|
| 3½ | Portobello, * Town Hall. | | | | | | | | |
| 5½ | 2¾ | Musselburgh * Bridge. | | | | | | | |
| 9½ | 6½ | 4½ | Tranent, * P.O. | | | | | | |
| 16¾ | 13¾ | 11 | 6½ | Haddington, * Town Hall. | | | | | |
| 22¼ | 19 | 16½ | 12½ | 5½ | East Linton * Bridge. | | | | |
| 27½ | 24½ | 22½ | 18 | 11½ | 5½ | Dunbar, * High St. | | | |
| 36¼ | 32¼ | 30¾ | 26¼ | 19¾ | 13¼ | 8¼ | Cockburnspath. | | |
| 49¾ | 46¾ | 44 | 39¾ | 33 | 27¾ | 21¾ | 13¾ | Ayton. * | |
| 57¾ | 54½ | 52½ | 48 | 41½ | 35½ | 30 | 21¼ | 8½ | Berwick, * Town Hall. |

Principal Objects of Interest.—1¾m., Piershill Barracks. 5½m., MUSSELBURGH; Old Bridge, Pinkie House and Battlefield, 1547. 6m., Race Course. 9m., To N., Preston Tower; Battle, 1745. 16½m., Fergusson's Monument. HADDINGTON; Abbey; monument on hill to N. is the Hopetoun Monument. DUNBAR; Castle ruins. 29¼m., Battlefield. 36½m., to N., Pease Bridge and Fast Castle. 46½m., to N., Coldingham Priory. 51¼m., Burnmouth at bottom of cliffs; BERWICK; Walls; and Bridge, built in 1624.

Hotels or Inns at places marked * and at Levenhall, Grant's House, and Houndwood.

ROUTE 3. EDINBURGH TO BERWICK.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, L Road Junction, O Bridge, † indicates a sharp turn
 The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below

4 EDINBURGH TO COLDSTREAM.

Description.—Class I. The first 4 miles are rather rough and steep, but thereafter the road, with the exception of some loose parts about the summit, is of exceedingly good surface to Carfraemill Inn. The next section is very hilly and rough, until the road from Lauder joins in, when the surface improves, and continues very good on to Coldstream.

Gradients.—Little France Hill 1 in 14-20; Dalkeith Bri. descent 1 in 25; ascent 1 in 16; long ascent 1 in 24-26. Pathhead Hill 1 in 19. Soutra Hill 1 in 19-23; descent 1 in 21-25. From Carfraemill to Whiteburn, grades of 1 in 15-23-25-21, from thence Rowestou Hill 1 in 16, and at 46m. 1 in 17.

Milestones.—Measured from Crosscauseway, Edinburgh, correct to Soutra, then only a few till near Coldstream.

Measurements.

Edinburgh, * G.P.O.

6 $\frac{3}{8}$ Dalkeith, * High St.

11 $\frac{7}{8}$ 5 $\frac{1}{8}$ Pathhead, * P.O.

15 $\frac{1}{4}$ 8 $\frac{1}{2}$ 3 $\frac{3}{8}$ Blackshields Inn.

22 $\frac{3}{8}$ 15 $\frac{3}{8}$ 10 $\frac{5}{8}$ 7 $\frac{1}{4}$ Carfraemill Inn.

37 $\frac{7}{8}$ 31 $\frac{1}{8}$ 26 22 $\frac{5}{8}$ 15 $\frac{3}{8}$ Greenlaw, * County Ho.

48 41 $\frac{1}{4}$ 36 $\frac{1}{8}$ 32 $\frac{3}{4}$ 25 $\frac{1}{2}$ 10 $\frac{1}{8}$ Coldstream, * Market Pl.

Principal Objects of Interest.—3 $\frac{1}{4}$ m., Craigmillar Castle ruins. 6 $\frac{3}{4}$ m., Dalkeith Palace. 26 $\frac{3}{4}$ m., Thirlestane Castle; GREENLAW; County Hall. 40m., Roweston Chapel. Fine view of the Lothians from Soutra.

Hotels or Inns at places marked * and at Whiteburn.

5 EDINBURGH TO KELSO.

Description.—Class II. See above to Carfraemill. This Route to Whiteburn is very much better than the direct road. From thence the road is good but very hilly.

Gradients.—See above to Carfraemill, thence descent to Leader Bridge 1 in 23; ascent 1 in 20-25. Thirlestane Mill 1 in 21. Deanbrae 1 in 17. Ascent at 37 $\frac{1}{4}$ m. 1 in 19, at 38 $\frac{1}{4}$ m. 1 in 20-22. Nenthorn Hill 1 in 16-23; at 41m. 1 in 24.

Measurements.

Edinburgh, * G.P.O.

6 $\frac{3}{8}$ Dalkeith, * High St.

22 $\frac{3}{8}$ 15 $\frac{3}{8}$ Carfraemill.

26 $\frac{1}{2}$ 19 $\frac{3}{4}$ 4 Lauder, * Town House.

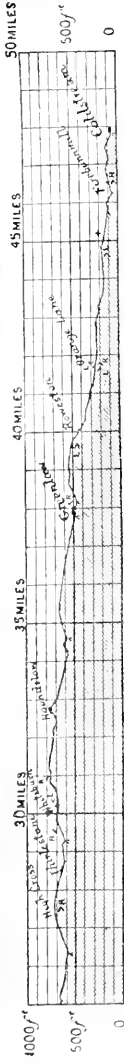
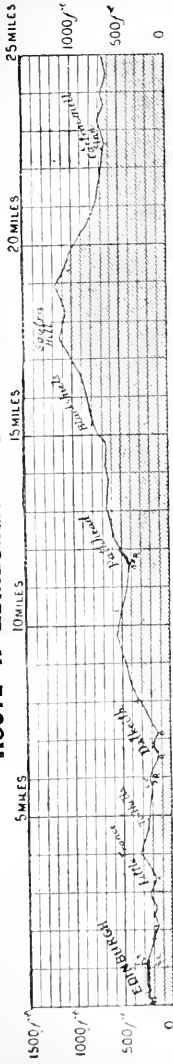
35 $\frac{3}{8}$ 29 13 $\frac{1}{4}$ 9 $\frac{1}{2}$ Gordon.*

44 $\frac{1}{8}$ 37 $\frac{3}{8}$ 21 $\frac{5}{8}$ 17 $\frac{5}{8}$ 8 $\frac{3}{8}$ Kelso, * Square.

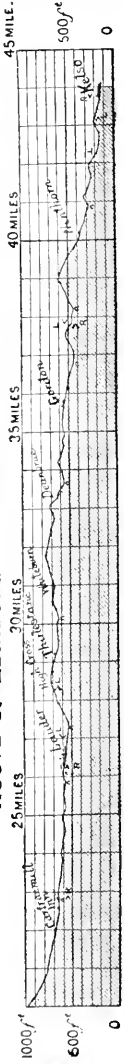
Milestones.—Measured from Crosscauseway to Soutra,—

(Continued next page.)

ROUTE 4. EDINBURGH TO COLDSTREAM.



ROUTE 5. EDINBURGH TO KELSO (Route 4 for 20 miles.)



(Route 5 continued.)

correct; then none till beyond Carfraemill, when they are measured from Kelso by a disused road from Whiteburn. The milestones from Kelso are inaccurate.

Principal Objects of Interest.—DALKEITH; Palace. Newbattle Abbey. LAUDER; Castle, Church. KELSO; Floors Castle, Abbey, Roxburgh Castle ruins.

Hotels or Inns at places marked * and at Pathhead, Blackshiels, and Whiteburn.

6 EDINBURGH TO JEDBURGH, &c.

Description.—Class I. To Carfraemill Inn, Route 4. From thence on to Earlston the road is very smooth, with a few slight hills. The next section to near Jedburgh is very good but more hilly, from thence to Camptown is not quite so good, and the last part to the summit is very rough and stony. As a through road to Newcastle this Route is not recommended. (The more direct road from Lauder southwards is very hilly, but has a good surface.)

Gradients.—See Route 4 to Carfraemill. Descent to Drygrange 1 in 20-18. Ascent Lilliard's Edge 1 in 13; descent 1 in 17-23. From Jedburgh to Carter there are two ascents of 1 in 12, and one descent of 1 in 13, also Camptown Hill 1 in 14-16, and Carter Fell 1 in 16-18. By the Old Road south of Lauder in parts 1 in 13-16.

Milestones.—Measured from Crosscauseway, Edinr., correct to Soutra, thence *via* Oxton and old road south of Lauder, irregular. Afterwards correct from Jedburgh.

Measurements.

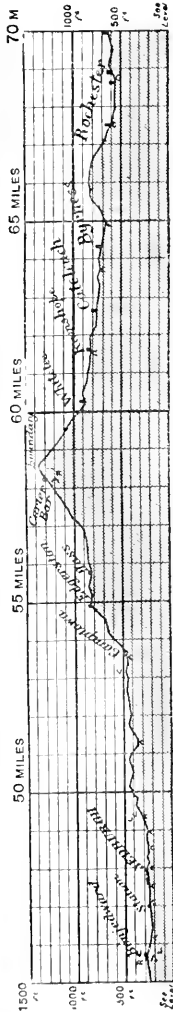
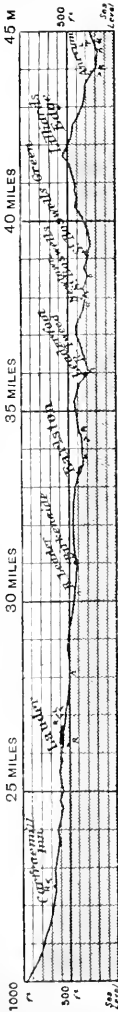
Edinburgh, * G.P.O.

6 $\frac{3}{4}$ Dalkeith, * High St.
 26 $\frac{1}{2}$ 19 $\frac{3}{4}$ Lauder, * Town House.
 33 $\frac{1}{2}$ 26 $\frac{3}{4}$ 7 Earlston.*
 38 31 $\frac{1}{4}$ 11 $\frac{1}{2}$ 4 $\frac{1}{2}$ St. Boswells * Station.
 47 $\frac{3}{4}$ 41 21 $\frac{1}{4}$ 14 $\frac{1}{4}$ 9 $\frac{3}{4}$ Jedburgh, * Market.
 58 $\frac{1}{2}$ 51 $\frac{3}{4}$ 32 25 20 $\frac{1}{2}$ 10 $\frac{3}{4}$ Carter Boundary.
 73 $\frac{1}{2}$ 66 $\frac{3}{4}$ 47 40 35 $\frac{1}{2}$ 25 $\frac{3}{4}$ 15 Otterburn.
 104 $\frac{1}{4}$ 97 $\frac{1}{2}$ 77 $\frac{3}{4}$ 70 $\frac{3}{4}$ 66 $\frac{1}{4}$ 56 $\frac{1}{2}$ 45 $\frac{3}{4}$ 30 $\frac{3}{4}$ Newcastle, Bigg Mark't.

Principal Objects of Interest.—3 $\frac{1}{4}$ m., Craigmillar Castle. 6 $\frac{3}{4}$ m., Dalkeith Palace. EARLSTON; Rhymer's Tower. 41 $\frac{3}{4}$ m., Lilliard's Edge; Battle, 1545. JEDBURGH; Abbey.

Hotels or Inns at places marked * and at Pathhead, Blackshiels, Carfraemill, and Ancrum.

ROUTE 6. EDINBURGH TO JEDBURGH, & C.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, J Road Junction, n Bridge T indicates a sharp turn.

The directions R (right) and L (left) for the forward journey are above the line, those of the reverse, below.

7

EDINBURGH TO HAWICK.

Description.—The first 10 miles are rather lumpy in parts, but afterwards the road is very fine to summit, on which there are usually patches of stones. The descent along the Gala water is not quite so good—sometimes rather lumpy—to Galashiels. From thence to Selkirk is very fine; but the section to Hawick, though of very good surface, is somewhat trying. Class I.

Travellers up Ettrick and Yarrow keep to right at 38½m., and join the road from Selkirk ¾ of a mile further on.

Gradients.—At 6m., 1 in 21; 6½m., 1 in 22; 8m., 1 in 25, thence easier to summit. Ascent at 38½m., 1 in 24; past Selkirk, 1 in 23-19; at 43¾m. and 44½m., 1 in 19. The descent to Hawick is 1 in 24, followed by 1 in 16.

Milestones.—Measured from Crosscauseway, Edinr., correct to Galashiels, where those from Selkirk are met; the milestones after Selkirk are from Edinr. *via* Clovenfords.

Measurements.

Edinburgh, * G.P.O.

4¼ Gilmerton * Inn.

6½ 2¼ Eskbank * Inn.

16¾ 12½ 10¼ Heriot * Station.

25¼ 21 18¾ 8½ Stow, * Town Hall.

33 28¾ 26½ 16¼ 7¾ Galashiels, * Market Pl.

39 34¾ 32½ 22¼ 13¾ 6 Selkirk, * Town Hall.

44¼ 40 37¾ 27½ 19 11¼ 5¼ Ashkirk Bridge.

50¾ 46½ 44¼ 34 25½ 17¾ 11¾ 6½ Hawick, * Tn. Hall.

Principal Objects of Interest.—6m., Melville Castle. 6½m., to East, Newbattle Abbey. 9m., Dalhousie Castle to West. 12m., Borthwick Castle. 34¾m., Abbotsford, across Tweed. 39m., Selkirk. 50¾m., Hawick.

Hotels or Inns at places marked *.

8

EDINBURGH TO PEBBLES.

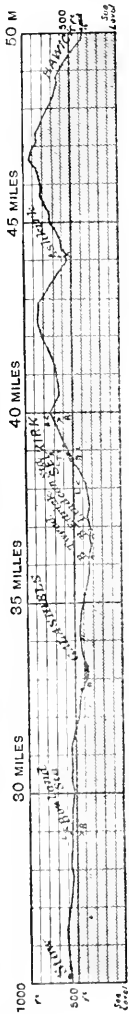
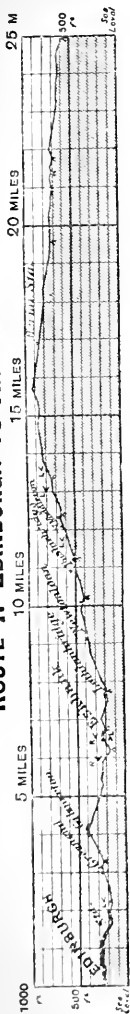
Description.—Class II. A hilly road, of very good surface to Leadburn. The surface is loose about the summit and for a mile down, but thereafter it is very fine to Eddleston. The last few miles to Peebles are poor.

Gradients.—From Liberton Dams, 1 in 16; Burdiehouse, 1 in 21; Penicuik, 1 in 20-27; at 14m. 1 in 21.

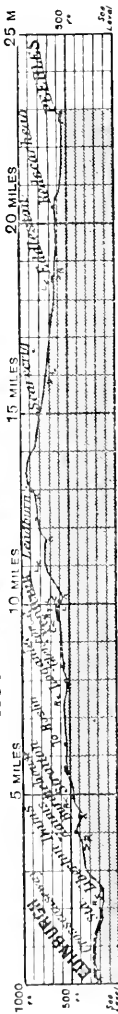
Milestones.—Measured from Crosscauseway, — correct, but the first milestone from Peebles is 1½.

(Continued next page.)

ROUTE 7. EDINBURGH TO HAWICK.



ROUTE 8. EDINBURGH TO PEBBLES.



(Route 8 continued.)

Measurements.

| | | | | | | |
|---------------------|-----------------|------------|---------------------|-----------------|------------|------------------|
| Edinburgh, * G.P.O. | | | | | | |
| 5 | Straiton * Inn. | | | | | |
| 8½ | 3½ | Glencorse. | | | | |
| 10 | 5 | 1½ | Penicuik, * Square. | | | |
| 13 | 8 | 4½ | 3 | Leadburn * Inn. | | |
| 18½ | 13½ | 10½ | 8½ | 5½ | Eddleston. | |
| 22½ | 17½ | 14½ | 12½ | 9½ | 4½ | Peebles * Cross. |

Caledonian Sta., Edin., to Penicuik, *via* Fairmilehead, 9½m.

Principal Objects of Interest.—4½m., Burdiehouse. 5m., Straiton Oil Works. 6¼m., Fork to Roslin. 8¼m., Glencorse Barracks. 12¼m., Wellington Reformatory. 23m., PEEBLES, Neidpath Castle, River Tweed, &c.

Hotels or Inns at places marked * and at Loganlee.

9**EDINBURGH TO MOFFAT.**

Description.—Class II. Good surface, but hilly, to Leadburn, thence very good to Knock, poor into Broughton, good to Crook, and then gradually getting loose; but the descent to Moffat is good. The only bad part is at the summit, about a mile long. Some travellers prefer the road *via* Abington.

Gradients.—See previous route to Leadburn, thence nothing difficult to Broughton, with the exception of a very short hill at 18¾m., 1 in 21, with a sharp turn at the top and bottom. The descent to Moffat is an average grade of 1 in 29 for the first half, 1 in 25 for the second, with a maximum of 1 in 20 for a short distance.

Milestones.—To Leadburn as previous route, thence deficient until Romano Bridge, after which they are correct. This set, however, is measured from Grassmarket, Edinburgh, *via* Howgate. The 20th and onwards is 20½ from G.P.O.

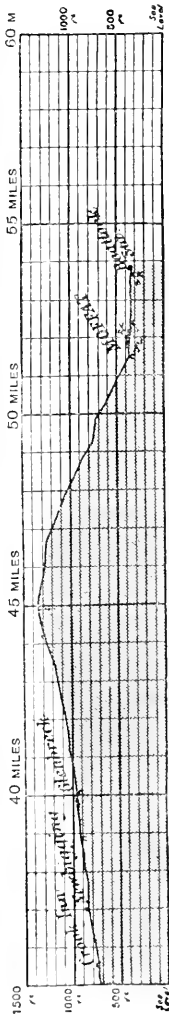
Measurements.

| | | | | | | | |
|---------------------|-----------------|---------------------|-----------------|------------------|-------------|--------------|--------------------|
| Edinburgh, * G.P.O. | | | | | | | |
| 5 | Straiton * Inn. | | | | | | |
| 10 | 5 | Penicuik, * Square. | | | | | |
| 13 | 8 | 3 | Leadburn * Inn. | | | | |
| 19½ | 14½ | 9½ | 6½ | Romano * Bridge. | | | |
| 28½ | 23½ | 18½ | 15½ | 8½ | Broughton.* | | |
| 35½ | 30½ | 25½ | 22½ | 15½ | 7 | Crook * Inn. | |
| 52 | 47 | 42 | 39 | 32½ | 23½ | 16½ | Moffat, * High St. |

Principal Objects of Interest.—To Leadburn, see Route 9. 30m., to East, Drummelzier Castle. 47m., Devil's Beef Tub (Punch Bowl), 500 ft. below road. 52m., MOFFAT; Spa; and many interesting places in neighbourhood.

Hotels or Inns at places marked * and at Loganlee.

ROUTE 9. EDINBURGH TO MOFFAT. Route 8 for 10 miles.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, J Road Junction, O Bridge, T indicates a sharp turn.

The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

10 EDINBURGH TO ABINGTON.

Description.—Class II. The better road to Carlops is *via* Glencorse (see Route 9), thence the surface is good. Travellers from the West End travel *via* Hillend, but this road has rather severe hills, although the surface is quite good. From Carlops onwards is good; through Dolphinton it is rather rough, but nearing Biggar the road improves, and on to Lamington is exceedingly smooth. From thence to Clyde Bridge is very rough in parts, but from this point to Abington is exceedingly good.

Gradients.—Glencorse road, see Route 9. *Via* Hillend, from Morningside Station 1 in 26. Descent from Fairmilehead 1 in 19. Ascent from Hillend 1 in 22. Ascent from Flotterstone Bridge 1 in 14-29-14. No further difficult hills.

Milestones.—Measured from Tollcross, *via* Hillend, irregularly placed. Those to Penicuik are measured from Crosscauseway.

Measurements.

| | | | | | | | |
|--------------------|-----------------|--------------------------|-----------|---------------|--------------|----------|------------|
| Edinburgh,* G.P.O. | | | | | | | |
| 5 | Straiton * Inn. | | | | | | |
| 9½ | 4½ | Penicuik * (Shottstown). | | | | | |
| 15 | 10 | 5½ | Carlops.* | | | | |
| 17½ | 12½ | 8½ | 2½ | West Linton.* | | | |
| 22 | 17 | 12½ | 7 | 4½ | Dolphinton.* | | |
| 29 | 24 | 19½ | 14 | 11½ | 7 | Biggar.* | |
| 41½ | 36½ | 31½ | 26½ | 23½ | 19½ | 12½ | Abington.* |

Edinburgh,* Caledonian Station.

4½ Hillend.

13½ 9½ Carlops.*

27½ 23½ 14 Biggar.*

39½ 35½ 26½ 12½ Abington.*

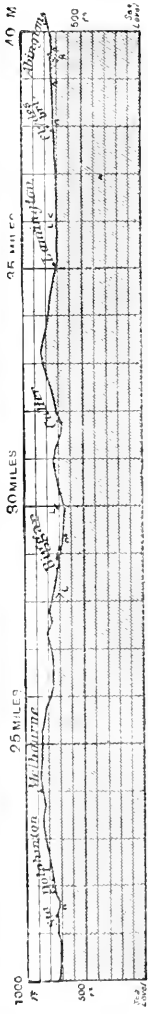
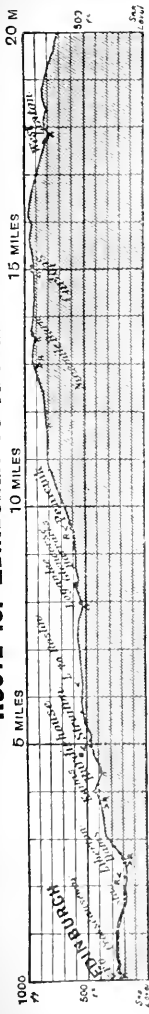
From Edinr., Caledonian Station, *via* Penicuik, 40½m.

Principal Objects of Interest.—*Via* Glencorse, Route 9. *Via* Hillend,—7½m., Rullion Green Battlefield. 13½m., Habbie's Howe (Dell). BIGGAR; Church; Mote. 35m., Lamington Tower.

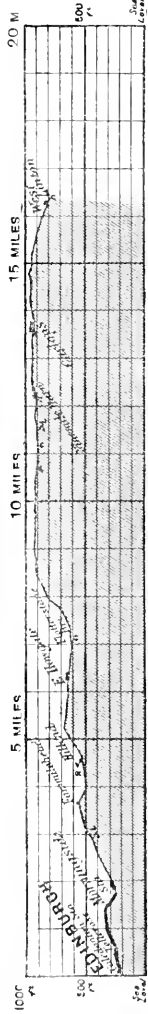
Tinto Hill is very prominent near Biggar.

Hotels or Inns at places marked * and at Loganlee or Nine Mile Burn.

ROUTE 10. EDINBURGH TO ABINGTON.



To West Linton via Hillend.



11 EDINBURGH TO LANARK.

Description.—Class III. This is a most trying and monotonous journey. The newer road, *via* Midcalder, see below, is much better. The first eight miles are very undulating, but quite good, then the road gets narrow and steep for a short distance, improving again until the branch to Kirknewton joins, after which it degenerates, and again becomes steep and loose—indeed it is a very bad road—until nearing Carnwath, when it again becomes good.

Gradients.—From Slateford, 1 in 28-16; at 8m., 1 in 13; at 12m., 1 in 13; and other short hills of 1 in 17-19-23. Descent to Lanark 1 in 20.

Milestones.—Measured from Tron Church, Edinburgh,—correctly placed.

Measurements.

| | | | | | |
|---------------------|----------|--------------------|----------------|------------|------------------|
| Edinburgh, * G.P.O. | | | | | |
| 6½ | Currie.* | | | | |
| 7½ | 1½ | Balerno * Station. | | | |
| 14 | 7½ | 6½ | Cairns Castle. | | |
| 25½ | 19½ | 18½ | 11½ | Carnwath.* | |
| 32½ | 26½ | 25 | 18½ | 6½ | Lanark, * Cross. |

Principal Objects of Interest.—Dreary moorland road. LANARK; Falls of Clyde, Cartland Crags.

Hotels or Inns at places marked * and at Carstairs Junction.

12 EDINBURGH TO LANARK.

Description.—Good road, but lumpy, to Midcalder, thereafter good to West Calder. It then deteriorates considerably, and becomes loose about the summit, but improves again near Wilsonstown, and from thence to Lanark is very good.

Gradients.—The principal gradients are Forth Hill 1 in 23, and at Cleghorn Station 1 in 18.

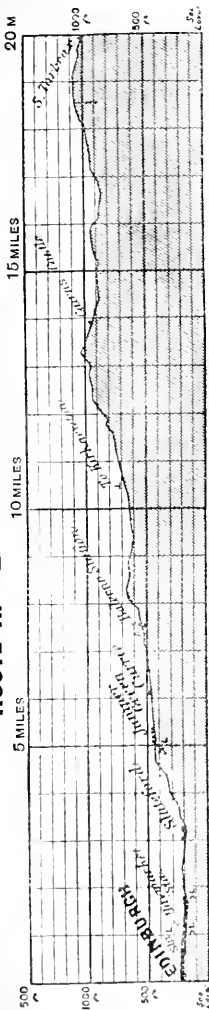
Measurements.

| | | | | | |
|---------------------|-------------|---------------|--------------|-----------------|--|
| Edinburgh, * G.P.O. | | | | | |
| 12½ | Midcalder.* | | | | |
| 17½ | 4½ | West Calder.* | | | |
| 24½ | 11½ | 7½ | Wilsonstown. | | |
| 33½ | 20½ | 16½ | 9 | Lanark * Cross. | |

Milestones.—Measured from West Port, Edinburgh, and from Lanark Municipal Boundary,—correctly placed.

(Continued next page.)

ROUTE 11. EDINBURGH TO LANARK



Signs < Road Fork, forward journey > ditto reverse + Cross Roads, ⊥ Road Junction, ∅ Bridge, T indicates a sharp turn.
 The directions **R** (right) and **L** (left) for the forward journey are above the Road Line, those of the reverse, below.

(Route 12 continued.)

Principal Objects of Interest.—7½m., Dalmahoy House. MIDCALDER; Calder House. Wilsontown; Ironworks. LANARK, as Route 11.

Hotels or Inns at places marked * and at East Calder and Forth.

13 EDINBURGH TO STRATHAVON.

Description.—Class II. This is a good road to Midcalder, though rather lumpy, and continues good until a few miles after West Calder, when it becomes very stony and loose, through disuse. Nearing Newmains the surface improves, and is quite good on to Strathavon.

Gradients.—Descent and ascent at Midcalder 1 in 26; maximum to summit, 1 in 29. Descent at Overton 1 in 22-14-17; ascent from Garrion Bridge 1 in 17-20.

Milestones.—Measured from West Port, Edinburgh,—tolerably correct.

Measurements.

| | | | | | |
|--------------------|-------------|---------------|------------|--------------|---------------------|
| Edinburgh,* G.P.O. | | | | | |
| 12½ | Midcalder.* | | | | |
| 17¼ | 4¾ | West Calder.* | | | |
| 30¾ | 18½ | 13½ | Newmains.* | | |
| 38¾ | 26½ | 21¾ | 7¾ | Stonehouse.* | |
| 42½ | 30 | 25¼ | 11¾ | 3¾ | Strathavon,* Green. |

Principal Objects of Interest.—7½m., Dalmahoy House. MIDCALDER; Calder House; through moorland to Newmains in coal and iron district. STRATHAVON; Castle ruins; Falls.

Hotels or Inns at places marked * and at East Calder.

14 EDINBURGH TO HAMILTON.

Description.—Class I. A fairly good road throughout. The first few miles are good but lumpy, thereafter to Midcalder is better; very smooth to Whitburn; not so good about Shotts; and from thence to Hamilton, a good road.

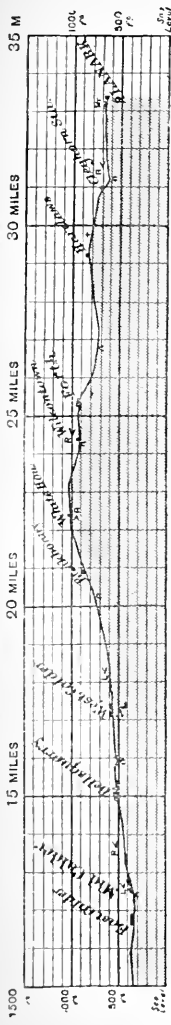
This is really the Old Glasgow Road, but is seldom used for through traffic.

Gradients.—The steepest are 1 in 25 at Salsburgh and Newarthill, and 1 in 21 descending to the Clyde.

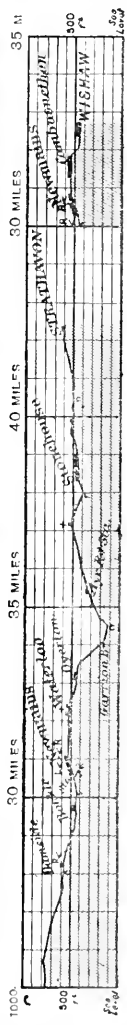
Milestones.—Are generally correctly placed. They are measured from Edinburgh, West Port, and from Glasgow Suburbs in Lanarkshire. Those to Hamilton are measured from the Glasgow set.

(Continued next page.)

ROUTE 12. EDINBURGH TO LANARK. Route 13 for 10 miles.



ROUTE 13. EDINBURGH TO STRATHAVON.



(Route 14 continued.)

Measurements.

Edinburgh * G.P.O.

12½ Midcalder.*

17¼ 4½ West Calder.*

18¾ 6½ 1½ Blackburn.*

21½ 8½ 3½ 2½ Whitburn.*

30¾ 18½ 13½ 12 9½ Newhouse.

34½ 22 17¼ 15 13¾ 3¾ Motherwell.*

37½ 24½ 19½ 18¾ 16 6¾ 2½ Hamilton.*

Principal Objects of Interest.—7½m. Dalmahoy House. MIDCALDER; Calder House. HAMILTON; Palace; Cadzow Castle ruins.

Hotels or Inns at places marked * and at East Calder, Livingstone, Harthill, and Shotts.

15

EDINBURGH TO STIRLING.

Description.—Class I. A very fine road to Kirkliston, then not quite so good as far as Linlithgow. From thence to Larbert and Plean is exceedingly good, but from this point the road is much poorer into Stirling. The road is paved, and rough, through Linlithgow and Falkirk.

Gradients.—Descent to Linlithgow 1 in 23; short dip at Laurieston 1 in 12, and 1 in 14.

Milestones.—Measured from Caledonian Station, Edinburgh, to near Plean, where they are reckoned from Stirling Burgh Hall.

Measurements.

Edinburgh, * G.P.O.

9 Kirkliston.*

11¼ 2¼ Winchburgh.

16¾ 7¾ 5½ Linlithgow, * Cross.

24¾ 15¾ 13¾ 7½ Falkirk, * Town Clock.

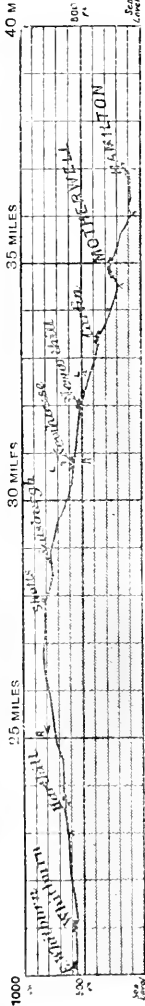
27½ 18½ 15½ 10¼ 2¾ Larbert.*

35½ 26½ 24¼ 18¾ 11½ 8¾ Stirling, * King St.

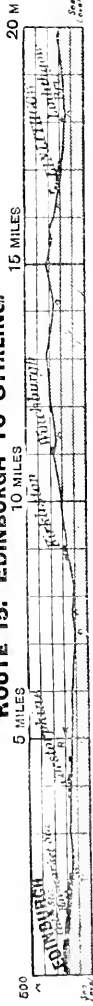
Principal Objects of Interest.—4m., Convalescent Home. 11m., Niddry Castle. LINLITHGOW; Palace and Church. 23¾m., Roman Wall. 25¾m., Carron Iron Works. 33m., Bannockburn, Battlefield, 1314; Sauchieburn, Battlefield, 1488. St. Ninians; Church Steeple. STIRLING; Castle, Cemetery, King's Park, Wallace Monument, Cambuskenneth Abbey.

Hotels or Inns at places marked * and at Corstorphine, Laurieston, Polmont, Plean, and Bannockburn.

ROUTE 14. EDINBURGH TO HAMILTON.



ROUTE 15. EDINBURGH TO STIRLING.



16 EDINBURGH TO CRIEFF.

Description.—Class I. & II. The section to Queensferry is very good, but cut up with coaching traffic. The descent to Hawes Inn, with the abrupt turn at the foot, is rather dangerous. Ferry to North Queensferry. From there to Dunfermline the road is hilly but quite good, it then becomes much looser over the hills through dreary country to near Rumbling Bridge, where it is very rough. From this point it improves, and is a good road up Glendevon, and right on to Crieff.

Gradients.—Hags Hill 1 in 20; Hawes Brae 1 in 13; North Queensferry Hill 1 in 26, descent 1 in 22; at 11½m. 1 in 11, descent 1 in 23; ascent near St. Margaret's Stone 1 in 15; ascent past Dunfermline 1 in 19; Gateside Hill 1 in 15; Dunduff Hill 1 in 23; descent to Hillend 1 in 22; descent and ascent at Mossendgreen 1 in 20 and 1 in 14; ascent to Rumbling Bridge Hotel 1 in 21, to Yetts 1 in 19; descent Gleneagles 1 in 22-27; at 41¾m., descent 1 in 22, ascent 1 in 24; short descent beyond Muthill 1 in 21; Crieff 1 in 12.

Milestones.—Only a few after Dunfermline. To Queensferry they are measured from Caledonian Station, Edinburgh, and thereafter from North Queensferry Inn as far as Dunfermline. Those between Yetts and Bishop's Bridge are measured from Crieff Bridge, thereafter measured from Stirling.

Measurements.

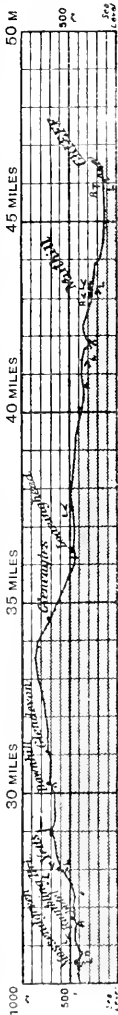
Edinburgh, * G.P.O.

| | | | | | | | | |
|-----|---------------------------|---------------------|--------------------------|-------------------|--------------------|--------------|-----------|--------------------|
| 8¾ | Hawes Inn, * Queensferry. | | | | | | | |
| 9¼ | 1 | North Queensferry.* | | | | | | |
| 16½ | 7¾ | 6¾ | Dunfermline,* Town Hall. | | | | | |
| 26½ | 17¾ | 16¾ | 10 | Rumbling Bridge.* | | | | |
| 28 | 19¼ | 18¼ | 11½ | 1½ | Yetts of Muckhart. | | | |
| 36¾ | 27¾ | 26¾ | 19¾ | 9¾ | 8¾ | Loaninghead. | | |
| 43¼ | 34½ | 33½ | 26¾ | 16¾ | 15¼ | 6¾ | Muthill.* | |
| 46¾ | 37¾ | 36¾ | 30½ | 20½ | 18¾ | 10¼ | 3¾ | Crieff,* James Sq. |

Principal Objects of Interest.—3¾m., Cramond on R. 5½m., Dalmeny House. QUEENSFERRY; Forth Bridge. 13½m., Queen Margaret's Stone. DUNFERMLINE; Abbey. 26½m., Rumbling Bridge and Cauldron Linn. 42m., Culdees Castle. 44m., Drummond Castle. CRIEFF; Falls of Barwick, Turret; Ochtertyre. The scenery at Rumbling Bridge and in Glendevon is very picturesque.

Hotels or Inns at places marked * and at Cramond Bridge and Glendevon.

ROUTE 16. EDINBURGH TO CRIEFF.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, J Road Junction, O Bridge, T indicates a sharp turn
 The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

17 EDINBURGH TO PERTH.

Description.—Class I. Ferry Granton to Burntisland. Very fine road, with splendid stretches of level. The surface throughout is very good, except in the upper part of Glenfarg.

Via North Queensferry see previous Route to that place, thence very good road. Ferry at Queensferry.

Gradients.—Burntisland Hill 1 in 22-14; 11m., 1 in 19-25; ascent Moncreiffe Hill 1 in 16-22; descent 1 in 25. On Queensferry Road, at 13m., 1 in 22-25.

Milestones.—On the Burntisland and Cowdenbeath section, irregular. At Cowdenbeath the regular milestones, measured from N. Queensferry, are met, and continue correct to Perth (the last M.S. is 1½ miles from Perth Cross).

Measurements.

| | | | | | | | |
|-------------------------|-----------------|---------------------|---------------|----------------|--------------|------------------|----------------|
| Edinburgh,* G.P.O. | | | | | | | |
| 3 | Granton,* Pier. | | | | | | |
| 8 | 5 | Burntisland,* Pier. | | | | | |
| 14¾ | 11¾ | 6¾ | Cowdenbeath.* | | | | |
| 22¾ | 19¾ | 14¾ | 8 | Kinross,* P.O. | | | |
| 24½ | 21½ | 16½ | 9¾ | 1¾ | Milnathort.* | | |
| 36¼ | 33¼ | 28¼ | 21½ | 13½ | 11¾ | Bridge of Earn.* | |
| 40¼ | 37¼ | 32¼ | 25½ | 17½ | 15¾ | 4 | Perth,* Cross. |
| <i>via Queensferry.</i> | | | | | | | |
| 10¾ | Inverkeithing.* | | | | | | |
| 26 | 15½ | Kinross.* | | | | | |

Principal Objects of Interest.—20¼m., Gairney Bridge Memorial. KINROSS; Loch Leven and Castle; St. Serf's Island. MILNATHORT; Burleigh Castle ruins. 33¼m., Rocking Stone. 36¾m., Old Bridge. 36½m., Moncreiffe House. PERTH; North Inch; St. John's Church; County Buildings; Glover's Cottage; Kinnoull Hill; Scone Palace.

Hotels or Inns at places marked * and at Stewart's Arms, Blairadam, Glenfarg, Bein, and Aberargie. And at Cramond Bridge, N. & S. Queensferry, &c., *via* Queensferry.

18 EDINBURGH TO DUNDEE.

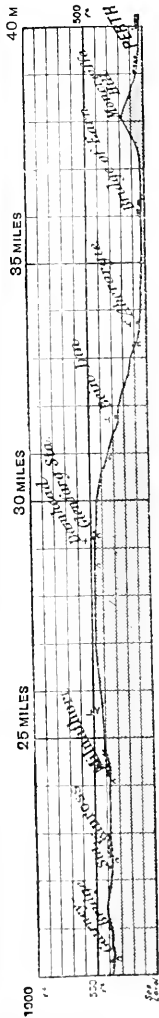
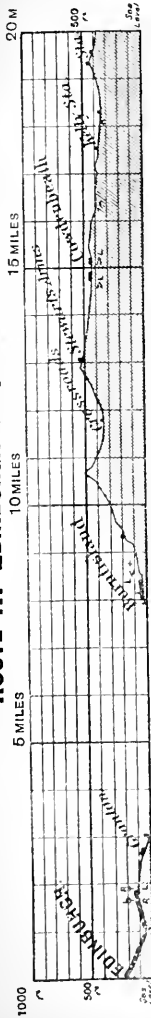
Description.—Class I. A very fine but undulating road nearly all the way. The surface is rather rough through the paved "Lang Toun"—for three miles—and after New Inn. Ferries: Granton to Burntisland, Newport to Dundee.

Gradients.—Pathhead Hill 1 in 12-18; past New Inn 1 in 18; Newport Hill 1 in 13.

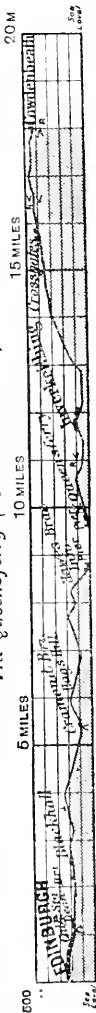
Milestones.—Measured from Burntisland Pier, practically correct. The 1st M.S. from Newport is ¾m. from the pier.

(Continued next page.)

ROUTE 17. EDINBURGH TO PERTH.



Via Queensferry (to Cowdenbeath).



(Route 18 continued.)

Measurements.

| | | | | | | | | | | |
|--------------------|------------------|---------------------|------------------|------------------------|------------------|--------------------|-----------------|-------------------|--|--|
| Edinburgh,* G.P.O. | | | | | | | | | | |
| 3 | Granton,* Pier. | | | | | | | | | |
| 8 | 5 | Burntisland,* Pier. | | | | | | | | |
| 11 | 8 | 3 | Kinghorn.* | | | | | | | |
| 14 | 11 | 6 | 3 | Kirkcaldy,* Town Hall. | | | | | | |
| 23 | 20 | 15 | 12 | 9 | New Inn.* | | | | | |
| 31 $\frac{3}{4}$ | 28 $\frac{3}{4}$ | 23 $\frac{3}{4}$ | 20 $\frac{3}{4}$ | 17 $\frac{3}{4}$ | 8 $\frac{3}{4}$ | Cupar,* Town Hall. | | | | |
| 42 $\frac{1}{2}$ | 39 $\frac{1}{2}$ | 34 $\frac{1}{2}$ | 31 $\frac{7}{8}$ | 28 $\frac{1}{2}$ | 19 $\frac{1}{2}$ | 11 $\frac{1}{2}$ | Newport,* Pier. | | | |
| 44 $\frac{3}{4}$ | 41 $\frac{1}{4}$ | 36 $\frac{3}{4}$ | 33 $\frac{3}{4}$ | 30 $\frac{3}{4}$ | 21 $\frac{3}{4}$ | 13 | 1 $\frac{1}{2}$ | Dundee,* Town Ho. | | |

Principal Objects of Interest.—9 $\frac{3}{4}$ m. King Alexander's Cliff. KINGHORN; Tower. 12 $\frac{1}{2}$ m. Seafield Castle ruins. KIRKCALDY; Church Tower, Burgh School, Balwearie Tower. 29 $\frac{1}{4}$ m. to N., Springfield Asylum, Crawford Priory. CUPAR; Duncan Institute, Parish Kirk. 34m. to S., Dura Den. 34 $\frac{3}{4}$ m. Dairsie Church, and Castle. Newport; Mars Training Ship.

Hotels or Inns at places marked * and at St. Michaels.

19

FIFE COAST ROUTE.

Description.—Class II. With the exception of the bad part through Pathhead, the road is exceedingly good the whole way. If travelling *via* Elie, add 1 mile.

Gradients.—Pathhead Hill 1 in 12; 2m., 1 in 19; 23 $\frac{1}{2}$ m., 1 in 20; 31 $\frac{3}{4}$ m., 1 in 22; 35m., 1 in 21-25.

Milestones.—Measured from Burntisland Pier, correct to Crail. Thence measured from St. Andrews old Town Hall, and on to Leuchars.

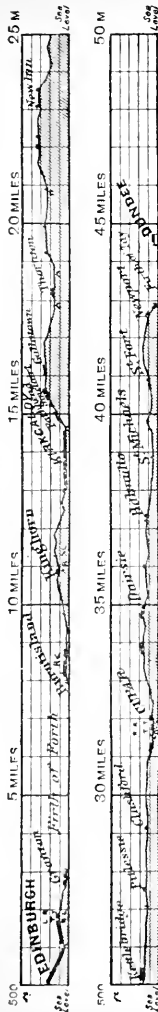
Measurements.

| | | | | | | | | | | |
|------------------------|------------------|------------------|-------------------------------|---------------------|------------------|------------------|-------------------|------------------|--------|--|
| Kirkcaldy,* Town Hall. | | | | | | | | | | |
| 2 | Dysart.* | | | | | | | | | |
| 9 | 7 | Leven.* | | | | | | | | |
| 11 $\frac{3}{4}$ | 9 $\frac{3}{4}$ | 2 $\frac{3}{4}$ | Largo,* (Lundin Mill Bridge). | | | | | | | |
| 22 $\frac{1}{4}$ | 20 $\frac{1}{4}$ | 13 $\frac{1}{4}$ | 10 $\frac{1}{2}$ | Anstruther* Bridge. | | | | | | |
| 26 $\frac{1}{2}$ | 24 $\frac{1}{2}$ | 17 $\frac{1}{2}$ | 14 $\frac{3}{4}$ | 4 $\frac{1}{4}$ | Crail.* | | | | | |
| 36 $\frac{3}{8}$ | 34 $\frac{3}{8}$ | 27 $\frac{3}{8}$ | 24 $\frac{6}{8}$ | 14 $\frac{1}{8}$ | 9 $\frac{7}{8}$ | St. Andrews.* | | | | |
| 42 $\frac{1}{2}$ | 40 $\frac{1}{2}$ | 33 $\frac{1}{2}$ | 30 $\frac{3}{8}$ | 19 $\frac{7}{8}$ | 15 $\frac{5}{8}$ | 5 $\frac{3}{8}$ | Leuchars* Church. | | | |
| 47 $\frac{3}{4}$ | 45 $\frac{3}{4}$ | 38 $\frac{1}{4}$ | 36 | 25 $\frac{1}{2}$ | 21 $\frac{1}{4}$ | 11 $\frac{3}{8}$ | 5 $\frac{5}{8}$ | Tayport,* Pier. | | |
| 18 | 16 | 9 | 6 $\frac{1}{4}$ | 5 $\frac{1}{4}$ | 9 $\frac{1}{2}$ | 19 $\frac{3}{8}$ | 25 $\frac{1}{8}$ | 29 $\frac{1}{4}$ | Elie.* | |

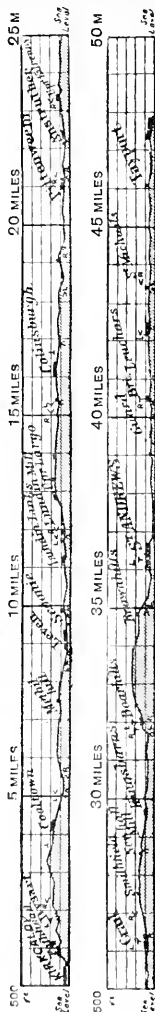
Principal Objects of Interest.—1m. Ravensraig Castle ruins. 5 $\frac{3}{8}$ m. Macduff's Castle. 11 $\frac{1}{4}$ m. Standing Stones; LARGO; "Robinson Crusoe's" Birthplace. CRAIL; Town Hall. ST. ANDREWS; Castle, University, Cathedral, Links. 39 $\frac{3}{8}$ m. Guard Bridge. LEUCHARS; Church.

Hotels or Inns at places marked * and at Colinsburgh and St. Michaels.

ROUTE 18. EDINBURGH TO DUNDEE.



ROUTE 19. FIFE COAST ROUTE.



20

EDINBURGH TO LASSWADE.



Description.—Class III. A very hilly road, but of good surface. There is a very dangerous turn on the hill descending to Lasswade from Bonnyrigg.

Gradients.—At $2\frac{1}{2}$ m. 1 in 11-14; 4m. 1 in 14; $6\frac{1}{2}$ m. 1 in 13; $8\frac{1}{2}$ m. 1 in 12.

Milestones.—Measured from Edinr., Buccleuch Church.

Measurements.—Edinburgh, * G.P.O.

$6\frac{1}{2}$ Lasswade * Bridge.

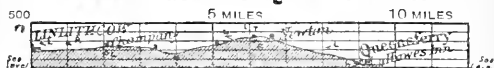
7 $\frac{1}{8}$ Bonnyrigg.*

$9\frac{1}{4}$ $3\frac{1}{2}$ $2\frac{1}{2}$ Newtonloan.

Principal Objects of Interest.— $8\frac{1}{2}$ m. Dalhousie Castle.

21

LINLITHGOW TO QUEENSFERRY.



Description.—Class II. The surface throughout is good. There are a number of curious and very confusing turns.

Gradients.—At 9m. 1 in 18.

Measurements.—Linlithgow, * Cross.

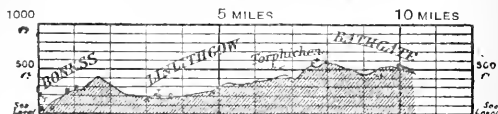
$9\frac{1}{2}$ Queensferry, * Town Hall.

$9\frac{3}{4}$ $\frac{1}{2}$ Hawes Inn.

Principal Objects of Interest.—Hopetoun House.

22

BO'NESS TO BATHGATE.



Description.—Class III. A very hilly road with several dangerous hills. The surface, however, is fair.

Gradients.—At $\frac{1}{4}$ m. 1 in 10; $1\frac{1}{2}$ m. 1 in 17; 2m. 1 in 17; $4\frac{1}{2}$ m. 1 in 14; $7\frac{1}{2}$ m. 1 in 11.

Milestones.—Measured from Linlithgow, West Port.

Measurements.—Bo'ness, * Town Hall.

$3\frac{5}{8}$ Linlithgow, * Cross.

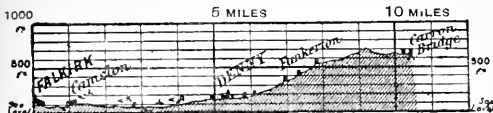
$7\frac{1}{2}$ $4\frac{5}{8}$ Torphichen.

$10\frac{3}{4}$ $7\frac{1}{2}$ $2\frac{1}{2}$ Bathgate, * Station.

Principal Objects of Interest.—LINLITHGOW; Palace.

FALKIRK TO DENNY, &c.

23



Description.—Class II. Smooth and level to Denny; thereafter steep, but with fair surface.

Gradients.—At 7m. 1 in 19; 7½m. 1 in 18.

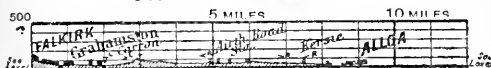
Measurements.—Falkirk, * Town Clock.

5½ Denny, * Church.

10¾ 5½ Carronbridge P.O.

FALKIRK TO ALLOA.

24



Description.—Class II. A good and fairly level road after Carron Ironworks. Ferry to Alloa (¼m.).

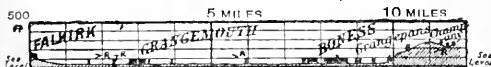
Measurements.—Falkirk, * Town Clock.

2 Carron P.O.

9¼ 7¼ Alloa, * P.O.

FALKIRK TO BO'NESS, &c.

25



Description.—Class II. A very good and level road, but the continuation towards Queensferry, after Bo'ness, is steep.

Gradients.—At 10m. 1 in 11-20.

Measurements.

Falkirk, * Town Clock.

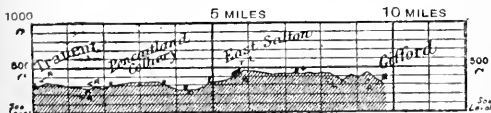
3 Grangemouth.*

8½ 5½ Bo'ness, * Town Hall.

18½ 15½ 10½ Queensferry, * Town Hall.

TRANENT TO GIFFORD.

26



Description.—Class III. A fair road, undulating but good surface.

Hotels or Inns at places marked*.

Gradients.—At 5 $\frac{1}{2}$ m. 1 in 17; 8 $\frac{1}{2}$ m. and 9 $\frac{1}{2}$ m. 1 in 20.

Measurements.—Tranent,* P.O.

5 $\frac{1}{2}$ East Salton.

9 $\frac{1}{2}$ 4 Gifford,* P.O.

Principal Objects of Interest.—4 $\frac{1}{2}$ m. Salton Hall. Gifford; Castle.

27

ABERLADY TO GIFFORD.



Description.—Class III. Good surface, but very hilly.

Gradients.—At 3m. 1 in 18; 4 $\frac{1}{2}$ m. 1 in 15; 6 $\frac{1}{2}$ m. 1 in 16; 6 $\frac{3}{4}$ m. 1 in 14; 7 $\frac{1}{4}$ m. 1 in 15; 9m. 1 in 18.

Measurements.—Aberlady.*

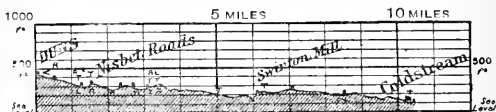
5 $\frac{1}{4}$ Haddington,* Town Hall.

9 $\frac{1}{2}$ 4 $\frac{1}{4}$ Gifford,* P.O.

Principal Objects of Interest.—HADDINGTON; Abbey. Gifford; Castle.

28

DUNS TO COLDSTREAM.



Description.—Class III. The surface is fair; there are a number of abrupt turns.

Gradients.— $\frac{3}{4}$ m. 1 in 15; 3 $\frac{1}{2}$ m. 1 in 17.

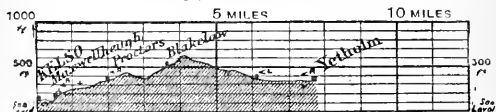
Measurements.—Duns,* Town Hall.

6 $\frac{1}{2}$ Swintonmill.

10 $\frac{3}{4}$ 4 $\frac{1}{4}$ Coldstream,* Market.

29

KELSO TO YETHOLM.



Description.—Class II. A hilly road, but of fair surface.

Gradients.—At $\frac{1}{2}$ m. and 3 $\frac{3}{4}$ m. 1 in 15; 4 $\frac{1}{4}$ m. 1 in 23; 5 $\frac{1}{2}$ m. 1 in 21.

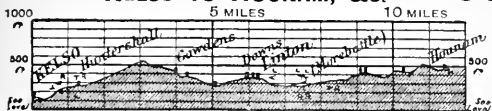
Milestones.—Measured from Kelso Square,—correct

Measurements.—Kelso,* Square.

7 $\frac{1}{4}$ Yetholm,* P.O.

Principal Objects of Interest.—Kirk Yetholm is occupied by the descendants of the gypsies.

KELSO TO HOUNAM, &c. 30



Description.—Class II. The surface is fair, but the road has some stiff hills.

Gradients.—At $\frac{1}{2}$ m. 1 in 15; $3\frac{1}{4}$ m. 1 in 21; 4m. 1 in 19; $6\frac{1}{2}$ m. 1 in 16; $8\frac{3}{4}$ m. 1 in 16; 10m. 1 in 16.

Milestones.—Measured from Kelso Square,—correct.

Measurements.—Kelso,* Square.

7 $\frac{3}{4}$ (Morebattle.)*
11 $\frac{3}{8}$... Hounam.

KELSO TO EARLSTON. 31



Description.—Class III. A very hilly road, but with fair surface throughout.

Gradients.—At 3m. 1 in 19; $4\frac{1}{4}$ m. 1 in 21; $6\frac{3}{4}$ m. 1 in 13; $10\frac{1}{4}$ m. 1 in 18.

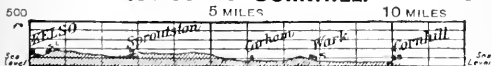
Milestones.—Measured from Kelso Square,—correct.

Measurements.—Kelso,* Square.

6 Smailholm.
12 6 Earlston.*

Principal Objects of Interest.— $1\frac{1}{4}$ m. Floors Castle. Smailholm; Tower. EARLSTON; Rhymers Tower.

KELSO TO CORNHILL. 32



Description.—Class II. After the steep hill at Maxwellheugh the road is good, but somewhat undulating.

Gradients.—At $\frac{1}{2}$ m. 1 in 15.

Milestones.—Measured from Maxwellheugh,—correct.

Measurements.—Kelso,* Square.

2 $\frac{1}{4}$ Sproutst n.
7 $\frac{1}{4}$ 5 Wark.
10 $\frac{1}{8}$ 7 $\frac{3}{8}$ 2 $\frac{3}{8}$ Cornhill.*

Principal Objects of Interest.—Wark; Castle and Battlefield.

Hotels or Inns at places marked*.

33 BERWICK TO LAUDER, &C.

Description.—Class II. A good road as far as Gavinton, thence very hilly and somewhat rough to Westruther, after which the surface improves. From Lauder to Stow is a rough and very steep road. For Duns keep to R. at 13 $\frac{3}{8}$ m., and join this road at 17 $\frac{3}{4}$ m.— $\frac{1}{8}$ m. longer.

Gradients.—At 18 $\frac{3}{4}$ m. 1 in 22; 29 $\frac{1}{2}$ m. 1 in 21; 32 $\frac{1}{2}$ m. 1 in 25-20; 34m. 1 in 22, 1 in 15; 38m. 1 in 27-13, 9-12.

Milestones.—Measured from Duns, except near Berwick.

Measurements.

Berwick,* Town Hall.

5 Paxton.*

(15 $\frac{1}{4}$ 10 $\frac{1}{4}$ Duns,* Town Hall).

25 $\frac{3}{8}$ 20 $\frac{3}{8}$ 10 $\frac{1}{2}$ Westruther Church.

33 $\frac{1}{4}$ 28 $\frac{1}{4}$ 17 $\frac{1}{8}$ 7 $\frac{3}{8}$ Lauder,* Town House.

38 $\frac{1}{2}$ 33 $\frac{1}{2}$ 23 $\frac{3}{8}$ 12 $\frac{3}{8}$ 5 $\frac{1}{4}$ Stow,* Town Hall.

Principal Objects of Interest.—4 $\frac{1}{2}$ m., Paxton House. DUNS; Castle, Spa, Duns Law. Moorland Road to Westruther. LAUDER; Thirlestane Castle.

Hotels or Inns at places marked * and at Whiteburn.

34 BERWICK TO DUNS.

Description.—Class II. A very fair but hilly road all the way. This joins the previous Route at 13 $\frac{3}{8}$ m.

Gradients.—1 $\frac{1}{2}$ m. 1/20; 2 $\frac{3}{4}$ m. 1/24; 13 $\frac{3}{8}$ m. 1/22; 14 $\frac{1}{4}$ m. 1/24.

Milestones.—Measured from Duns, except near Berwick.

Measurements.

Berwick,* Town Hall.

8 $\frac{3}{4}$ Chirnside* Church.

15 $\frac{1}{4}$ 6 $\frac{1}{2}$ Duns,* Town Hall.

Principal Objects of Interest.—2 $\frac{1}{2}$ m., Battlefield, 1333. CHIRNSIDE; Ninewells Old Tree. 12m., Wedderburn Castle. DUNS; as above.

Hotels or Inns at places marked *.

35 EYEMOUTH TO GREENLAW.

Description.—Class III. On the whole the surface is fair, but the hills are very stiff.

Gradients.—At 2 $\frac{1}{2}$ m. 1 in 14; 7 $\frac{3}{4}$ m. 1 in 14-17; 17 $\frac{3}{4}$ m. 1 in 15-25; 20 $\frac{3}{4}$ m. 1 in 17-22, 10-12.

Milestones.—Measured from Duns Town Hall.

Measurements.

Eyemouth.*

2 $\frac{3}{8}$ Ayton.*

7 $\frac{1}{2}$ 4 $\frac{3}{8}$ Chirnside.*

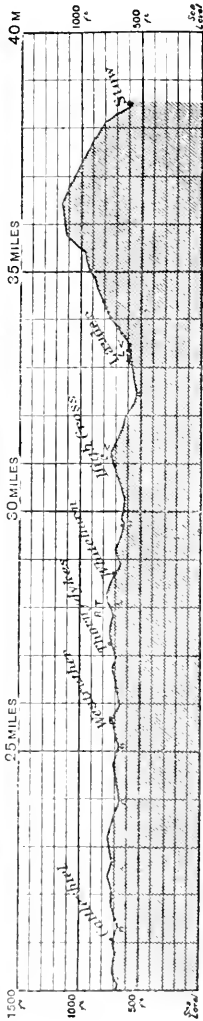
13 $\frac{3}{8}$ 11 $\frac{1}{4}$ 6 $\frac{3}{8}$ Duns,* Town Hall.

21 $\frac{1}{4}$ 18 $\frac{3}{8}$ 13 $\frac{3}{8}$ 7 $\frac{3}{8}$ Greenlaw,* County Hall.

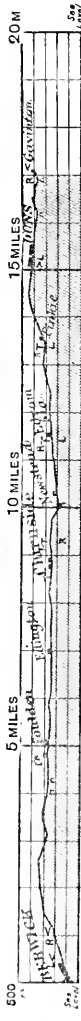
Principal Objects of Interest.—Ayton; Red Hall. CHIRNSIDE and DUNS as above.

Hotel or Inns at places marked *.

ROUTE 33. BERWICK TO LAUDER, & C.



ROUTE 34. BERWICK TO DUNS.



36 KELSO TO BERWICK.

Description.—Class I. A very fine smooth road, with easy undulations. This is the best road.

Gradients.—At 6½m. 1 in 24 (Turn); 8½m. 1 in 20.

Milestones.—Measured from Kelso, and Berwick Bridge.

Measurements.

Kelso,* Square.

8¾ Coldstream.*

13¾ 4¾ Twizell Bridge.

23 14¼ 9½ Tweedmouth.*

23½ 14¾ 10½ ½ Berwick,* Town Hall.

Principal Objects of Interest.—Henderside Park. Twizell Bridge and Castle. 16½m., Norham Castle. BERWICK; Bridge and ancient Walls. The scenery is very pretty.

Hotels or Inns at places marked * and at Cornhill.

37 KELSO TO BERWICK.

Description.—Class II. The road has a good surface, but is hilly. Special attention to the proper road will need to be taken at the turns.

Gradients.—4½m. 1 in 23; 20½m. 1 in 25.

Milestones.—Measured from Kelso Square, and Berwick Town Hall,—not very correct.

Measurements.

Kelso,* Square.

5¾ Eccles.

8¼ 2½ Leitholm.

11¾ 6 3½ Swinton.*

23¾ 17¾ 15¾ 11½ Berwick,* Town Hall.

Principal Objects of Interest.—Ednam; Thomson's Birthplace.

Hotels or Inns at places marked *.

38 HAWICK TO KELSO.

Description.—Class I. A very fine but undulating road all the way. Care should be taken at turn descending through Maxwellheugh.

Gradients.—Short hills of 1 in 17-25 to Kalemouth, thence at 16½m. and 18m. 1 in 19; 20¾m. 1 in 15 (dangerous).

Measurements.

Hawick,* Town Hall.

5 Denholm.*

12¼ 7¼ Jedfoot Bridge Station.

14 9 1¾ Crailing.

21 16 8¾ 7 Kelso,* Square.

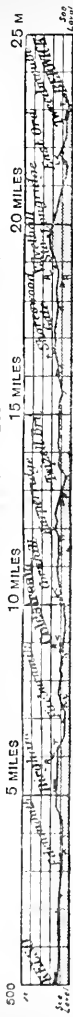
13¾ 8¾ 2½ 4¼ 11¼ Jedburgh,* Market.

Milestones.—Measured from Hawick, fork of Edinburgh Road, and from Maxwellheugh. Those in centre are from Jedburgh Market.

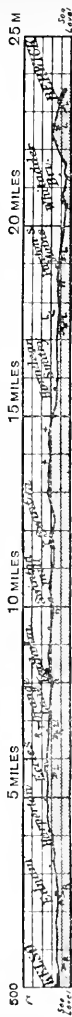
ROUTE 35. EYEMOUTH TO GREENLAW.



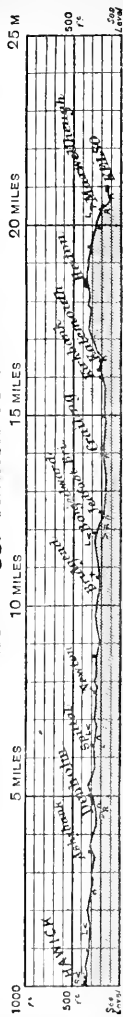
ROUTE 36. KELSO TO BERWICK (via Coldstream).



ROUTE 37. KELSO TO BERWICK (via Sinton).



ROUTE 38. HAWICK TO KELSO.



(Route 38 continued.)

Principal Objects of Interest.—Denholm; Minto House. 10 $\frac{3}{4}$ m., Mounteviot House and Waterloo Monument. 12 $\frac{1}{4}$ m., Roman Road. KELSO; Abbey, &c.

Hotels or Inns at places marked *.

39 HAWICK TO CARTER, &C.

Description.—Class II. The first few miles are good, but thereafter it is a steep and hilly road, very stony on the higher parts. The hills into Bonchester are dangerous.

Gradients.—The first ascent is, in parts, between 1 in 14 and 1 in 19. The descent to Bonchester is 1 in 16, ending 1 in 11, rising again 1 in 14-20, and falling again 1 in 15, thence at 12 $\frac{3}{4}$ m. 1 in 19; 14 $\frac{1}{2}$ m. 1 in 17.

Milestones.—Measured from fork of Edinburgh road in Hawick,—fairly correct.

Measurements.

Hawick, * Town Hall.

7 $\frac{3}{8}$ Bonchester Bridge.

10 $\frac{1}{4}$ 2 $\frac{1}{2}$ Chesters.

15 $\frac{1}{2}$ 8 $\frac{3}{8}$ 5 $\frac{1}{2}$ Carter Boundary.

30 $\frac{3}{4}$ 23 $\frac{3}{8}$ 20 $\frac{1}{2}$ 15 Otterbourne.*

61 $\frac{1}{2}$ 54 $\frac{1}{8}$ 51 $\frac{1}{4}$ 45 $\frac{3}{4}$ 30 $\frac{1}{4}$ Newcastle, * Bigg Market.

Principal Objects of Interest.—After Chesters the road is very bleak.

Hotels or Inns at places marked *.

40 HAWICK TO NEWCASTLETON.

Description.—Class III. For the first 4 miles the road is very good, but thereafter, as far as Hermitage, it is rough and loose, especially on the steeper parts. Thereafter the road is fair, but undulating, to Newcastleton.

Gradients.—At 5m. 1 in 12 to 1 in 18; 9 $\frac{1}{2}$ m. 1 in 18-13-20. Descent past Whitterhope mostly 1 in 22-27.

Milestones.—Measured from Edin. 50th milestone, correct, and from Jedburgh-Canobie milestones near Newcastleton.

Measurements.

Hawick, * Town Hall.

7 $\frac{1}{4}$ Shankend Station.

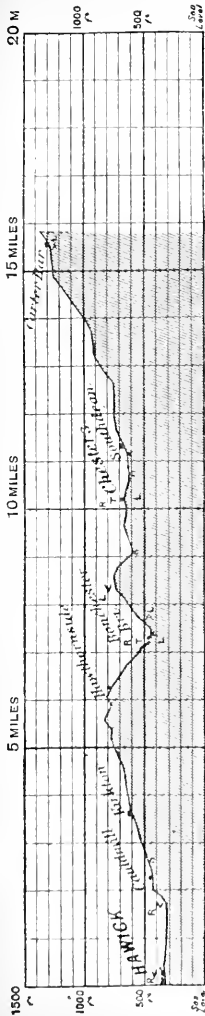
15 $\frac{1}{4}$ 8 Hermitage School.

20 $\frac{3}{8}$ 12 $\frac{1}{2}$ 5 $\frac{1}{2}$ Newcastleton, * Square.

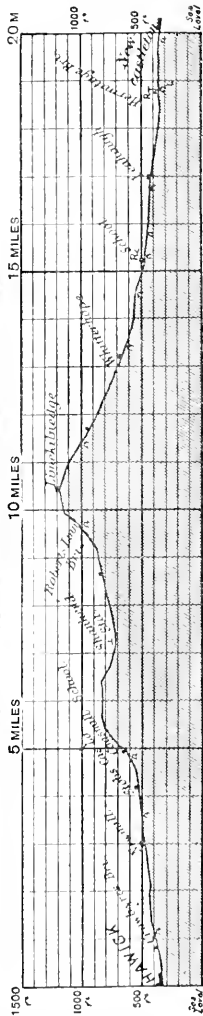
Principal Objects of Interest.—4 $\frac{1}{4}$ m. Stobs Castle. 9 $\frac{1}{2}$ m. Catrail. 9 $\frac{1}{2}$ m. Robert's Linn. 14 $\frac{3}{4}$ m. Hermitage Castle. NEWCASTLETON; Cross. Rather monotonous scenery.

Hotels or Inns at places marked *. None on road.

ROUTE 39. HAWICK TO CARTER, &C.



ROUTE 40. HAWICK TO NEWCASTLETON.



41 HAWICK TO CARLISLE.

Description.—Class I. A magnificent road the whole way to Carlisle. Leaving Hawick, the road is a little rough, but thereafter it is very smooth with easy hills right up to the summit. The descent is gradual, with several slight undulations to Langholm, after which the road is very good till near Carlisle, when it becomes lumpy through heavy traffic.

Gradients.—1 in 25 is the maximum grade to Langholm, then at 24½m. 1 in 19; and 24¾m. 1 in 24. Stanwix Hill is about 1 in 16.

Milestones.—Measured from Edinr., Crosscauseway, *via* Clovenfords,—correct to Scots Dyke; thence measured from Carlisle Market.

Measurements.

Hawick, * Town Hall.

9 Teviothead.

23 14 Langholm, * Town Hall.

29 20 6 Canobie.*

35 26 12 6 Longtown.*

43½ 34½ 20½ 14½ 8½ Carlisle, * Market Place.

Principal Objects of Interest.—3½m. Branxholm Tower, 9m., Caerlanrig Chapel. 27¾m., Gilnockie Tower. 31½m., Scots Dyke. CARLISLE; Cathedral, Prison. Pretty scenery between Langholm and Canobie.

Hotels or Inns at places marked *; none at Moss paul.

42 HAWICK TO ST. MARY'S LOCH.

Description.—Class III. For the first 5 miles the road is fair, but thereafter as far as Tushielaw it is a very hilly, soft, and bad road. Thence the road is a very loose one, specially rough on the steep descent to Tibbie Shiels.

Gradients.—At 2¾m. 1 in 18. Ascent past Greenbank 1 in 16-19-13-18-12. Descent 1 in 19-22; 13m. 1 in 18-20. The dangerous descent to St. Mary's Loch commences 1 in 25, and is 1 in 10 at the steepest part.

Milestones.—Measured from the 50th Edinburgh milestone in Hawick,—correct.

Measurements.

Hawick, * Town Hall.

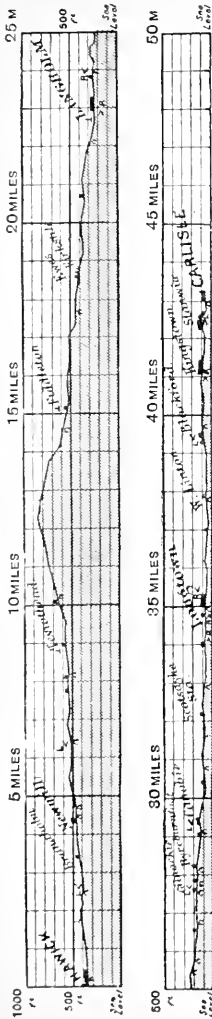
15¾ Tushielaw * Inn.

21¾ 6 St. Mary's Loch; Tibbie Shiels.*

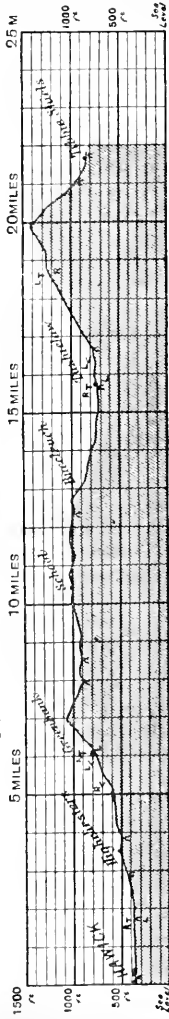
Principal Objects of Interest.—3¾m. Harden Castle, to N. 16m., Tushielaw Tower. The road winds among the hills and is rather monotonous.

Hotels or Inns at places marked *.

ROUTE 41. HAWICK TO CARLISLE.



ROUTE 42. HAWICK TO ST. MARY'S LOCH.



43

JEDBURGH TO ANNAN.

Description.—Class III. For the first 10 miles the surface is fair, although the road is somewhat steep, but thereafter it is very rough and stony as far as Saughtree Station. Thence the road, though of good surface, is undulating with short steep hills, improving about Canobie.

Gradients.—At 2m. 1 in 16-24; 4½m. 1 in 23; 5½m. 1 in 13; 11½m. 1 in 11-16-22-16; 13¾m. 1 in 16; 16m. 1 in 10-14. Then numerous short hills, and care should be taken descending 30¼m. 1 in 19; 31¼m. 1 in 19-16; 31¾m. 1 in 15; 34¼m. 1 in 12; 36m. 1 in 12 (dangerous). 45½m. 1 in 21.

Milestones.—Measured from Jedburgh,—fairly correct to Canobie.

Measurements.

| | | | | | | |
|---------------------|-------------|--------------------|-------------------------|--------------------|--------------|-----------------|
| Jedburgh, * Market. | | | | | | |
| 7½ | Bonchester. | | | | | |
| 17¼ | 9½ | Saughtree Station. | | | | |
| 26¼ | 18½ | 9 | Newcastleton, * Square. | | | |
| 36¼ | 28½ | 19 | 10 | Canobie, * Church. | | |
| 45½ | 37¾ | 28¼ | 19¼ | 9¼ | Kirkpatrick. | |
| 51¾ | 44½ | 34½ | 25½ | 15½ | 6¼ | Annan, * Cross. |

Principal Objects of Interest.—A very monotonous journey over moorland to Newcastleton.

Hotels or Inns at places marked *.

44

SELKIRK TO ETRICK, &c.

Description.—Class II. A good road on the whole, but undulating. The surface to Ramseycleuch is very fair, but thereafter it is rough to the County Boundary. The road past Ettrick Church is good for about 6 miles up from Ramseycleuch, then degenerates into a cart track.

Gradients.—At ½m. 1 in 15; descent 1 in 23-18. Thereafter a number of short hills between 1 in 18 and 1 in 23.

Milestones.—Measured from Selkirk Town Hall,—correct to Tushielaw; thence to County Boundary measured from Peebles.

Measurements.

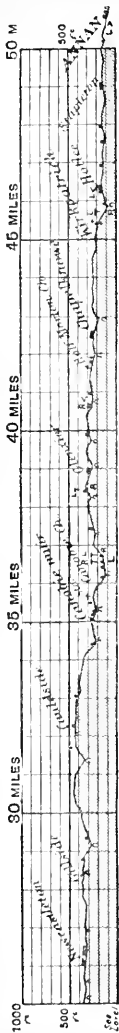
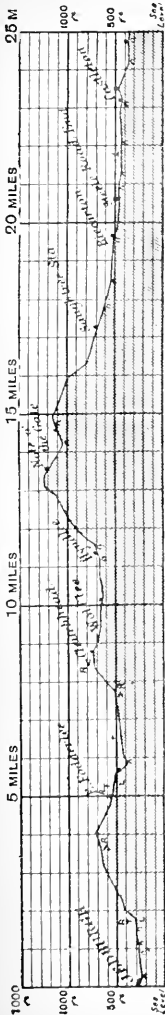
| | | | | | | |
|-----------------------|-----------------|------------------|---------------|------------------------|--|--|
| Selkirk, * Town Hall. | | | | | | |
| 7 | Ettrick Bridge. | | | | | |
| 15 | 8 | Tushielaw * Inn. | | | | |
| 17¾ | 10¾ | 2¾ | Ramseycleuch. | | | |
| 43½ | 36½ | 28½ | 25¾ | Langholm, * Town Hall. | | |

Ettrick Church is ¾m. beyond Ramseycleuch.

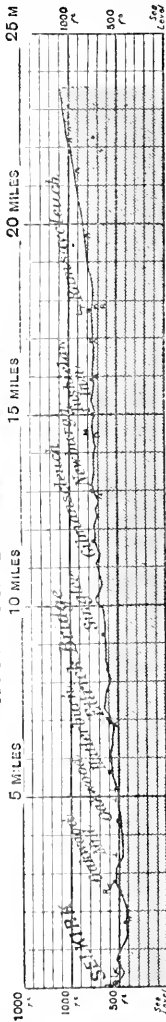
Principal Objects of Interest.—4¾m. Oakwood Tower. Tushielaw, Tower; 17m. Thirlestane Castle. A very pretty road up the Ettrick Water.

Hotels or Inns at places marked *.

ROUTE 43. JEDBURGH TO ANNAN.



ROUTE 44. SELKIRK TO ETRICK.



45

SELKIRK TO MOFFAT.

Description.—Class II. & III. After the steep descent at Selkirk, the road is good and undulating to Tibbie Shiels, thereafter becoming loose and soft. The descent past Birkhill is at first very rough and dangerous, but the road gradually improves in quality, though very hilly, and latterly becomes fairly good, to Moffat. On the whole the road is a heavy one, especially on the Dumfriesshire side.

Gradients.—The ascent at 22½m. is mostly 1 in 26. The descent begins 1 in 11 (dangerous) to 1 in 17. At 26¾m. 1 in 15; 31½m. 1 in 20; 31¾m. and 32¾m. 1 in 18; 33m. 1 in 15.

Milestones.—Measured from Selkirk Town Hall,—tolerably correct; and from Moffat, High Street,—correct.

Measurements.

| | | | | | | |
|-----------|----------------|-------------|--------|---------------|------------|-------------------|
| Selkirk,* | Town Hall. | | | | | |
| 8¼ | Yarrow Church. | | | | | |
| 12¼ | 4 | Gordon Arms | * Inn. | | | |
| 18 | 9¼ | 5¼ | Rodono | * Hotel. | | |
| 19 | 10¼ | 6¼ | 1 | Tibbie Shiels | * Inn. | |
| 23 | 14¼ | 10¼ | 5 | 4 | Birkhill.* | |
| 34½ | 25¾ | 21¾ | 16½ | 15½ | 11½ | Moffat,* High St. |

Principal Objects of Interest.—2m. Philiphaugh Battlefield, 1645. 4m. Newark Castle, ruins. 19m. Hogg's Monument. 24½m. Grey Mare's Tail Fall, and Loch Skene. 28½m. Bodesbeck. At first the road is well wooded, but afterwards is rather bleak in parts. The scenery along St. Mary's Loch is charming.

Hotels or Inns at places marked*.

46

GALASHIELS TO KELSO.

Description.—Class II. A very fine road to Melrose, thence only fair to St. Boswells (with rough and dangerous hills at Bogleburn); after which it is good and undulating all the way to Kelso.

Gradients.—At 4¾m. 1 in 22; descent to Bogleburn 1 in 12, both sides (dangerous). At 6½m. 1 in 14; 8¾m. 1 in 15-18.

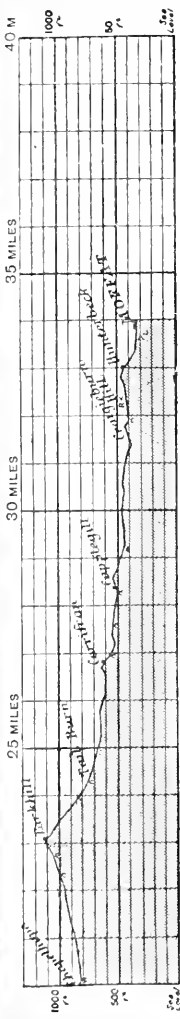
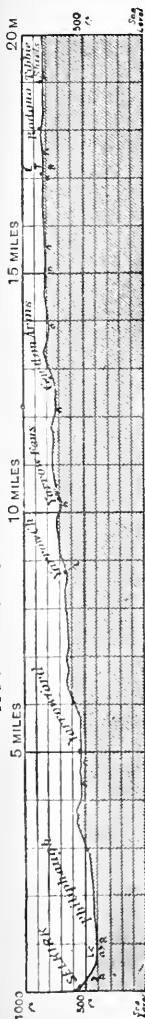
Milestones.—Measured from Edinburgh, Crosscauseway, to St. Boswells, thereafter measured from Kelso Square,—fairly correct.

Measurements.

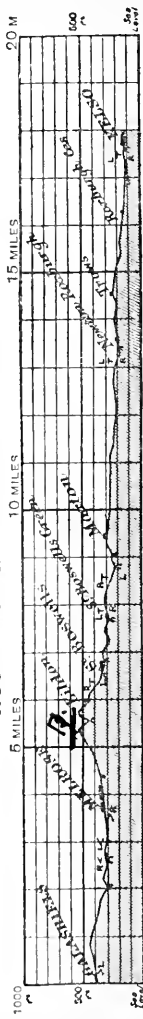
| | | | | |
|--------------|-----------|--------------|------------|---------|
| Galashiels,* | Market. | | | |
| 4 | Melrose,* | Cross. | | |
| 6¾ | 2¾ | St. Boswells | * Station. | |
| 17½ | 13½ | 11½ | Kelso,* | Square. |

Hotels or Inns at places marked*.

ROUTE 45. SELKIRK TO MOFFAT.



ROUTE 46. GALASHIELS TO KELSO.



(Route 46 continued.)

Principal Objects of Interest.—MELROSE; Abbey, Eildon Hills. St. BOSWELLS; Dryburgh Abbey. 16½m. Site Roxburgh Castle. KELSO; Abbey, Floors Castle.

47 PEBBLES TO GALASHIELS.

Description.—Class II. With the exception of several stiff hills, the road is very fine but, undulating, all the way.

Gradients.—At 13m. 1 in 20-15; 14½m. 1 in 20; 16m. 1 in 24; 17m. 1 in 22.

Milestones.—Measured from Peebles Cross, and from Victoria Buildings, Galashiels.

Measurements.

Peebles, * Cross.

6½ Innerleithen, * Bridge.

8½ 1½ Walkerburn.

18½ 11½ 10 Galashiels, * Market.

Principal Objects of Interest.—2¾m. Horsburgh Castle, ruins. 14m. (across Tweed) Ashiestiel.

Hotels or Inns at places marked * and at Clovenfords.

48 PEBBLES TO TUSHIELAW.

Description.—Class II. A very fine undulating road down Tweedside to Traquair, thence steep and rough to Gordon Arms. Thereafter it is of poor surface and stony, to Tushielaw. There is a road from Peebles to Traquair along the south bank of the Tweed, Class III., ¼m. shorter,—a fair road, but not so easy as that on the north bank.

Gradients.—From Traquair the ruling gradient is 1 in 24, with 1 in 17 near summit. The descent is easy, with 1 in 18-24 at 14½m. At 20m. 1 in 21.

Milestones.—Measured from Peebles Cross,—correct.

Measurements.

Peebles, * Cross.

7½ Traquair Village.

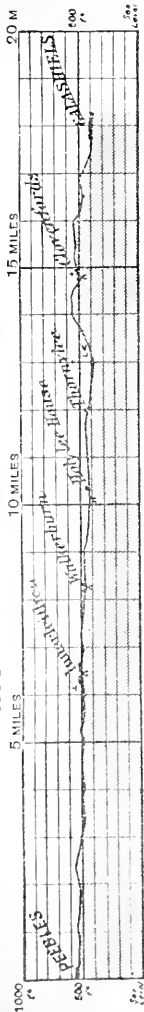
14¾ 7½ Gordon Arms * Inn.

21¼ 13¾ 6½ Tushielaw * Inn.

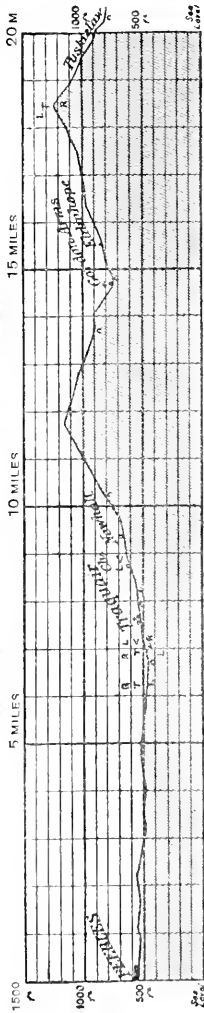
Principal Objects of Interest.—2¾m. Horsburgh Castle, ruins. 7½m. Traquair House. 14¾m. Gordon Arms Inn. After Gordon Arms the road is rather dreary.

Hotels or Inns at places marked * and at Innerleithen.

ROUTE 47. PEBBLES TO GALASHIELS.



ROUTE 48. PEBBLES TO TUSHIELAW.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge, T indicates a sharp turn.

The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

49 PEBBLES TO SYMINGTON.

Description.—Class II.-III.-I. The first 7 miles are very good, after which the road, as far as Biggar, is hilly, but of fair surface. The next stage to Symington is very good, and the road continues a fine smooth highway to Lanark, by the Abington-Stirling road, joined at 20m. (9m. from Abington).

Gradients.—The ascent from Peebles is 1 in 21. At 7½m. 1 in 25; 9¼m. 1 in 20; 9¾m. 1 in 13; 10¼m. 1 in 12.

Milestones.—Measured from Peebles Cross to Lyne, thereafter from Edinburgh *via* Eddleston,—each set correct. After Symington, measured from Stirling.

Measurements.

Peebles, * Cross.

5½ Stobo Church.

11¼ 5½ Broughton.

16¼ 10½ 5 Biggar, * Fountain.

20 14¼ 8¾ 3¼ Symington * Station.

28¾ 23¾ 17¾ 12¾ 8¾ Lanark, * Cross.

Principal Objects of Interest.—Neidpath Castle. Biggar; Church, Mote. Lanark, as below.

Hotels or Inns at places marked *.

50 ABINGTON TO CUMBERNAULD.

Description.—Class I. A magnificent broad, smooth road, with easy grades to Newmains. The road thereafter becomes hilly, with several rough parts in the mining villages through which it passes. Route 125 is joined at Cumbernauld, from which place the road is very fair on to Stirling.

Gradients.—No grades above 1 in 25 until after Newmains. At 27m. 1 in 24; 27½m. 1 in 22; 27¾m. 1 in 21; 32½m. 1 in 21; 34m. 1 in 24; 37¾m. 1 in 25. Descent to Cumbernauld 1 in 14 (dangerous).

Milestones.—Measured from Stirling,—correct.

Measurements.

Abington.*

17¼ Lanark, * Cross.

22¾ 5½ Carluke, * Market.

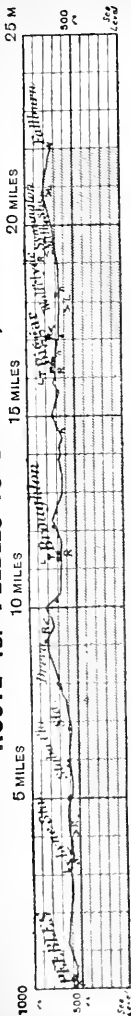
33¾ 16¼ 10¾ (Airdrie).*

40¾ 23¾ 17¾ 6¾ Cumbernauld.*

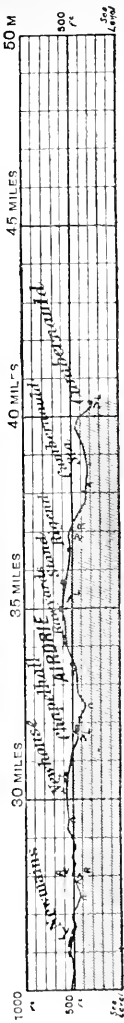
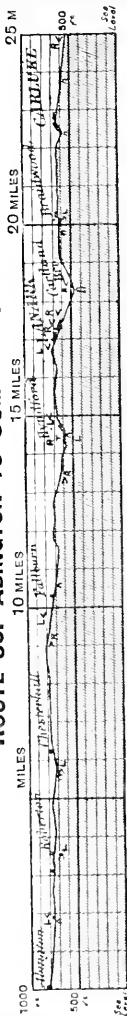
52¾ 35¾ 30¾ 19¾ 12¾ Stirling, * King Street.

(Continued next page.)

ROUTE 49. PEBBLES TO SYMINGTON, & C.



ROUTE 50. ABINGTON TO CUMBERNAULD.



(Route 50 continued.)

Principal Objects of Interest.—7½m. Fatlips Castle and Tinto Hill. LANARK; Falls of Clyde, Cartland Crag. The next stage is through the coal and iron district—not very pleasant travelling—to near Cumbernauld.

Hotels or Inns at places marked *, and at Robertson, Braidwood, Chapelhall, and Rawyards.

51 ABINGTON TO CARLISLE.

Description.—Class I. This road presents an almost perfect surface the whole way, and excepting a few patches of stones here and there, is generally in the best of condition in wet or dry weather. Generally speaking the higher parts of the road are in less perfect order than the rest, but there is really little difference. Nearing Carlisle, however, the road becomes lumpy owing to the heavy traffic.

Gradients.—The majority of the gradients on this road are 1 in 27, but 1 in 21 at 36½m., 1 in 25 at 38½m., and Stanwix Hill about 1 in 16, will be found the only slopes of note. The road is beautifully engineered.

Milestones.—Measured from Glasgow, through Ecclefechan,—correct.

Measurements.

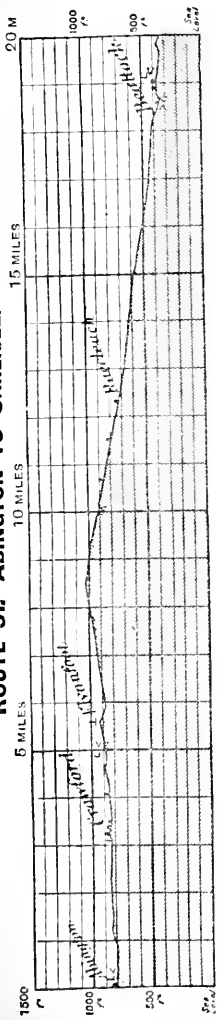
Abington.*

| | | | | | | | |
|-----|------------|-------------------|-----------------------|------------------------|---------------|----------------|--------------------------|
| 3¼ | Crawford.* | | | | | | |
| 18¼ | 15½ | Beattock Station. | | | | | |
| 25½ | 22¾ | 6½ | Johnston Bridge, P.O. | | | | |
| 32¾ | 29½ | 14 | 7½ | Loekerbie,* Town Hall. | | | |
| 38¾ | 35½ | 20 | 13½ | 6 | Ecclefechan.* | | |
| 48 | 44¾ | 29¼ | 22¾ | 15¼ | 9¼ | Gretna Green.* | |
| 57½ | 54¼ | 38¾ | 31½ | 24¾ | 18¾ | 9½ | Carlisle,* Market Place. |

Principal Objects of Interest.—18m. Garpol Glen. 29¼m. Jardine Hall. ECCLEFECHAN; Carlyle's Birthplace and Grave. 42½m. Merkland Cross. GRETNA GREEN; Inn, Tollhouse, etc. 49m. Sark Bridge, boundary England and Scotland. CARLISLE; Cathedral, Prison.

Hotels or Inns at places marked * and at (Moffat), Kirtlebridge, and Kirkpatrick. Beattock Hotel closed.

ROUTE 51. ABINGTON TO CARLISLE.



52 ABINGTON TO THORNHILL.

Description.—Class II. A very fair and easy road of good surface all the way to Thornhill. Travellers to Penpont save $\frac{3}{4}$ m. by keeping to R. at $22\frac{1}{4}$ m., joining next Route at the Bridge at $\frac{3}{4}$ m.

Gradients.—The descent in the Dalveen Pass is 1 in 22 at $13\frac{1}{2}$ m., thence 1 in 24 and 25. At $19\frac{1}{2}$ m. 1 in 23.

Milestones.—Measured from the Dumfries Mid-steeple,—correct.

Measurements.

Abington.*

$6\frac{1}{2}$ Elvanfoot.

$17\frac{1}{8}$ 11 Durisdeer Mill.

$21\frac{3}{8}$ $15\frac{1}{4}$ $4\frac{1}{4}$ Carronbridge.*

23 $16\frac{7}{8}$ $5\frac{7}{8}$ $1\frac{3}{8}$ Thornhill.*

Principal Objects of Interest.—Dalveen Pass, Covenanters' Monument. DURISDEER (off road); Church and Monument. $19\frac{1}{2}$ m. Enoch Castle.

Hotels or Inns at places marked * and at Crawford.

53 THORNHILL TO NEWTON STEWART.

Description.—Class II. The road is very fair, but hilly to Moniaive, thereafter it is a little rough till near New Galloway; it is then good for a few miles, but soon becomes a very bad road until near Talnotry, when the surface improves a little; there are several steep inclines until the Portpatrick road is joined. The direct road to Moniaive through Tynron has a precipitous hill.

Gradients.—At $4\frac{1}{4}$ m. 1 in 20; $5\frac{1}{4}$ m. 1 in 25; 17m. 1 in 20; 18m. 1 in 18; $18\frac{1}{2}$ m. 1 in 16; $19\frac{1}{4}$ m. 1 in 16. After New Galloway, $24\frac{1}{2}$ m. 1 in 23, thereafter several short hills, 1 in 22.

Milestones.—After New Galloway measured from Dumfries,—correctly placed (see Route 71).

Measurements.

Thornhill.*

$2\frac{1}{8}$ Penpont.*

$8\frac{3}{8}$ $6\frac{1}{4}$ Moniaive * Bridge.

22 $19\frac{7}{8}$ $13\frac{3}{8}$ Ken Bridge.

$22\frac{3}{8}$ $20\frac{1}{2}$ $14\frac{1}{4}$ $\frac{4}{8}$ (New Galloway).*

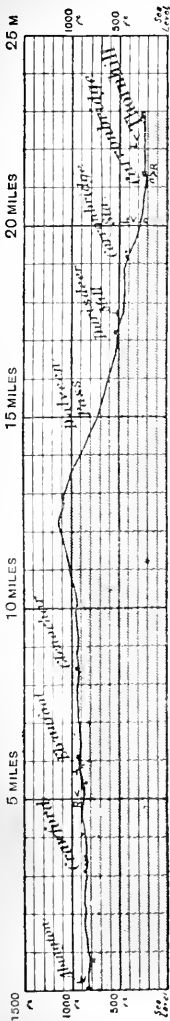
$29\frac{3}{8}$ $27\frac{1}{4}$ 21 $7\frac{3}{8}$ $6\frac{3}{8}$ Bridge of Dee.

$41\frac{1}{8}$ 39 $32\frac{3}{4}$ $19\frac{1}{8}$ $18\frac{1}{2}$ $11\frac{3}{4}$ Newton Stewart,* Town Hall.

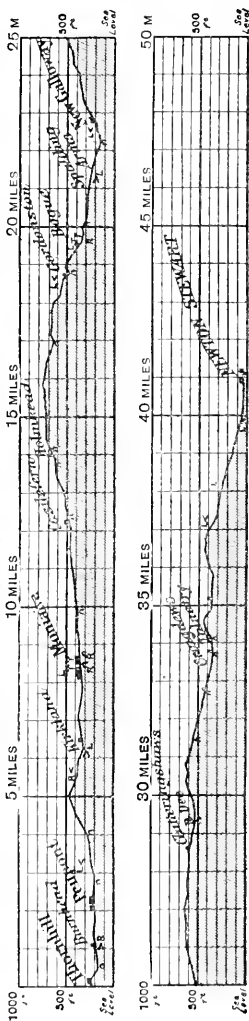
Principal Objects of Interest.— $\frac{1}{2}$ m. Old Monument. MONIAIVE; Renwick's Monument. Balmaclellan; Note, 27m. King's Stone. 34m. Murray's Monument. $36\frac{1}{2}$ m. Rocking stone. $39\frac{3}{8}$ m. Battlefield. NEWTON STEWART; Academy, Monument Earl of Galloway.

Hotels or Inns at places marked * and at Balmaclellan.

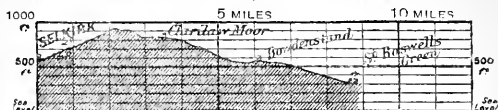
ROUTE 52. ABINGTON TO THORNHILL.



ROUTE 53. THORNHILL TO NEWTON STEWART.



54 SELKIRK TO ST. BOSWELLS.



Description.—Class II. Fair surface, but long hills.

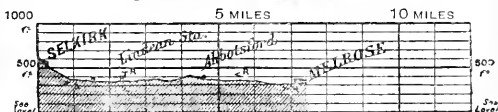
Gradients.—At 1m. 1 in 22-27.

Measurements.—Selkirk, * Town Hall.

8½ St. Boswells Green.

10 1½ St. Boswells * Station.

55 SELKIRK TO MELROSE.



Description.—Class III. After the steep descent from Selkirk, the road is fair but undulating.

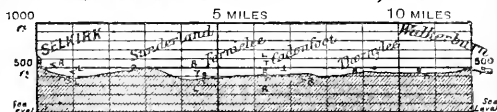
Gradients.—At ½m. 1 in 22-24.

Measurements.—Selkirk, * Town Hall.

7¾ Melrose, * Cross.

Principal Objects of Interest.—4½m. Abbotsford. MELROSE; Abbey. Eildon Hills.

56 SELKIRK TO WALKERBURN, &c.



Description.—Class II. Good surface, but hilly at first.

Gradients.—At ¼m. 1 in 13-18.

Milestones.—Measured at first from Edinburgh *via* Clovenfords; afterwards from Peebles Cross.

Measurements.—Selkirk, * Town Hall.

12½ Walkerburn.

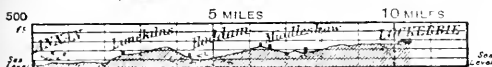
20½ 8½ Peebles, * Cross.

Principal Objects of Interest.—2¼m. Sunderland Hall. 6½m. Ashiestiel (across Tweed).

Hotels or Inns at places marked *.

ANNAN TO LOCKERBIE.

57



Description.—Class II. A good road but slightly hilly.

Gradients.—At 2½m. 1 in 24; 4m. 1 in 22.

Milestones.—Measured from Annan Bridge, fairly correct.

Measurements.—Annan, * Cross.

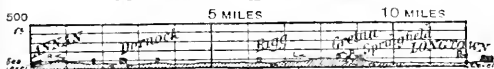
4¾ Hoddam Bridge.

10½ 6½ Lockerbie, * Town Hall.

Principal Objects of Interest.—4¼m. Hoddam Castle and "Repentance" Tower.

ANNAN TO LONGTOWN.

58



Description.—Class II. The road has a very fine surface.

Gradients.—At 9¼m. 1 in 19.

Milestones.—At first, as Route 62. After Gretna, measured from Carlisle *via* Longtown.

Measurements.—Annan, * Cross.

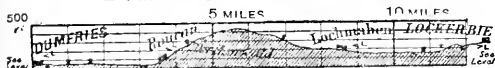
8¾ Gretna * Green.

12¾ 4¼ Longtown.*

Principal Objects of Interest.—Gretna Green; Inn, Tollhouse, &c.

DUMFRIES TO LOCKERBIE.

59



Description.—Class II. The surface generally is good, except on the Torthorwald Hills.

Gradients.—At 3¾m. 1 in 14; 4¼m. 1 in 23; 6¾m. 1 in 24.

Milestones.—Measured from Dumfries, Kings Arms Hotel,—correct.

Measurements.—Dumfries, * Mid-steeple.

4¼ Torthorwald.

8¾ 4¾ Lochmaben, * Town Hall.

12¾ 8½ 4½ Lockerbie, * Town Hall.

Principal Objects of Interest.—Torthorwald Castle. LOCHMABEN; Castle.

Hotels or Inns at places marked *.

60 LANGHOLM TO ESKDALEMUIR.

Description.—Class III. The surface of the road as far as Bentpath is good, but thereafter rather poor, besides being rough on the steep hills over to Eskdalemuir. After that there are no bad hills, but the road is rather loose.

Gradients.—At $\frac{3}{4}$ m. 1 in 20 ; $1\frac{1}{4}$ m. 1 in 17 ; $2\frac{1}{2}$ m. 1 in 24 ; 9m. 1 in 15-17 ; $11\frac{1}{4}$ m. 1 in 10.

Milestones.—Measured from Langholm Town Hall to County Boundary,—correct.

Measurements.

| | | | |
|-----------------------|-----------------|---------------------|---------------|
| Langholm,* Town Hall. | | | |
| 5 $\frac{3}{4}$ | Bentpath.* | | |
| 13 $\frac{1}{2}$ | 7 $\frac{3}{4}$ | Eskdalemuir Church. | |
| 25 $\frac{3}{4}$ | 20 | 12 $\frac{1}{4}$ | Ramseycleuch. |

Principal Objects of Interest.— $1\frac{3}{4}$ m. Peden's Well. $5\frac{3}{4}$ m. Telford's Birthplace. $13\frac{1}{2}$ m. Eskdalemuir Camp. The road up the Esk is a very pretty one at first, but rather uninteresting beyond Eskdalemuir.

Hotels or Inns at places marked.*

61 LANGHOLM TO LOCKERBIE.

Description.—Class III. This road is a very steep and hilly one, with loose surface, nearly the whole way. On account of the adverse gradients the road is avoided as much as possible. The best road to Langholm from the West is round by Canobie.

Gradients.—Care should be taken on most of the hills although they are not absolutely dangerous. At $\frac{3}{4}$ m. 1 in 16 ; 2m. 1 in 18 ; $3\frac{3}{4}$ m. 1 in 17 ; $5\frac{1}{4}$ m. 1 in 16-23 ; $7\frac{1}{2}$ m. 1 in 17-21 ; $7\frac{3}{4}$ m. 1 in 19 ; $8\frac{3}{4}$ m. 1 in 21 ; $10\frac{1}{2}$ m. 1 in 23 ; $11\frac{3}{4}$ m. 1 in 18-21 ; $12\frac{3}{4}$ m. 1 in 14-16-12 ; $13\frac{1}{4}$ m. 1 in 22 ; $13\frac{1}{2}$ m. 1 in 18 ; 14m. 1 in 21-15-20-18 ; $14\frac{3}{4}$ m. 1 in 20 ; $15\frac{1}{4}$ m. 1 in 22 ; $15\frac{1}{2}$ m. 1 in 13-15 ; $16\frac{1}{4}$ m. 1 in 19 ; $17\frac{1}{2}$ m. 1 in 19-16.

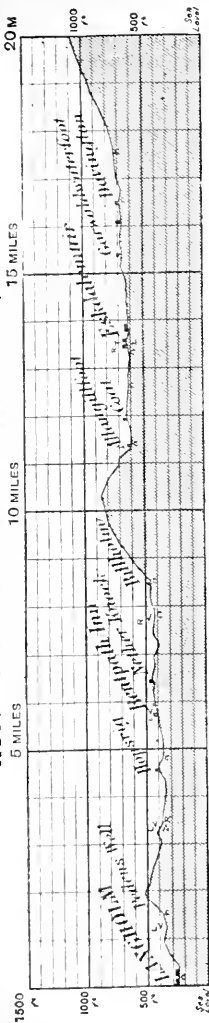
Measurements.

| | | | |
|-----------------------|------------------|-----------------|------------------------|
| Langholm,* Town Hall. | | | |
| 7 $\frac{3}{4}$ | Fallford. | | |
| 13 $\frac{3}{4}$ | 6 $\frac{1}{2}$ | Bankshill. | |
| 18 | 10 $\frac{1}{4}$ | 4 $\frac{1}{2}$ | Lockerbie,* Town Hall. |

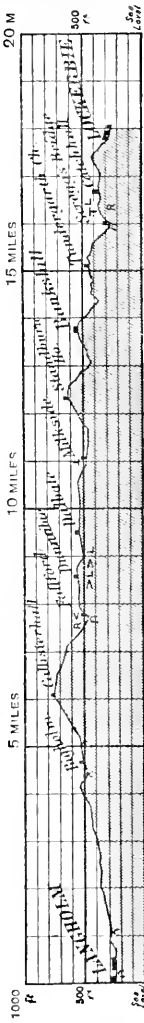
Principal Objects of Interest.—1m. Wauchope Castle. Until near Tundergarth the road is a monotonous one. 15m. to S., Birrenswark Camps.

Hotels or Inns at places marked *, and Callisterhall.

ROUTE 60. LANGHOLM TO ESKDALEMUIR, &C.



ROUTE 61. LANGHOLM TO LOCKERBIE.



62 DUMFRIES TO CARLISLE.

Description.—Class I. The surface of the road is very fine almost the whole way to Carlisle, and the gradients are remarkably easy. Nearing Carlisle the road becomes very lumpy with the heavy traffic over it, and the descent at Stanwix is rather steep. The next route to Annan, though shorter and a good road, is not quite so easy as this.

Gradients.—Stanwix Hill is about 1 in 16.

Milestones.—Measured from Greyfriars Church Dumfries, to Collin; thereafter to the Border (where the milestones measured from Glasgow are met), they are seemingly measured from Carlisle, Market Place.

Measurements.

Dumfries,* Mid-steeple.

| | | | | | |
|-----|---------|-----------------|--------------|----------------|-------|
| 3½ | Collin. | | | | |
| 9¾ | 6¼ | Clarencefield.* | | | |
| 13¼ | 9½ | 3½ | Cummertrees. | | |
| 16¼ | 13¼ | 6½ | 3½ | Annan,* Cross. | |
| 23 | 19¾ | 13¼ | 9¾ | 6¼ | Rigg. |
| 34½ | 30½ | 24¼ | 20¾ | 17¾ | 11½ |

Principal Objects of Interest.—9½m. Comlongan Castle. 10¾m. Ruthwell Cross. (25m. Gretna Green). 25½m. Sark Bridge, the boundary Scotland and England. CARLISLE; Cathedral, Prison.

Hotels or Inns at places marked*.

63 DUMFRIES TO ANNAN.

Description.—Class II. This road has a good surface, but is more hilly than the previous Route. It is however more direct.

Gradients.—Ruling gradient 1 in 28, but at 6¾m. 1 in 22.

Milestones.—To Collin measured from Dumfries, Greyfriars Church; thereafter seemingly from Carlisle, Market.

Measurements.

Dumfries,* Mid-steeple.

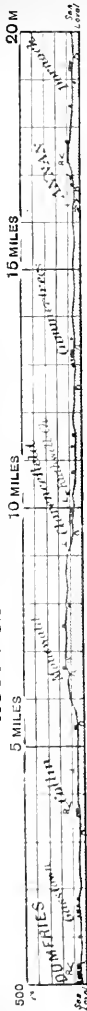
| | | | | | |
|-----|---------|-----------------|----------------|-----|-----|
| 3½ | Collin. | | | | |
| 9 | 5¾ | Carrutherstown. | | | |
| 15½ | 11½ | 6½ | Annan,* Cross. | | |
| 32¾ | 29¼ | 23¾ | 17¾ | 17¾ | 11½ |

Hotels or Inns at places marked*.

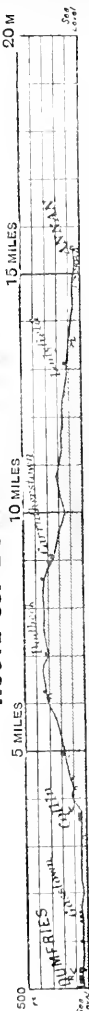
64 ANNAN TO MOFFAT.

Description.—Class III. The road is of good surface, but hilly, as far as Lochmaben; thereafter it is rather loose to Beattock. The better road is by Lockerbie.

ROUTE 62. DUMFRIES TO CARLISLE.



ROUTE 63. DUMFRIES TO ANNAN.



Signs: < Road Fork, forward journey. > ditto reverse, + Cross Roads, † Road Junction, 0 Bridge † indicates a sharp turn.

The directions R (right) and L (left) for the forward journey are above the line, those of the reverse, below.

Gradients.—At 18 $\frac{3}{4}$ m. 1 in 23.

Milestones.—Seemingly measured from Carlisle, Market.

Measurements.

Annan, * Cross.

7 Dalton.

12 $\frac{7}{8}$ 5 $\frac{1}{2}$ Lochmaben * Town Hall.

15 $\frac{1}{2}$ 8 $\frac{1}{2}$ 2 $\frac{5}{8}$ Templand.

25 $\frac{3}{4}$ 18 $\frac{3}{4}$ 12 $\frac{7}{8}$ 10 $\frac{1}{4}$ Beattock Station.

27 $\frac{5}{8}$ 20 $\frac{3}{8}$ 14 $\frac{3}{4}$ 12 $\frac{1}{2}$ 1 $\frac{7}{8}$ Moffat, * High Street.

Principal Objects of Interest.—4m. "Repentance Tower."
LOCHMABEN; Castle. 26 $\frac{1}{2}$ m. Lochhouse Tower.

Hotels or Inns at places marked *.

65

DUMFRIES TO MOFFAT.

Description.—Class I. This is a fine road of very good surface almost the whole way, but there are some stiff hills to be faced. Near Dumfries the road is rather lumpy, and about St. Anns it is apt to be loose.

Gradients.—The rise from Amisfield is 1 in 26-27; descent to Ae Bridge 1 in 17-22. Thereafter the only steep part is beyond St. Anns Bridge 1 in 22.

Milestones.—Measured from Edinburgh,—correct; (the first is 1 $\frac{1}{2}$ m. from Mid-steeple).

Measurements.

Dumfries, * Mid-steeple.

4 $\frac{1}{2}$ Amisfield.

8 $\frac{3}{4}$ 4 $\frac{1}{4}$ Parkgate.

13 $\frac{1}{4}$ 8 $\frac{3}{4}$ 4 $\frac{1}{2}$ St. Ann's.

19 $\frac{1}{2}$ 14 $\frac{5}{8}$ 10 $\frac{3}{8}$ 5 $\frac{1}{2}$ Beattock Station.

21 16 $\frac{1}{2}$ 12 $\frac{1}{4}$ 7 $\frac{3}{4}$ 1 $\frac{7}{8}$ Moffat, * High Street.

Principal Objects of Interest.—Locharbriggs; Quarries. Amisfield, Tower. 19 $\frac{3}{8}$ m. Lochhouse Tower. MOFFAT; Spa, &c.

Hotels or Inns at places marked *; none at Beattock.

66

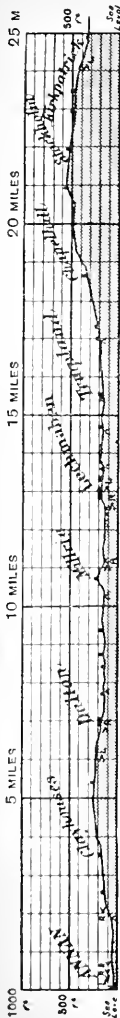
DUMFRIES TO PENPONT, &c.

Description.—Class I-III. The first 5 miles are very smooth to Isle Toll, but thereafter the road is hilly almost the whole way to Penpont. The ascent then becomes more regular, but rather steep, past Drumlanrig on to the Nith, where the main Dumfries-Sanquhar road is joined, which, though undulating at this part, is very smooth.

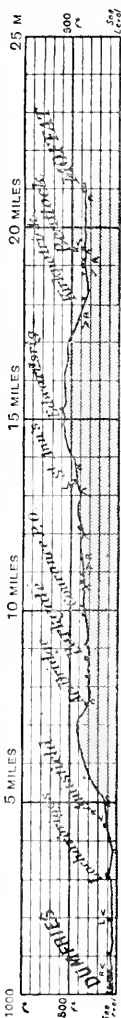
Gradients.—At 5m. 1 in 24; 5 $\frac{1}{4}$ m. 1 in 20; 7 $\frac{3}{4}$ m. 1 in 17; 9 $\frac{1}{2}$ m. 1 in 19-21. After Penpont the gradient is 1 in 22, then 1 in 15 followed by 1 in 18; the descent 1 in 18 and 23; 18 $\frac{1}{2}$ m. 1 in 21; descent to bridge over the Nith 1 in 24.

Milestones.—Measured from Dumfries, Mid-steeple,—correct.

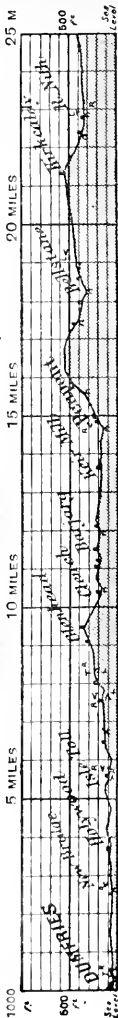
ROUTE 64. ANNAN TO MOFFAT. Last 3 miles Route 65.



ROUTE 65. DUMFRIES TO MOFFAT.



ROUTE 66. DUMFRIES TO PENPONT, &C.



Measurements.

Dumfries, * Mid-steeple.

14 $\frac{7}{8}$ Penpont.*27 $\frac{3}{8}$ 12 $\frac{1}{2}$ Sanquhar, * Town Hall.

Principal Objects of Interest.—1 $\frac{1}{4}$ m. Lincluden Abbey. 6m. Ellisland. 6 $\frac{1}{2}$ m. Friar's Carse. 11 $\frac{1}{2}$ m. Barjarg Tower. 20m. Drumlanrig Castle. 24m. Ellioc House. The road is very pretty.

Hotels or Inns at places marked *.

67 DUMFRIES TO NEW CUMNOCK.

Description.—Class I. A magnificent broad smooth road with easy hills to Enterkinfoot; thence the road is somewhat undulating but of very fine surface to Kirkconnel. From there to New Cumnock is a succession of short and steep hills exceedingly wearisome and trying. This part is Class III.

Gradients.—At 5m. 1 in 24; 5 $\frac{1}{4}$ m. 1 in 20; beyond Carronbridge 1 in 16. From Kirkconnel the ascent begins with 1 in 26, and onwards there are grades from 1 in 14 to 23; the descent to Afton is 1 in 23.

Milestones.—Measured from Dumfries, Mid-steeple, correct to the county boundary, after which they are measured from Ayr.

Measurements.

Dumfries, * Mid-steeple.

8 Auldgirith Bridge.*

14 $\frac{3}{8}$ 6 $\frac{3}{8}$ Thornhill.*16 8 1 $\frac{5}{8}$ Carronbridge.*26 $\frac{5}{8}$ 18 $\frac{5}{8}$ 12 $\frac{1}{4}$ 10 $\frac{5}{8}$ Sanquhar, * Town Hall.30 22 15 $\frac{3}{8}$ 14 3 $\frac{3}{8}$ Kirkeconnel, * Station.38 30 23 $\frac{5}{8}$ 22 11 $\frac{3}{8}$ 8 New Cumnock, * Church.

Principal Objects of Interest.—1 $\frac{1}{4}$ m. Lincluden Abbey. 6m. Ellisland. 6 $\frac{1}{2}$ m. Friar's Carse. 12m. Closeburn Castle. THORNHILL; site of Tibbers Castle. 17 $\frac{3}{4}$ m. Drumlanrig Cas. 24 $\frac{1}{4}$ m. Ellioc House. SANQUHAR; Castle ruin, Monument. The scenery on the route is remarkably fine.

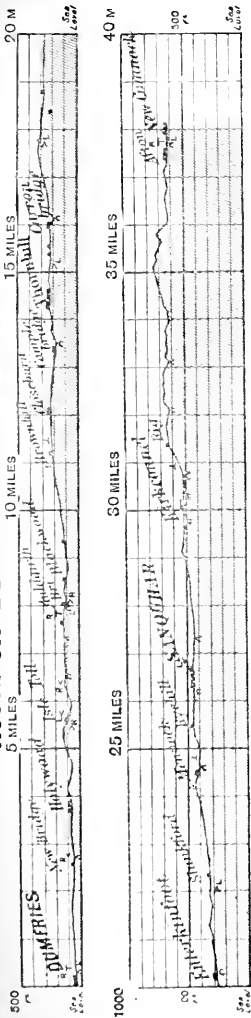
Hotels or Inns at places marked *.

68 ABINGTON TO SANQUHAR.

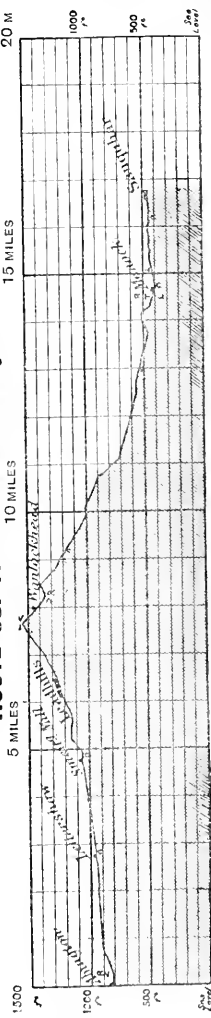
Description.—Class II. A fair road but with deep ruts as far as the Smelting Mill, thence better to the summit. The descent is abrupt and very steep, and towards the foot of the hill is very rough. The rest of the road is good, but undulating.

Gradients.—Past the Mill, 1 in 18-19. After Leadhills to summit, 1 in 21-15-22-20; the descent begins abruptly 1 in 15 and continues with varying grades till at 10 $\frac{3}{4}$ m.—the steep and dangerous part—1 in 12, after which the road is easy. The descent at 14 $\frac{1}{4}$ m. is 1 in 15.

ROUTE 67. DUMFRIES TO NEW CUMNOCK.



ROUTE 68. ABINGTON TO SANQUHAR.



Measurements.

Abington.*

6½ Leadhills,* Hotel.

16½ 10½ Sanquhar,* Town Hall.

Principal Objects of Interest.—Leadhills; Smelting Mill; Enterkin Pass, to S.E. Wanlockhead the highest village in Britain.

Hotels or Inns at places marked*.

69

DUMFRIES TO MONIAIVE.

Description.—Class I and II. The first 5 miles are very smooth, thereafter it is a fair but hilly road all the way.

Gradients.—At 5m. 1 in 24; 5¼m. 1 in 20; 9m. 1 in 21.

Milestones.—Measured from Dumfries, Mid-steeple; after Dunscore, measured *via* Corshead,—correct.

Measurements.

Dumfries,* Mid-steeple.

10 Dunscore.*

17⅔ 7⅔ Moniaive,* Bridge.

Principal Objects of Interest.—1¼m. Lincluden Abbey. 6m. Ellisland. MONIAIVE; Renwick's Monument.

Hotels or Inns at places marked*.

70

DUMFRIES TO NEWTON STEWART.

Description.—Class I. A very fine, smooth, and beautifully engineered road the whole way. It is, however, somewhat hilly.

Gradients.—To Castle Douglas, none above 1 in 25. Castle Douglas to Newton Stewart; Tyrebank Hill 1 in 23, at 12m. 1 in 23; descent to Gatehouse, 1 in 20-17. At 27m. 1 in 25.

Milestones.—Correctly placed, but not measured from a particular point, though at one time no doubt measured from Carlisle. The first M.S. is ¾m. from Dumfries Bridge.

Measurements.

Dumfries,* Mid-steeple.

9⅔ Crocketford.*

18½ 8⅔ Castle Douglas,* Town Clock.

24½ 14½ 5½ Ringford.*

33 23⅔ 14¼ 8½ Gatehouse,* P.O..

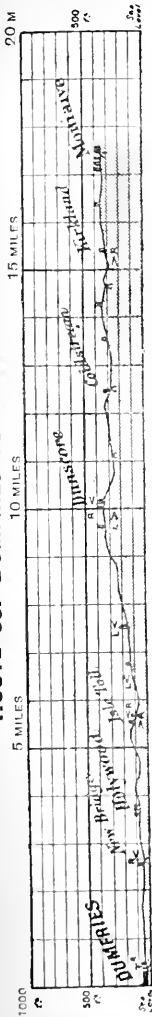
45 35⅔ 26¼ 20⅔ 12 Creetown.*

51½ 41½ 33¼ 27⅔ 18½ 6½ Newton Stewart,* Town Hall.

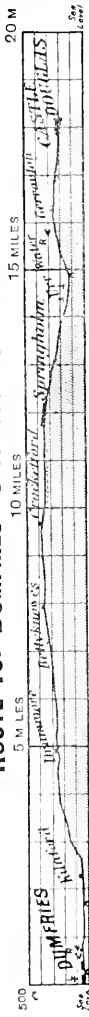
Principal Objects of Interest.—CASTLE DOUGLAS; Threave Castle, Carlingwark Loch. GATEHOUSE; Cally House, Anwoth Kirk. 18m. Cardoness Castle. 21¼m. Dirk Hatteraick's Cave. 23¼m. Carsluith Castle. CREETOWN; Granite Quarries. 32¼m. Battlefield. NEWTON STEWART; Academy, Earl of Galloway's Monument.

Hotels or Inns at places marked*, and at Springholm.

ROUTE 69. DUMFRIES TO MONIAIVE.



ROUTE 70. DUMFRIES TO NEWTON STEWART.



71 DUMFRIES TO NEW GALLOWAY.

Description.—Class I & II. A very fine smooth road to Crocketford, then undulating but fair to New Galloway.

Gradients.—Nothing above 1 in 25 to Crocketford, then at 14½m. 1 in 24, and at 23m. 1 in 25.

Milestones.—To Crocketford as Route 70. Therafter correctly placed, but the 10th M.S. is 11m. from Dumfries.

Measurements.

Dumfries,* Mid-steeple.

9½ Crocketford.*

15 5¾ Corsock Bridge.*

24¾ 14¾ 9¾ Ken Bridge.

25¼ 15¾ 10¼ ¾ New Galloway,* Town Hall.

Principal Objects of Interest.—The road is very pretty near Dumfries, at Corsock Bridge, and nearing N. Galloway.

Hotels or Inns at places marked*.

72 DUMFRIES TO KIRKCUDBRIGHT.

Description.—Class II. This is a beautiful road of fine surface as far as Dalbeattie, but thereafter it is hilly and has only tolerable surface. The usual road is *via* Castle Douglas.

Gradients.—Two slightly dangerous hills,—at 3¾m. 1 in 16, and 14¾m. 1 in 18. The gradient at 16¾m. is 1 in 20; 18½m. 1 in 24; 19m. 1 in 20; 21½m. 1 in 25; and final descent 1 in 25, increasing to 1 in 20.

Milestones.—Measured from Dumfries Bridge,—correct.

Measurements.

Dumfries,* Mid-steeple.

13¾ Dalbeattie,* Town Hall.

27¼ 13¾ Kirkcudbright,* Town Hall.

Principal Objects of Interest.—DALBEATTIE; Quarries.

Hotels or Inns at places marked*.

73 DUMFRIES TO NEW ABBEY & DALBEATTIE.

Description.—Class III. A fair road on the whole, but the first part is decidedly the best.

Gradients.—At 4½m. 1 in 12-15 (dangerous); 7m. and 7¾m. 1 in 20; 16¼m. 1 in 23; 17¼m. 1 in 13; 18m. 1 in 21; 19m. 1 in 17; 20¾m. 1 in 23; 22¾m. 1 in 21.

Milestones.—Measured from Dumfries, Mid-steeple,—fairly correct.

Measurements.

Dumfries,* Mid-steeple.

7¼ New Abbey.*

16 8¾ Caulkerbush.

25½ 18¼ 9½ Dalbeattie,* Town Hall.

Principal Objects of Interest.—7¼m. Sweetheart Abbey, Waterloo Monument.

Hotels or Inns at places marked*.

74 DALBEATTIE TO KIRKCUDBRIGHT (*via Coast*).

Description.—Class III. A very fair road as far as Auchencairn, thereafter more or less hilly all the way.

Gradients.—At Auchencairn 1 in 17; 9m. 1 in 22; 9½m. 1 in 25; 15m. 1 in 20. (Short cut to Kirkcudbright 1 in 14).

Milestones.—Continue those from Dumfries,—correct.

Measurements.

Dalbeattie, * Town Hall.

3½ Palnackie.*

7½ 4½ Auchencairn.*

18½ 15½ 11 Kirkcudbright, * Town Hall.

A short cut at 15½m. leads to Kirkcudbright, 1½m.

75 CASTLE DOUGLAS TO DALRY.

Description.—Class II. A good but hilly road.

Gradients.—6m. 1/24; 9m. 1/20; 12½m. 1/24; 12½m. 1/23.

Milestones.—Measured from Castle Douglas Town Clock.

Measurements.

Castle Douglas, * Town Clock.

6½ Parton.

13½ 6½ Ken Bridge.

16 9½ 2½ Dalry * (St John's Town of).

Principal Objects of Interest.—A very pretty road.

76 CASTLE DOUGLAS TO LOCHENBRECK, &C.

Description.—Class II. The road has a good surface to Laurieston, but poor to Lochenbreck. Thereafter it is very rough and stony till near Gatehouse.

Gradients.—3m. 1/21; 7m. 1/17-20; 12½m. 1/16-20-24-15.

Measurements.

Castle Douglas, * Town Clock.

6½ Laurieston.*

8½ 2½ Lochenbreck.*

16 9½ 7½ Gatehouse, * P.O.

Principal Objects of Interest.—2½m. Glenlochar Abbey. 8½m. Lochenbreck Spa. This road first traverses cultivated country, but after Lochenbreck lies through wild moorland.

77 KIRKCUDBRIGHT TO NEW GALLOWAY.

Description.—Class III. Hilly road, but fair surface.

Gradients.—Short hills about 1 in 15; at 15m. 1 in 17.

Measurements.

Kirkcudbright, * Town Hall.

4½ Ringford.*

9½ 4½ Laurieston.*

18½ 14 9½ New Galloway.*

19½ 14½ 10 ½ Ken Bridge.

Principal Objects of Interest.—Moorland road generally, but pretty scenery along Loch Ken.

*Hotels or Inns at places marked.**

78 DALBEATTIE TO CORSOCK.



Description.—Class III. The road has a fair surface, but is somewhat hilly.

Gradients.—At 3½ m. 1 in 19.

Milestones.—Measured from Dalbeattie Quay,—correct.

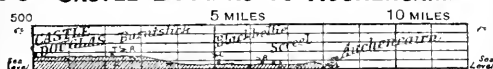
Measurements.—Dalbeattie, * Town Hall.

3½ Haugh of Urr.

11½ 8½ Corsock Bridge.*

Principal Objects of Interest.—2½ m. Mote of Urr. Pretty scenery at Corsock Bridge.

79 CASTLE DOUGLAS TO AUCHENCAIRN.



Description.—Class II. A fairly level road of very good surface.

Milestones.—Measured from Palnackie,—correct.

Measurements.—Castle Douglas, * Town Clock.

8¼ Auchencairn.*

80 CASTLE DOUGLAS TO KIRKCUDBRIGHT.



Description.—Class II. The road has a very fine surface, but is undulating between Bridge of Dee and Tongueland.

Milestones.—Continuation of those from Dumfries.

Measurements.—Castle Douglas, * Town Clock.

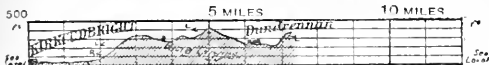
7¾ Tongueland.

9¾ 2¼ Kirkcudbright, * Town Hall.

Principal Objects of Interest.—2½ m. Old Bridge of Dee. 6¼ m. Queen Mary's Bridge. Tongueland; Abbey, Bridge. KIRKCUDBRIGHT; St. Mary's Isle. Pretty scenery near Tongueland.

Hotels or Inns at places marked *.

KIRKCUDBRIGHT TO DUNDRENNAN, &c. 81



Description.—Class III. The road is good for 2 miles, but then becomes rough, with some stiff hills, joining Route 74, 1 mile beyond Dundrennan.

Gradients.—At 2½m. 1 in 15; 4¼m. 1 in 22; 5¼m. 1 in 19; 5¾m. 1 in 20; 7m. 1 in 16-18.

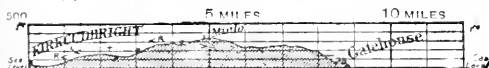
Measurements.—Kirkcudbright,* Town Hall.

6¼ Dundrennan.*

11 4¼ Auchencairn.

Principal Objects of Interest.—¾m. St. Mary's Isle. Dundrennan; Abbey, "Port Mary."

KIRKCUDBRIGHT TO GATEHOUSE. 82



Description.—Class II. The road has a fine surface, but the hills are long; there is a steep descent to Gatehouse.

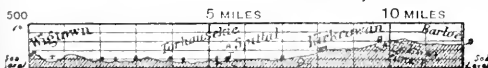
Gradients.—Not above 1 in 25, till 8¼m. 1 in 20-17.

Measurements.—Kirkcudbright,* Town Hall.

8½ Gatehouse,* P.O.

Principal Objects of Interest.—GATEHOUSE; Cally House, Anwoth Kirk.

WIGTOWN TO KIRKOWAN, &c. 83



Description.—Class III. A hilly road to Spittal; thence easier to Kirkcowan.

Gradients.—At ½m. 1 in 14 (dangerous).

Measurements.—Wigtown, County Buildings.

5¾ Spittal.

8¼ 2¾ Kirkcowan,* P.O.

17¾ 12 9¼ Glenluce.*

Hotels or Inns at places marked *.

84 NEWTON STEWART TO WHITHORN.

Description.—Class II. The road has a fair surface all the way, but is very hilly.

Gradients.—At 3½m. 1 in 21; 6¾m. 1 in 17; 7½m. 1 in 20; 10¾m. 1 in 18-25. Through Whithorn 1 in 21; 18m. 1 in 23.

Milestones.—Measured from Wigtown, County Buildings.

Measurements.

Newton Stewart,* Town Hall.

7 Wigtown,* County Buildings.

17½ 10½ Whithorn,* Town Hall.

21½ 14½ 3½ Isle of Whithorn.*

Principal Objects of Interest.—WIGTOWN; Martyr's Monument. 13¾m. Sorbie Tower. WHITHORN; Priory Ch.

85 NEWTON STEWART TO PORT WILLIAM.

Description.—Class II. Fair surface, but undulating.

Gradients.—At 13½m. 1 in 22; 13¾m. 1 in 23; 17m. 1 in 16.

Measurements.

Newton Stewart,* Town Hall.

10¾ Whauphill Station.

17½ 6¾ Port William.*

86 NEWTON STEWART TO STRANRAER.

Description.—Class I. The surface is rather poor.

Gradients.—At 1m. 1 in 24; through Glenluce 1 in 18.

Milestones.—Continuation of those from Dumfries.

Measurements.

Newton Stewart,* Town Hall.

15½ Glenluce.*

25½ 9¾ Stranraer,* Court House.

Principal Objects of Interest.—Glenluce; Abbey. 22m. Castle Kennedy and Inch Castle.

87 ISLE OF WHITHORN TO GLENLUCE.

Description.—Class III. For the most part the surface is very good, but apt to be soft.

Gradients.—8m. 1/16; 17½m. 1/13; 23¾m. 1/22; 24½m. 1/18.

Measurements.

Isle of Whithorn.*

10¾ Port William.*

24½ 13¾ Glenluce.*

Principal Objects of Interest.—2¾m. to St. Ninian's Cave.

88 STRANRAER TO DRUMMORE.

Description.—Class II. This is a good undulating road all the way. To the Mull of Galloway is fair but hilly.

Gradients.—No hills of any length above 1 in 22.

Milestones.—Continue those from Girvan to Sandmill Bridge, where those from Glenluce are joined—correct.

Hotels or Inns at places marked.* At Kirkinner on Routes 84 & 85; and Kirkcowan (off road) on Route 86.

ROUTE 34. NEWTON STEWART TO WHITHORN.



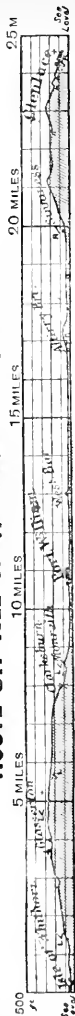
ROUTE 85. NEWTON STEWART TO PORT WILLIAM.



ROUTE 86. NEWTON STEWART TO STRANRAER.



ROUTE 87. ISLE OF WHITHORN TO GLENLUCE.



ROUTE 88. STRANRAER TO DRUMMORE.



Measurements.

Stranraer, * Court House.

7½ Sandhead, Hall.

10½ 3 Ardwell * Inn.

17¼ 9½ 6½ Drummore, * P.O.

Principal Objects of Interest.—The Port Logan Fishery and the scenery of the Mull of Galloway.

89

GIRVAN TO PORTPATRICK.

Description.—Class II. With the exception of the hill over Bennane Head,—beyond Lendalfoot,—and the upper part of Glen App, the road is very smooth, and in splendid condition, to Stranraer. Thence to Portpatrick the surface is fair. In some places the road lies close to the sea, and is therefore liable to be washed out. *Via* Inch 1¼m. longer.

Gradients.—At 8½m. 1 in 25; at 9½m. 1 in 23-24-19-21. Ascent beyond Ballantrae begins 1 in 20, but is not above 1 in 23 to summit. The descent of Glen App is 1 in 17-16 (dangerous), then 1 in 20-19, thereafter a few parts 1 in 25. At 33½m. 1 in 23; 34¼m. 1 in 20-22; 36¾m. 1 in 20; 37¾m. 1 in 20-22.

Milestones.—From Girvan (Old Parish Church) to Stranraer,—correct. Thence continue those from N'ton Stewart.

Measurements.

Girvan, * Town Steeple.

6½ Lendalfoot.

12¾ 6½ Ballantrae, * Clock.

24¼ 17¾ 11½ Cairnryan.*

30¼ 28¾ 17½ 6 Stranraer, * Court House.

38¼ 31¾ 25½ 14 8 Portpatrick.*

Principal Objects of Interest.—2¾m. Ardmillan House. 4½m. Kennedy's Pass. 6½m. Carleton Tower. 10m. Bennane Cave. 12m. Ardstinchar Castle. Glen App; fine woods. Innermessan; Mote. STRANRAER; Castle. PORTPATRICK; Dunskey Castle, and magnificent cliff scenery.

90

GIRVAN TO BALLANTRAE (*Inland*).

Description.—Class II. The road is good but steep to Daljarrock, thence very undulating to Ballantrae. The post road—a few hundred yards longer—turns off at 13m. and joins Coast road 1½m. from Ballantrae.

Gradients.—Ascent from Girvan 1 in 24-22; descent 1 in 23. At 5½m. 1 in 23; 7¾m. 1 in 18; 13m. 1 in 19.

Milestones.—From Girvan (Old Parish Church)—correct.

Measurements.

Girvan, * Town Steeple.

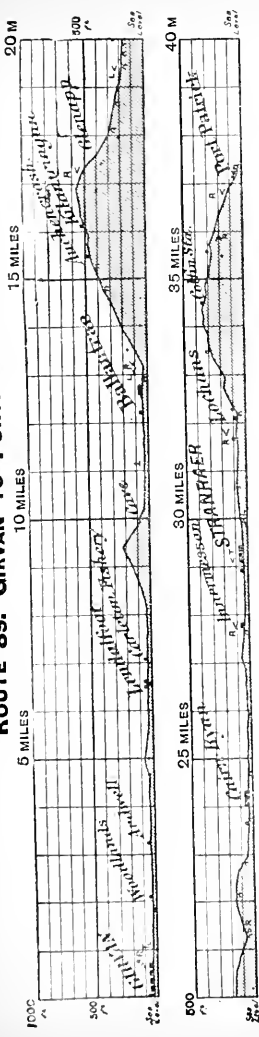
11½ Colmonell.*

16½ 5½ Ballantrae, * Clock.

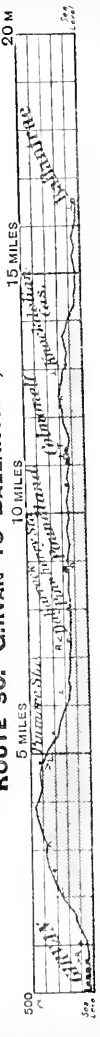
Principal Objects of Interest.—Colmonell; Craigneil Cas. 13m. Knockdolian Castle and Mote. 16¾m. Ardstinchar Cas.

Hotels or Inns at places marked.*

ROUTE 89. GIRVAN TO PORTPATRICK.



ROUTE 90. GIRVAN TO BALLANTRAE, via Colmonell.



Signs . < Road Fork, forward journey, > ditto reverse, + Cross Roads, L Road Junction, O Bridge, T indicates a sharp turn.
 The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below

91 GIRVAN TO NEWTON STEWART.

Description.—Class II. A good but steep road to Pinwherry, thence fair but very undulating before Barhill. Thereafter the road has a good surface but is hilly to Bargrennan, when it becomes very easy to Newton Stewart. (Route 97).]

Gradients.—Ascent from Girvan mostly 1 in 24-22; descent 1 in 23; at 5¼m. 1 in 23; 7¾m. 1 in 18; 14m. 1 in 19-25.

Milestones.—Measured from Girvan, site of Old Parish Church,—correct.

Measurements.

Girvan,* Town Steeple.

8 Pinwherry Station.

12½ 4½ Barhill.*

21½ 13½ 9 Bargrennan.*

30½ 22½ 17½ 8½ Newton Stewart,* Town Hall.

Principal Objects of Interest.—4½m. British Camp. 5¾m. Pinmore House. 8½m. Pinwherry Castle. Near Bargrennan; Loch Trool. Remainder as Route 97.

Hotels or Inns at places marked*.

92 GIRVAN TO NEWTON STEWART.

Description.—Class III. As above to Barhill, thence an exceedingly hilly road of rather soft surface to Newton Stewart. The previous Route is less fatiguing.

Gradients.—As above to Barhill, thence short but steep hills.

Measurements.

Girvan,* Town Steeple.

12½ Barhill.*

22½ 9½ Knowe.*

30 17½ 7½ Newton Stewart,* Town Hall.

Principal Objects of Interest.—As above to Barhill, thence a moorland road to Newton Stewart.

Hotels or Inns at places marked*.

93 GIRVAN TO DALMELLINGTON.

Description.—Class II. & III. A very good undulating road to Straiton, thence steep, and rough.

Gradients.—At 13¾m. 1 in 18; 15m. 1 in 12-22; 19¼m. 1 in 19.

Milestones.—Measured from N. end of Girvan,—correct.

Measurements.

Girvan,* Town Steeple.

14½ Straiton.*

21½ 6½ Dalmellington.*

The distance to Maybole by this road is 14m.

Hotels or Inns at places marked*, and at Dailly (off road).

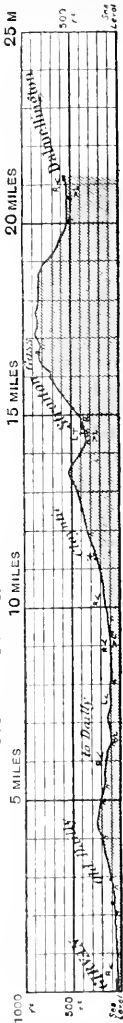
ROUTE 91. GIRVAN TO NEWTON STEWART. Route 92 for 10 miles.



ROUTE 92. GIRVAN TO NEWTON STEWART. After Bargrennan see Route 97.



ROUTE 93. GIRVAN TO DALMELLINGTON.



94

AYR TO GIRVAN.

Description.—Class I. The road is a magnificent one, with smooth surface the whole way.

Gradients.—At 16m., 1 in 19-22-18.

Milestones.—Measured from Ayr Town Hall as far as Maybole, thence measured from Maybole Castle.

Measurements.

Ayr,* Town Hall.

5½ Minnyshant.

9½ 3½ Maybole,* Castle.

13½ 8½ 4½ Kirkoswald.

21½ 15½ 12½ 7½ Girvan,* Town Steeple.

Principal Objects of Interest.—MAYBOLE; Castle, Tolbooth. 11½m., Crossraguel Abbey, ruin. 16½m., to N., Turnberry Castle, ruin.

95

AYR TO GIRVAN (*Coast Road*).

Description.—Class III. A rather hilly and soft road.

Gradients.—At 4m., 1 in 24; 5½m., 1 in 15; 9½m., 1 in 14 (dangerous). 11m., 1 in 15; 12½m., 1 in 23; 14½m., 1 in 16; 15m., 1 in 19; 17½m., 1 in 16.

Milestones.—Measured from Ayr Town Hall,—correct.

Measurements.

Ayr,* Town Hall.

7½ Dunure Mains.

15½ 7½ Maidens.

22½ 14½ 6½ Girvan,* Town Steeple.

Maybole is 2½m. distant at 11½m.

Principal Objects of Interest.—4½m., Heads of Ayr. 6½m. and 7½m., to Dunure Castle. 14½m., Culzean Castle. 16½m., Turnberry Castle, ruin.

Hotels or Inns at places marked,* None on the road.

96

AYR TO GIRVAN

(*via Alloway, Maybole, and Dailly Station*).

Description.—Class II. As far as Brig o' Doon very fine; thence to Maybole, only fair and rather steep. Thereafter to Girvan fair, but very hilly.

Gradients.—3½m. 1 in 24-23. Near Maybole 1 in 19. At 10½m. 1 in 20; 17½m. 1 in 16. and several short steep hills.

Milestones.—Measured from Ayr Town Hall to Maybole; thence from points outside Maybole and Girvan,—correct.

Measurements.

2½ Alloway.*

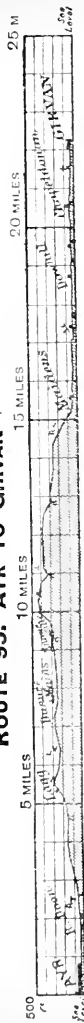
8½ 6½ Maybole,* Castle.

21½ 19½ 13½ Girvan,* Town Steeple.

ROUTE 94. AYR TO GIRVAN.



ROUTE 95. AYR TO GIRVAN (Coast Road).



ROUTE 96. AYR TO GIRVAN (via Brig o' Doon and Daily Station).



Signs. < Road Fork, forward journey > ditto reverse, + Cross Roads, L Road Junction, n Bridge, T indicates a sharp turn
The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

(Route 96 continued.)

Principal Objects of Interest.—ALLOWAY; Burns' Cottage, Monument, Kirk, and Brig o' Doon. MAYBOLE; Tolbooth, Castle.

Hotels or Inns at places marked,* and at (Dailly.)

97 AYR TO NEWTON STEWART.

Description.—Class II. The first 10 miles of this road are very smooth and with easy grades; on to Straiton is still good but with steeper hills. The next few miles are good until the ascent commences, when the surface degenerates and is very poor until nearing Bargrennan,—18 miles of very rough road. From here to Newton Stewart is a beautiful road with easy grades and very good surface.

Gradients.—At 10m. 1 in 22; 11½m. 1 in 25; at 17¾m. the ascent begins with 1 in 14 and 1 in 12, followed by 1 in 18, 21, and 24. The gradient then varies between 1 in 20 and 24 up to the summit, when the descent commences with 1 in 24, increasing to 1 in 20. Immediately after Rowantree Toll there is a grade of 1 in 20, but this decreases to 1 in 25 which is not again exceeded to Bargrennan.

Milestones.—Measured from Ayr Town Hall,—correct.

Measurements.

Ayr,* Town Hall.

5½ Minnyshant.

10 4½ Kirkmichael.

14½ 9 4½ Straiton.*

35½ 30½ 25½ 21½ Bargrennan.*

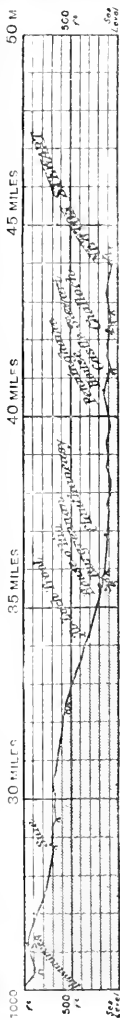
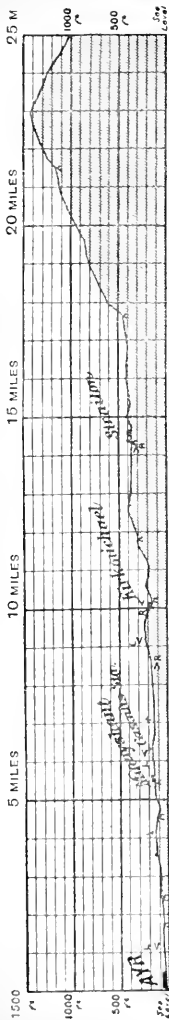
44½ 38½ 34½ 29½ 8½ Newton Stewart,* Town Hall.

Principal Objects of Interest.—6½m. Cassillis House, then after Straiton a very dreary wild road to near Bargrennan. 34½m., to W., Loch Trool. 40¾m. Penninghame House. 41m., Churchyard, and Castle Stewart, ruins. NEWTON STEWART; Academy, Earl of Galloway's Monument.

Hotels or Inns at places marked*.

N.B.—This road was constructed to supersede that from Maybole *via* the Nick of the Balloch, which has 2 miles of 1 in 14, as well as grades of 1 in 11; it is almost disused.

ROUTE 97. AYR TO NEWTON STEWART.



Signs < Road Fork, forward journey, > ditto reverse, + Cross Roads, J Road Junction, O Bridge, T indicates a sharp turn.

The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

98 AYR TO NEW GALLOWAY.

Description.—Class II. While the road has a very good surface, the steepness of the hills makes it very trying—especially on the outward journey—as far as Patna Station. From here as far as Dalmellington the road is level with fair surface; it is good up to the summit with a very steady gradient, but the next 5 miles are a series of steep and very trying undulations. From Carsphairn the road is very stony for some miles, after which it is very good all the way to New Galloway. There is a direct but steep road to New Galloway, straight on at 3½m.

Gradients.—At 2½m. 1 in 19; Whitehill 1 in 14-21; 4½m. 1 in 19; 4¾m. 1 in 24; 5½m. 1 in 23; 7¼m. 1 in 19; easy grades past Dalmellington to summit. At 20m. 1 in 20; 24½m. 1 in 21. From Carsphairn the ascent is easy, and the descent mostly 1 in 25, except at 31½m., 1 in 17.

Milestones.—In Ayrshire measured from Ayr Town Hall; in Kirkcudbright from Carsphairn.

Measurements.

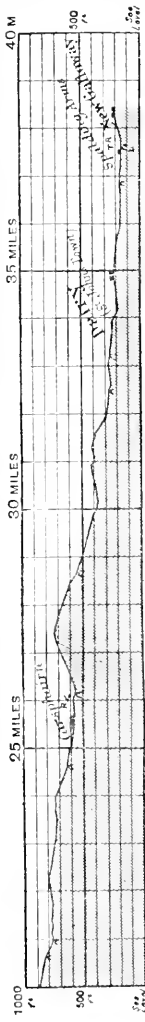
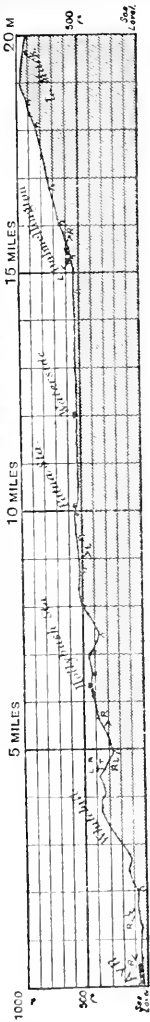
| | | | | | | | | |
|-------|------------|-----------------|--------------|---------|-----------------------|----------------|------------|--|
| Ayr,* | Town Hall. | | | | | | | |
| 10½ | Patna * | Station. | | | | | | |
| 15½ | 5½ | Dalmellington.* | | | | | | |
| 25½ | 15½ | 10 | Carsphairn.* | | | | | |
| 34½ | 24½ | 19½ | 9½ | Dalry * | (St. John's Town of). | | | |
| 37½ | 27½ | 21½ | 11½ | 2½ | Ken Bridge. | | | |
| 38½ | 28½ | 22½ | 12½ | 3½ | ¼ | New Galloway,* | Town Hall. | |

Routes from Thornhill, Dumfries, Castle Douglas, Kirkcudbright, and Newton Stewart, meet at Ken Bridge.

Principal Objects of Interest.—Iron Works near Dalmellington. 19m. View of Loch Doon and Castle. Carsphairn; is in the midst of the Covenanters' District. Thereafter some pretty scenery along the banks of the Ken.

Hotels or Inns at places marked *.

ROUTE 98. AYR TO NEW GALLOWAY.



G

Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge, T indicates a sharp turn.

The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

99

AYR TO CARSTAIRS.

Description.—Class II. Undulating but very good road to Cumnock, thence hilly and somewhat rough to Muirkirk, after which it is very fair past Douglas to Carstairs. The road is rather rough about Rigside.

Gradients.—At $3\frac{1}{2}$ m. 1 in 21; $6\frac{1}{2}$ m. 1 in 25; $7\frac{1}{2}$ m. 1 in 23; 16m. 1 in 19; 17m. 1 in 18; $18\frac{1}{2}$ m. 1 in 23; 38m. 1 in 17; 39m. 1 in 16; $40\frac{1}{2}$ m. and $42\frac{1}{2}$ m. 1 in 22; 43m. 1 in 20; 45m. 1 in 22; $46\frac{1}{2}$ m. 1 in 14.

Milestones.—Measured from Ayr Town Hall to Cumnock, then from Cumnock Church to Wellwood. Here those from Ayr *via* Mauchline continue to the County Boundary, when the numbers and positions of those from Cumnock are resumed. After Douglas they are irregular.

Measurements.

Ayr, * Town Hall.

$11\frac{1}{2}$ Ochiltree.*

$15\frac{3}{8}$ $4\frac{1}{2}$ Cumnock,* Church.

$29\frac{5}{8}$ $18\frac{3}{8}$ $13\frac{7}{8}$ Muirkirk.*

$35\frac{3}{8}$ $24\frac{1}{2}$ 20 $6\frac{1}{2}$ Douglas.*

$48\frac{3}{8}$ $36\frac{3}{8}$ $32\frac{5}{8}$ $18\frac{3}{4}$ $12\frac{5}{8}$ Carstairs, Church.

Principal Objects of Interest.—CUMNOCK; Peden's Grave, Dumfries Ho. $17\frac{3}{4}$ m. Lugar Ironworks. Aird's Moss Skirmish, 1686. $22\frac{1}{2}$ m. Cameron's Monument. Thence dreary moorland road past reservoirs. Douglas; Church and Monuments, Castle.

Hotels or Inns at places marked,* at Coylton, and Carstairs Junction.

100

AYR TO MUIRKIRK.

Description.—Class II. A very good but hilly road to Mauchline; thence very steep grades for some miles, after which it is a fair road to Muirkirk, though rough about Sorn.

Gradients.—At 4m. 1 in 22; $5\frac{1}{2}$ m. 1 in 19; $6\frac{1}{2}$ m. 1 in 21; $8\frac{1}{2}$ m. 1 in 19; 10m. 1 in 19; $11\frac{1}{2}$ m. 1 in 18-13; 12m. 1 in 18; $13\frac{1}{2}$ m. 1 in 16; $13\frac{3}{4}$ m. 1 in 24; $14\frac{1}{2}$ m. 1 in 10; Sorn Hill 1 in 11-13.

Milestones.—Measured from Ayr, Town Hall,—correct.

Measurements.

Ayr,* Town Hall.

11 Mauchline.*

15 4 Sorn Village.

$24\frac{1}{2}$ $13\frac{1}{2}$ $9\frac{1}{2}$ Muirkirk.*

Principal Objects of Interest.—Beautiful scenery where this road touches the Water of Ayr. MAUCHLINE; is in the midst of scenes and references in Burn's Poems. $14\frac{1}{2}$ m Sorn Castle.

Hotels or Inn at places marked*.

101 AYR TO HAMILTON.

Description.—Class II. A hilly road to Galston, good to Darvel, thence hilly and rough to near Strathavon, after which it is good, but steep to Hamilton. The best road to Galston is *via* Kilmarnock.

Gradients.—At 4¼m. 1 in 20; 4¾m. 1 in 21; 6m. 1 in 17; 6¾m. 1 in 15; 13m. 1 in 20; 13¾m. 1 in 18; 17½m. 1 in 17; 20¼ and 21¼m. 1 in 23-22; 30½m. 1 in 17-21; descent to Hamilton 1 in 16-18-15.

Milestones.—Measured from Ayr Town Hall, to Galston, thence from Kilmarnock Cross to County Boundary, after which as far as Strathavon they are from Edinburgh, West Port. After Strathavon measured from Hamilton.

Measurements.

| | | | | | |
|-------|------------|------------|---------|--------------|------------|
| Ayr,* | Town Hall. | | | | |
| 14¾ | Galston.* | | | | |
| 17¾ | 2¾ | Newmilns.* | | | |
| 19 | 4¼ | 1½ | Darvel. | | |
| 30 | 15¼ | 12¾ | 11 | Strathavon,* | Green. |
| 37½ | 22¾ | 20½ | 18½ | 7½ | Hamilton.* |

Principal Objects of Interest.—15¼m. Loudon Castle; 17½m. "Patie's Mill." 24¼m., ½m. to N., Drunclog Battlefield, 1679. STRATHAVON; Castle ruin, Falls. HAMILTON; Palace, Cadzow Castle, ruin.

Hotels or Inns at places marked*.

102 AYR TO DALRY (*Ayrshire*).

Description.—Class I. A beautiful smooth road with no hills worth speaking of to Kilwinning; thence undulating, but with very good surface.

Gradients.—None above 1 in 25.

Milestones.—Measured from Ayr Town Hall, correct to Kilwinning.

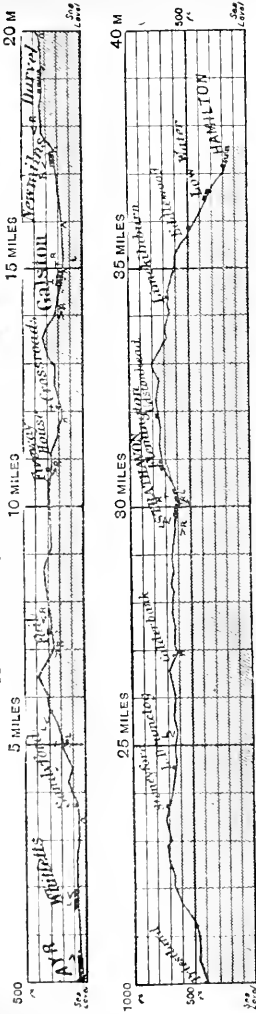
Measurements.

| | | | | | | |
|-------|-------------|-----------|----------|--------------|---------|---------|
| Ayr,* | Town Hall. | | | | | |
| 2¾ | Prestwick,* | School. | | | | |
| 3¾ | 1½ | Monkton.* | | | | |
| 11½ | 8¾ | 7½ | Irvine.* | | | |
| 14½ | 11¾ | 10½ | 3 | Kilwinning,* | Cross. | |
| 19 | 16¼ | 15½ | 7½ | 4½ | Dalry,* | Church. |

Principal Objects of Interest.—The road is low lying most of the way; it is less uninteresting near Kilwinning.

Hotels or Inns at places marked*, and at Loans.

ROUTE 101. AYR TO HAMILTON.



ROUTE 102. AYR TO DALRY.



103 CUMNOCK TO GALSTON, &c.

Description.—Class II. A very hilly road of rather poor surface most of the way. To Glasgow, better go by Kilmarnock.

Gradients.—At 1½m. 1 in 19; 4½m. 1 in 11; 5½m. 1 in 10; 6½m. 1 in 14; 12m. 1 in 14; 13½m. 1 in 17-12-17; 15½m. 1 in 17; 18½m. 1 in 21; 18¾m. 1 in 22.

Milestones.—Measured from Galston,—nearly correct.

Measurements.

Cumnock,* Church.

5 Sorn Church.

12½ 7½ Galston.*

17½ 12½ 4½ Waterside.

33½ 28½ 21½ 16½ Glasgow*, Jamaica Street.

Principal Objects of Interest.—5m., Sorn Castle. 13m., Loudon Castle.

Hotels or Inns at places marked *, and at Malletsheugh, Newton Mearns, and Giffnock.

104 KILMARNOCK TO NEW CUMNOCK.

Description.—Class II. A very good and smooth undulating road to Cumnock; thence only fair surface.

Gradients.—At 3m. 1 in 21; 4½m. 1 in 13; 10½m. 1 in 20; 10¾m. 1 in 20; 12m. 1 in 20; 13m. 1 in 19; 13½m. 1 in 20; 15½m. 1 in 24; 17¾m. 1 in 17.

Milestones.—Measured from Kilmarnock Cross to Cumnock, thereafter from Ayr, Town Hall,—each set correct.

Measurements.

Kilmarnock,* Cross.

8½ Mauchline.*

15½ 6½ Cumnock,* Church.

21 12½ 5½ New Cumnock,* Church.

Principal Objects of Interest.—8½m., Mossgiel. MAUCHLINE; in this district are the scenes of many of Burn's Poems. 10½m., Ballochmyle Viaduct. CUMNOCK; Peden's Grave, Dumfries House.

Hotels or Inns at places marked *.

105 PAISLEY TO GREENOCK.

Description.—Class II. This road has a fair surface, but is lumpy near the towns through which it passes.

Measurements.

Paisley,* Cross.

3½ Johnstone,* Square.

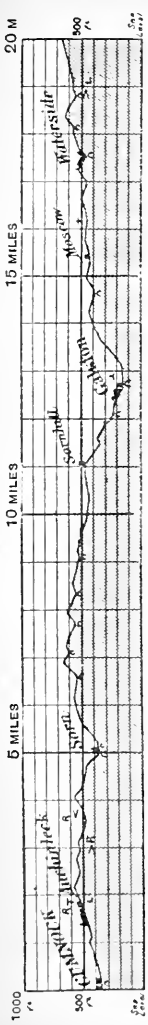
7 3½ Bridge of Weir.*

10½ 7 3½ Kilmalcolm.*

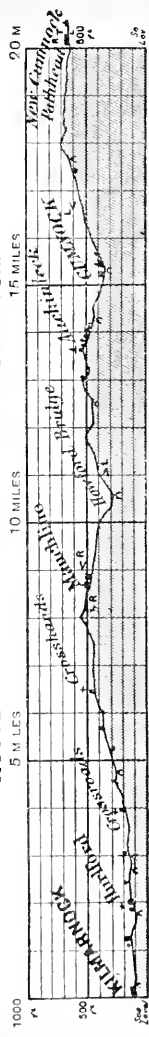
14½ 11½ 7½ 4½ Port Glasgow,* Town Hall.

17½ 14½ 10½ 7½ 2½ Greenock,* Town Hall.

ROUTE 103. CUMNOCK TO GALSTON, &C.



ROUTE 104. KILMARNOCK TO NEW CUMNOCK.



ROUTE 105. PAISLEY TO GREENOCK.



Gradients.—Descent to Port Glasgow 1 in 22-15-10-17-13.

Principal Objects of Interest.—ELDERSLIE; Wallace's tree. BRIDGE OF WEIR; Orphan Homes. 10½m. Hydro-pathic. 14¼m., Newark Castle, ruin.

Hotels or Inns at places marked * and at Elderslie.

106 HAMILTON TO FENWICK.

Description.—Class II. & III. As far as Eaglesham the road is good but undulating; thereafter it is poor and hilly.

Gradients.—9¾m. 1 in 17; 12¼m. 1 in 17-21; 13¼m. 1 in 24; 14m. 1 in 20; 14¼m. 1 in 20; 14½m. 1 in 14; 16¼m. 1 in 21.

Milestones.—Measured from Hamilton..

Measurements.

Hamilton.*

3 Blantyre.*

6½ 3½ East Kilbride.*

10½ 7¾ 4¾ Eaglesham.*

19¾ 16¾ 13¾ 9 Fenwick.*

24¼ 21¼ 17¾ 13¾ 4¾ Kilmarnock,* Cross.

Principal Objects of Interest.—The road passes through colliery district at first; after Eaglesham it is uninteresting.

Hotels or Inns at places marked *.

107 GREENOCK TO IRVINE.

Description.—Class II. Usually an exceedingly good road, but liable to sudden change; it runs for 20 miles along the sea shore, and is sometimes "washed out" in stormy weather. There is a direct road over the hill from Greenock to Inverkip, 3½m. shorter than by the Cloch Lighthouse. Gradient mostly 1 in 20.

Gradients.—Very slight, except at Largs, 1 in 20.

Milestones.—Measured *via* the direct road to Inverkip, and through West Kilbride,—correctly placed.

Measurements.

Greenock,* Town Hall.

3¼ Gourrock,* Station.

11 7¾ Wemyss Bay,* Pier.

17½ 14¼ 6½ Largs.*

20½ 17¼ 9½ 3 Fairlie.*

30½ 27¼ 19½ 13 10 Saltcoats.*

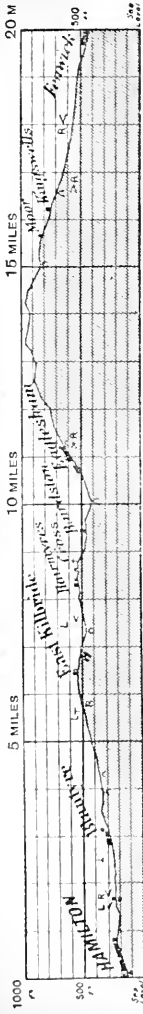
34½ 31¼ 23½ 17 14 4 Kilwinning.*

37½ 34¼ 26½ 20 17 7 3 Irvine.*

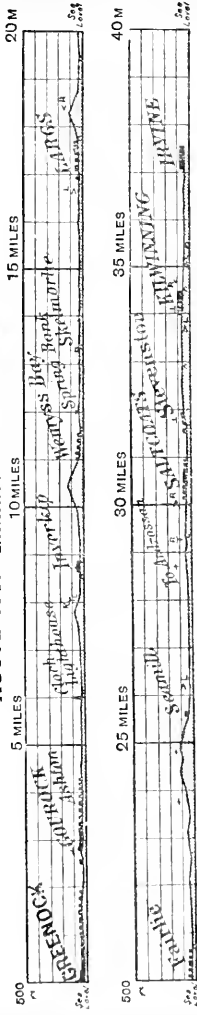
Principal Objects of Interest.—A most delightful road running close to the water's edge nearly the whole way.

Hotels or Inns at places marked * and at Inverkip, Skelmorlie, West Kilbride, Ardrossan, and Stevenston.

ROUTE 106. HAMILTON TO FENWICK.



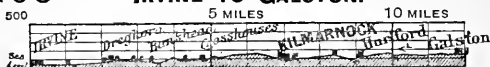
ROUTE 107. GREENOCK TO IRVINE.



Signs : < Road Fork, forward journey, > ditto reverse, + Cross Roads, 0 Bridge T indicates a sharp turn.
 The directions R (right) and L (left) for the forward journey are above the line, those of the reverse, below.

108

IRVINE TO GALSTON.



Description.—Class II. An undulating road with very good surface.

Milestones.—Measured from Kilmarnock Cross,—correct.

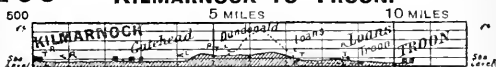
Measurements.—Irvine.*

| | |
|-----------------|---------------------------------|
| 7 $\frac{1}{8}$ | Kilmarnock,* Cross. |
| 9 | 1 $\frac{7}{8}$ Hurlford,* P.O. |
| 12 | 4 $\frac{7}{8}$ 3 Galston.* |

Principal Objects of Interest.—KILMARNOCK; Burns' Memorial. Galston: Loudoun Castle.

109

KILMARNOCK TO TROON.



The dotted line indicates the direct road by Dundonald.

Description.—Class III. The direct road is good as far as Dundonald, but then becomes steep and rather rough until Loans, whence it is good to Troon. A much better and easier road is that by Parkthorn shown on diagram.

Gradients (direct road).—At 5 $\frac{1}{2}$ m. 1 in 17-24; 7m. 1 in 16-11-16.

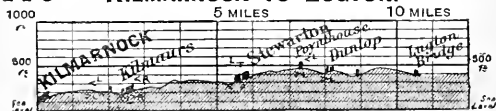
Measurements.—Kilmarnock,* Cross.

| | |
|------------------|----------------------------------|
| 5 $\frac{1}{2}$ | Dundonald. |
| 9 | 3 $\frac{1}{2}$ Troon,* |
| 10 $\frac{3}{4}$ | ... Troon* <i>via</i> Parkthorn. |

Principal Objects of Interest.—2m. Riccarton Castle. Dundonald; Castle.

110

KILMARNOCK TO LUGTON.



Description.—Class II. A fine smooth road, but slightly hilly after Kilmaurs.

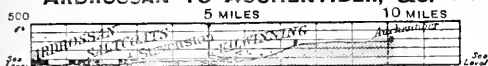
Gradients.—At 3 $\frac{1}{2}$ m. 1 in 23-20; 6m. 1 in 24; 8 $\frac{1}{2}$ m. 1 in 17-19.

Milestones.—Measured from Kilmarnock Cross, to Stewarton; thereafter from Glasgow.

Measurements.—Kilmarnock,* Cross.

| | |
|------------------|--|
| 5 $\frac{1}{2}$ | Stewarton.* |
| 8 $\frac{1}{2}$ | 2 $\frac{1}{2}$ Dunlop. |
| 10 $\frac{3}{4}$ | 4 $\frac{3}{4}$ 2 $\frac{1}{2}$ Lugton,* Station. |
| 25 $\frac{3}{8}$ | 19 $\frac{3}{8}$ 17 $\frac{1}{4}$ 15 Glasgow,* Jamaica St. |

ARDROSSAN TO AUCHENTIBER, &c. 111

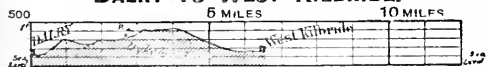


Description.—Class II. A good road with easy gradients.
 Measurements.—Ardrossan.*

- 1½ Saltcoats.*
- 5½ 4 Kilwinning,* Cross.
- 10½ 8½ 4½ Auchentiber.
- 20½ 28½ 24½ 19½ Glasgow,* Jamaica St.

Principal Objects of Interest.—KILWINNING; Abbey ruins, Cross. Eglinton; Castle.

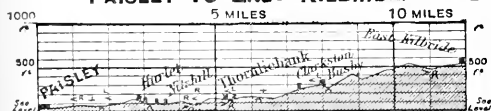
DALRY TO WEST KILBRIDE. 112



Description.—Class II. Good surface, but rather hilly.
 Gradients.—At ¾m. 1 in 13; 4¼m. 1 in 15; 5m. 1 in 19.
 Measurements.—Dalry * Church.

- 6½ West Kilbride * Church.

PAISLEY TO EAST KILBRIDE. 113



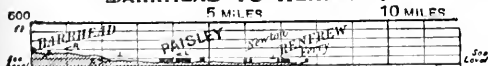
Description.—Class II. The road has an excellent surface, but is somewhat hilly after Thornliebank.

Gradients.—At 8½m. 1 in 23-18; 9m. 1 in 21.

Measurements.—Paisley,* Cross.

- 2½ Hurlet.
- 5½ 2½ Thornliebank.*
- 8 5½ 2½ Busby.*
- 12 9½ 6½ 4 East Kilbride.*

BARRHEAD TO RENFREW. 114



Description.—Class II. A fine smooth road, except through Paisley.

Milestones.—Measured from Renfrew Cross.

Measurements.—Barrhead.*

- 3 Paisley,* Cross.
- 6½ 3½ Renfrew,* Cross.

Principal Objects of Interest.—PAISLEY; Abbey.

115 GLASGOW TO GREENOCK.

Description.—Class I. After quitting the suburbs the road has a very good surface to Port Glasgow, but thereafter is very rough, owing to heavy traffic.

Gradients.—Descent to Langbank 1 in 22.

Milestones.—Correct, but add the Cessnock Dock deviation $\frac{1}{4}$ m. After Bishopton measured from Greenock, T. H.

Measurements.

Glasgow, * Jamaica Street.

$6\frac{1}{8}$ Renfrew, * Cross.

$11\frac{7}{8}$ $5\frac{3}{4}$ Bishopton.

$19\frac{3}{8}$ $13\frac{1}{4}$ $7\frac{1}{2}$ Port Glasgow, * Town Hall.

$22\frac{1}{4}$ $16\frac{1}{2}$ $10\frac{3}{8}$ $2\frac{7}{8}$ Greenock, * Town Hall.

Principal Objects of Interest.— $18\frac{3}{4}$ m. Newark Castle. There are many fine views of the Clyde, and the hills surrounding it.

Hotels or Inns at places marked *.

116 GLASGOW TO DALRY.

Description.—Class I. To Paisley the road is generally very rough, owing to heavy traffic, but thereafter it is very fair, though somewhat hilly.

Gradients.—At $13\frac{1}{2}$ m., & $14\frac{1}{2}$ m. 1/20; $22\frac{1}{2}$ m. 1/25; 24 m. 1/23.

Milestones.—Measured from Royal Exchange, Glasgow, and from Paisley Cross.

Measurements.

Glasgow, * Jamaica Street.

$6\frac{7}{8}$ Paisley, * Cross.

$9\frac{1}{4}$ $2\frac{3}{8}$ Elderslie, *

$18\frac{1}{4}$ $11\frac{3}{8}$ 9 Beith, * Town Hall.

23 $16\frac{1}{2}$ $13\frac{3}{4}$ $4\frac{1}{4}$ Dalry, * Church.

Principal Objects of Interest.— $4\frac{3}{4}$ m., to S., Crookston Castle, ruins. PAISLEY; Abbey. Elderslie; Wallace's Tree. KILWINNING; Abbey, ruins.

Hotels or Inns at places marked *, Thorn, and Howwood.

117 GLASGOW TO LARGS.

Description.—Class II. As Route 116 for 15m., thence hilly and rather steep road; poor surface after Kilbirnie.

Gradients.—21m. 1 in 18-25; descent to Largs 1 in 13-12-1.

Measurements.

Glasgow, * Jamaica Street.

$6\frac{7}{8}$ Paisley, * Cross.

$16\frac{1}{2}$ $9\frac{5}{8}$ Lochwinnoch, *

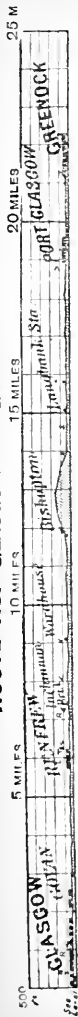
$20\frac{1}{2}$ $13\frac{1}{4}$ $4\frac{1}{4}$ Kilbirnie * Bridge.

$29\frac{1}{4}$ $22\frac{3}{8}$ $13\frac{3}{8}$ $9\frac{1}{2}$ Largs, *

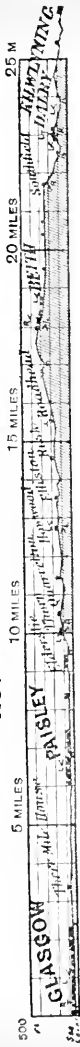
Principal Objects of Interest.—24m. Supposed site Battle of Largs, 1263.

Hotels or Inns at places marked *, Thorn, and Howwood.

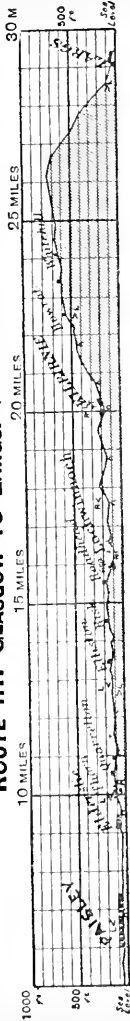
ROUTE 115. GLASGOW TO GREENOCK.



ROUTE 116. GLASGOW TO DALRY.



ROUTE 117. GLASGOW TO LARGS. (Route 116 for 5 miles.)



ROUTE 118. GLASGOW TO IRVINE.



118**GLASGOW TO IRVINE.**

Description.—Class I. Generally speaking the surface is fair, but in some parts it is rather rough.

Gradients.—The road is beautifully engineered.

Milestones.—Measured from the commencement of the Pollockshaws road,—correct.

Measurements.

Glasgow, * Jamaica Street.

7½ Barrhead.*

10 2½ Neilston *Station.

15 7½ 5 Lugton * Station.

26 18½ 16 11 Irvine.*

Principal Objects of Interest.—5¼m., 1m. to N., Crookston Castle. Past Barrhead are many Printworks, Bleachfields, &c.

Hotels or Inns at places marked *, and at Hurlet.

119**GLASGOW TO AYR.**

Description.—Class I. A beautiful surface to Kilmarnock, rough through the town, thence exceedingly good to Ayr.

Gradients.—Hardly perceptible, the maximum is 1 in 32.

Milestones.—Measured from Glasgow Royal Exchange to County Boundary, thereafter from Kilmarnock Cross; after Monkton from Ayr Town Hall.

Measurements.

Glasgow, * Jamaica Street.

7 Newton Mearns.*

16½ 9½ Fenwick.*

21 14 4½ Kilmarnock, * Cross.

28½ 21½ 12½ 7½ Monkton.*

32½ 25½ 16 11½ 3½ Ayr, * Town Hall.

Principal Objects of Interest.—KILMARNOCK; Burns' Memorial. AYR; Wallace Tower, Bridges, Burns' Cottage, etc. This is a favourite road, and though there are few objects of special note, it is by no means uninteresting.

Hotels or Inns at places marked *, Malletsheugh, and Prestwick.

120**GLASGOW TO STRATHAVON.**

Description.—Class II. A very hilly road, but with fair surface to Strathavon.

Gradients.—At 4¼m. 1 in 23-20; 9½m. 1 in 20; 12¼m. 1 in 16; 15¼m. 1 in 21; 28¾m. 1 in 20-24.

Milestones.—Measured from Glasgow Cross—fairly correct.

Measurements.

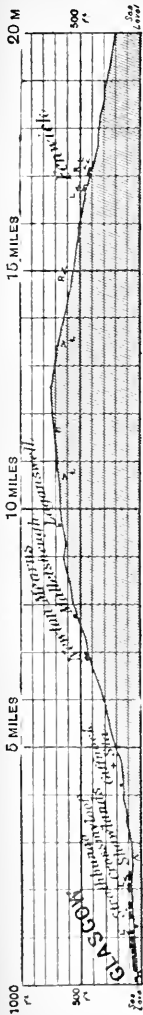
Glasgow, * Jamaica Street.

3 Rutherglen.*

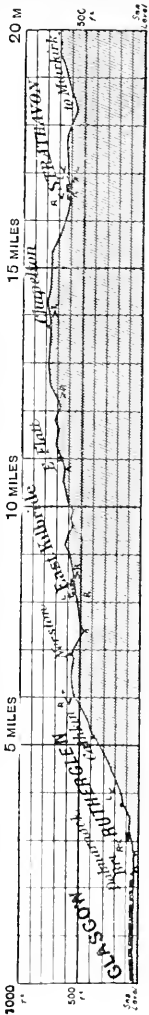
8½ 5½ East Kilbride.*

16½ 13½ 8½ Strathavon, * Green.

ROUTE 119. GLASGOW TO AYR.



ROUTE 120. GLASGOW TO STRATHAVON.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, L Road Junction, O Bridge, T indicates a sharp turn.
 The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

Principal Objects of Interest.—Some fine views of the Vale of Clyde are obtained from this road. STRATHAVON; Castle ruins, Waterfall.

Hotels or Inns at places marked*.

121

GLASGOW TO ABINGTON.

Description.—Class I. The first ten miles are lumpy with suburban traffic, but thereafter the road is a splendid highway of very fine surface, though often with patches of metal in the higher parts. The road is good in all weathers.

Gradients.—To Bothwell Bridge, both sides 1 in 19; 28m. 1 in 18; 29m. 1 in 18; 35½m. 1 in 23.

Milestones.—Perfectly correct after Hamilton, —measured from Glasgow Cross.

Measurements.

Glasgow,* Jamaica Street.

9½ Bothwell.*

11½ 2½ Hamilton.*

15 5½ 3½ Larkhall.*

23 13½ 11½ 8 Leshmahagow,* Toll.

28½ 19½ 17½ 13½ 5½ Douglas Mill.

37½ 28½ 26 22½ 14½ 8½ Abington* Hotel.

Principal Objects of Interest.—BOTHWELL; Castle, ruin. Bothwell Bridge, Battle, 1679. HAMILTON; Palace, Cadzow Castle, ruin. Moorland after Douglas Mill.

Hotels or Inns at places marked*.

122

GLASGOW TO LANARK.

Description.—Class I. This road though rather undulating has a magnificent surface. As far as Bothwell the suburban traffic makes the road lumpy, but thereafter it is very good but hilly.

Gradients.—To Bothwell Bridge 1 in 19, both sides; at 13½m., & 17½m., & 22½m. 1 in 20; at 23m. 1 in 13; at 24½m. 1 in 10 (dangerous).

Milestones.—Measured from Glasgow Cross; correct after Hamilton.

Measurements.

Glasgow,* Jamaica Street.

9½ Bothwell.*

11½ 2½ Hamilton.*

17½ 8½ 6½ Dalserf.

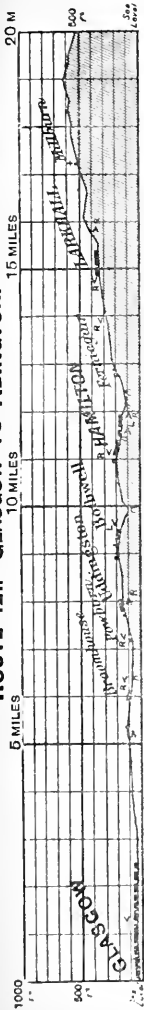
20½ 11½ 9½ 3½ Crossford.*

25½ 16½ 14 7½ 4½ Lanark,* Cross.

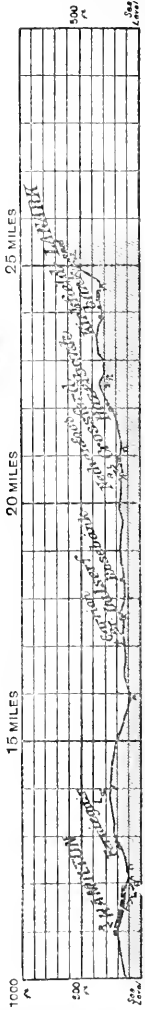
Principal Objects of Interest.—BOTHWELL; Castle, ruin, Bridge. HAMILTON; Palace, Cadzow Castle, ruin. 20½m. to W., Craignethan Castle, ruin. 23m. Stonebyres Fall. LANARK; Cartland Crags, Falls of Clyde.

Hotels or Inns at places marked*, and at Kirkfieldbank.

ROUTE 121. GLASGOW TO ABINGTON.



ROUTE 122. GLASGOW TO LANARK.



123

GLASGOW TO PEEBLES.

Description.—Class I. & II. A well-made, good, but hilly road, rather rough in the coal and iron district through which it passes. After Carluke the surface is better, but the road is more or less hilly till within 8m. of Peebles.

Gradients.—At 10 $\frac{3}{4}$ m. 1 in 17; 11m. 1 in 16; 14m. 1 in 18; 21 $\frac{1}{4}$ m. 1 in 18; 24 $\frac{1}{4}$ m. 1 in 19; 26 $\frac{3}{4}$ m. 1 in 18; 27m. 1 in 17; 33 $\frac{1}{2}$ m. 1 in 23; 34m. 1 in 18-21-24; 35 $\frac{1}{2}$ m. 1 in 15; 38m. 1 in 18-21; 38 $\frac{3}{4}$ m. 1 in 20-16; 41 $\frac{1}{2}$ m. 1 in 12; 50m. 1 in 21.

Milestones.—These are indifferently placed, except from Carluke to Elsrickle, and for some miles approaching Peebles.

Measurements.

Glasgow,* Jamaica Street.

| | | | | | |
|------------------|------------------|------------------|------------------|-------------------|------------------------|
| 9 $\frac{3}{4}$ | Bellshill.* | | | | |
| 12 $\frac{1}{4}$ | 2 $\frac{1}{2}$ | Motherwell.* | | | |
| 15 $\frac{3}{8}$ | 5 $\frac{3}{8}$ | 3 $\frac{3}{8}$ | Wishaw.* | | |
| 20 $\frac{3}{8}$ | 10 $\frac{3}{8}$ | 8 $\frac{1}{8}$ | 4 $\frac{3}{8}$ | Carluke,* Market. | |
| 29 $\frac{3}{8}$ | 19 $\frac{3}{8}$ | 17 $\frac{1}{8}$ | 13 $\frac{3}{8}$ | 9 $\frac{1}{8}$ | Carnwath,* Cross. |
| 35 $\frac{3}{8}$ | 25 $\frac{3}{8}$ | 23 $\frac{1}{8}$ | 19 $\frac{3}{8}$ | 15 $\frac{1}{8}$ | 6 Elsrickle. |
| 50 $\frac{1}{2}$ | 40 $\frac{1}{2}$ | 38 $\frac{1}{2}$ | 34 $\frac{3}{8}$ | 30 $\frac{1}{8}$ | 21 15 Peebles,* Cross. |

Principal Objects of Interest.—20m. of the Coal and Iron district, afterwards uninteresting till near Peebles.

Hotels or Inns at places marked *, and at Carstairs Jun.

124

GLASGOW TO EDINBURGH.

Description.—Class I. Until Airdrie is passed this road is much cut up with suburban traffic, but from there it is an exceedingly good and smooth road right in to Edinburgh. This is the most direct route to Edinburgh, but many prefer the more interesting road by Falkirk, 46 $\frac{3}{4}$ m. The road by Shotts, 44 $\frac{3}{8}$ m., is seldom used for through traffic.

Gradients.—The only stiff hill is through Airdrie, 1 in 22.

Milestones.—These are measured from Glasgow suburbs, and from Caledonian Station, Edinburgh,—correct.

Measurements.

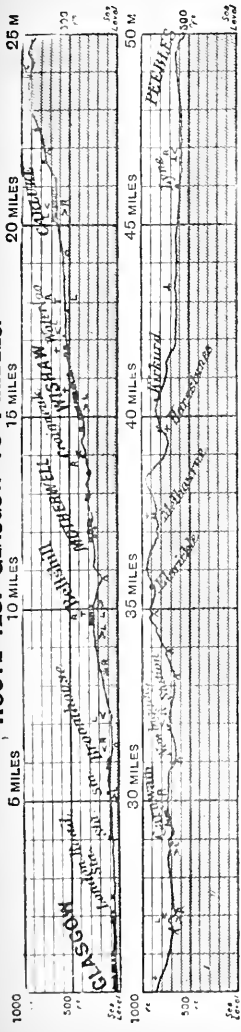
Glasgow,* Jamaica Street.

| | | | | | |
|------------------|------------------|------------------|------------------|------------------|---|
| 4 | Shettleston.* | | | | |
| 9 $\frac{1}{4}$ | 5 $\frac{1}{4}$ | Coatbridge.* | | | |
| 11 $\frac{1}{4}$ | 7 $\frac{1}{4}$ | 2 | Airdrie,* Cross. | | |
| 23 | 19 | 13 $\frac{3}{4}$ | 11 $\frac{3}{4}$ | Armadale.* | |
| 25 $\frac{3}{8}$ | 21 $\frac{3}{8}$ | 16 $\frac{1}{8}$ | 14 $\frac{1}{8}$ | 2 $\frac{3}{8}$ | Bathgate,* Station. |
| 31 $\frac{3}{8}$ | 27 $\frac{3}{8}$ | 22 $\frac{1}{8}$ | 20 $\frac{1}{8}$ | 8 $\frac{3}{8}$ | 6 Uphall.* |
| 32 $\frac{1}{4}$ | 28 $\frac{1}{4}$ | 23 $\frac{1}{2}$ | 21 $\frac{1}{2}$ | 9 $\frac{1}{4}$ | 7 $\frac{3}{8}$ 1 $\frac{3}{8}$ Broxburn.* |
| 44 $\frac{1}{8}$ | 40 $\frac{1}{8}$ | 34 $\frac{3}{8}$ | 32 $\frac{3}{8}$ | 21 $\frac{3}{8}$ | 18 $\frac{3}{8}$ 12 $\frac{3}{8}$ 11 $\frac{3}{8}$ Edinburgh,* G.P.O. |

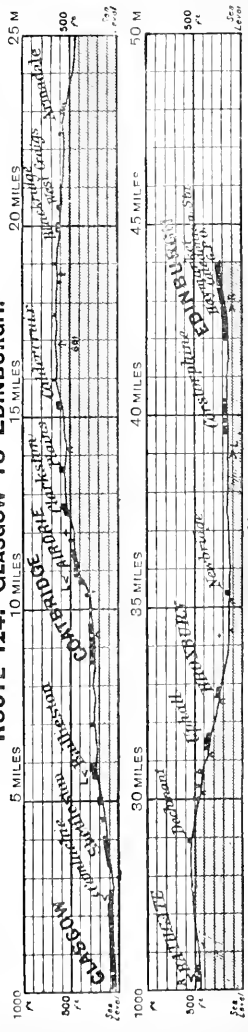
Principal Objects of Interest.—Ironworks about Coatbridge and Airdrie, shale oil works at Uphall, Broxburn.

Hotels or Inns at places marked *, and at Corstorphine.

ROUTE 123. GLASGOW TO PEEBLES.



ROUTE 124. GLASGOW TO EDINBURGH.



125 GLASGOW TO STIRLING.

Description.—Class I. This road is a fine broad highway throughout, but with only tolerable surface. Care should be taken passing through St. Ninians.

Gradients.—None of any extent, except at 14½m. 1 in 23.

Milestones.—Measured from Glasgow Cross, and from Stirling, Burgh Hall,—correct.

Measurements.

Glasgow, * Jamaica Street.

8½ Moodiesburn.

14 5½ Cumbernauld.*

17½ 9¼ 3½ Dennyloanhead.*

19¾ 11 5½ 1½ Denny,* Church.

26½ 18½ 12½ 8½ 7½ Stirling,* King Street.

Principal Objects of Interest.—16m. Roman Wall. 24½m. Bannockburn Battlefield, 1314.

Hotels or Inns at places marked *, Steps, and Mollinburn.

126 GLASGOW TO KILSYTH & FALKIRK.

Description.—Class II. Surface fair, but a rather hilly road to Dennyloanhead; thereafter good to Falkirk. The road avoids the main parts of Kirkintilloch and Kilsyth.

Gradients.—At Bonnybridge, 1 in 19.

Milestones.—Variable for 14m., thence from Edin. correct.

Measurements.

Glasgow, * Jamaica Street.

8½ Kirkintilloch.*

13½ 4½ Kilsyth.*

19¼ 11 6½ Dennyloanhead.*

24¾ 16½ 11¼ 5½ Falkirk,* Town Clock.

Principal Objects of Interest.—6½m. Roman Wall. 10m. Covenanters' Tombstone. KILSYTH; Battlefield. A very pretty road running along the foot of the Campsie Fells.

Hotels or Inns at places marked *, Bishopbriggs and Bonnybridge.

127 GLASGOW TO KIPPEN.

Description.—Class II. As far as Lennoxton the road is good; thereafter very rough, and steep over the hill. After passing Fintry the road improves in quality.

Gradients.—From 11m. 1/16-11-15-23; descent 1/19-24-16-11. Dangerous turns at 11¾m. and 17m. 1/12.

Milestones.—Measured from Glasgow, Barony Church, to Fintry; thereafter measured from Stirling.

Measurements.

Glasgow, * Jamaica Street.

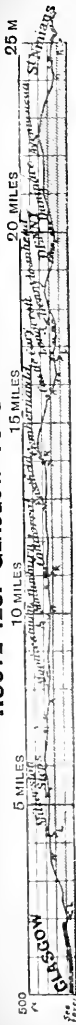
10¼ Lennoxton.*

18 7¾ Fintry.*

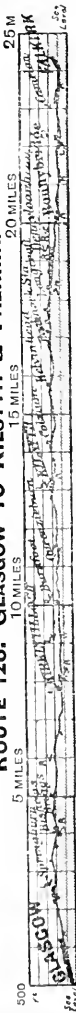
25 14¾ 7 Kippen.*

26 15¾ 8 1 Kippen Station.

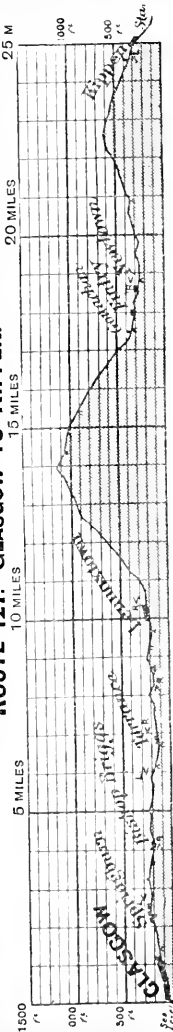
ROUTE 125. GLASGOW TO STIRLING.



ROUTE 126. GLASGOW TO KILSYTH & FALKIRK.



ROUTE 127. GLASGOW TO KIPPEN.



ROUTE 128. KILSYTH TO BUCHLYVIE.



Principal Objects of Interest.—12½m. Campsie Glen. 18m. Loup of Fintry (fall). Moorland on the higher parts. Hotels or Inns at places marked *, and at Bishopbriggs.

128 KILSYTH TO BUCHLYVIE.

Description.—Class II. A very good road the whole way with comparatively easy hills.

Gradients.—At 14½m. 1 in 18; 17m. 1 in 22; 19m. 1 in 21-16.

Milestones.—After Strathblane, measured from Royal Exchange, Glasgow.

Measurements.

Kilsyth.*

6¼ Lennoxton.*

11 4¾ Strathblane.*

16¼ 10 5¼ Killearn.*

18½ 12½ 7½ 2½ Balfron.*

23½ 19¼ 12½ 7¼ 4½ Buchlyvie.*

Principal Objects of Interest.—7¾m. Campsie Glen, very pretty. Killearn; Buchanan's Monument.

129 GLASGOW TO ABERFOYLE, &C.

Description.—Class II. The first few miles are rough; thereafter the road is good but hilly to Strathblane, when it becomes almost level—with splendid surface—right on to Aberfoyle. The Trossachs section is a toll-road, well kept, but very steep: cyclists are prohibited by the proprietors.

Gradients.—Past Milngavie 1 in 19-14; descent 1 in 19-16- (dangerous turn)-20. Trossachs section nearly all 1 in 12 both sides, with dangerous turns.

Milestones.—Measured from Glasgow, Royal Exchange, and from Aberfoyle Hotel,—correct.

Measurements.

Glasgow,* Jamaica Street.

3 Maryhill.*

7¼ 4¼ Milngavie.*

11¼ 8¼ 4 Strathblane.*

20 17 12¾ 8¾ Stirling-Dumbarton Road.

27½ 24½ 20¼ 16¼ 7½ Aberfoyle* Hotel.

34¼ 31¼ 27 23 14¼ 6¾ Trossachs Pier.

Aberfoyle Hotel to Trossachs Hotel, 6¼m.

Principal Objects of Interest.—9m. Craigmaddie Cas., ruin. 13¼m. Duntreath Cas. Aberfoyle; Churchyard, Bailie's "Coulter," etc. Fine views on the Trossachs section.

Hotels or Inns at places marked * (and Trossachs Hotel).

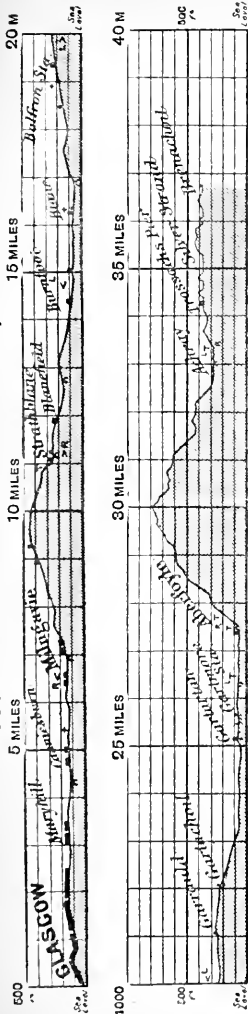
130 GLASGOW TO DRYMEN.

Description.—Class III. The first 6 miles are comparatively easy, after which it is very hilly, but with a fair surface.

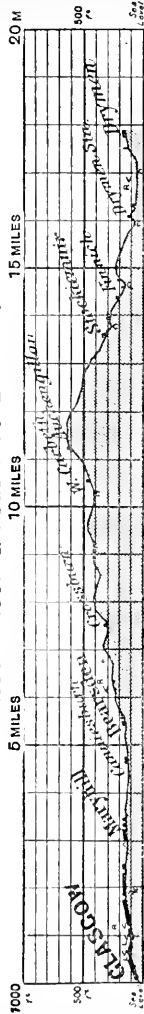
Gradients.—Frequent lengthy grades of 1 in 15 to 1 in 22.

Milestones.—Measured from Glasgow, Royal Exchange.

ROUTE 129. GLASGOW TO ABERFOYLE, &C.



ROUTE 130. GLASGOW TO DRYMEN.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge, ∇ indicates a sharp turn.
 The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

Measurements.

Glasgow*, Jamaica Street.

3 Maryhill.*

5½ 2½ Bearsden.*

17¾ 14¾ 12¼ Drymen.*

Principal Objects of Interest.—3m. Forth and Clyde Canal. 5½m. Roman Wall. Drymen; Buchanan Castle.

131 GLASGOW TO ARROCHAR.

Description.—Class I & II. After clearing the suburbs the road is very smooth with a fine surface all the way, specially good along Loch Lomond.

Gradients.—All very easy, none steep.

Milestones.—Measured from Glasgow, Royal Exchange; after Dumbarton from Dumbarton Cross.

Measurements.

Glasgow*, Jamaica Street.

6¾ Clydebank.*

9½ 2¾ Old Kilpatrick.*

14¾ 7¾ 4¾ Dumbarton*, Cross.

17¾ 10¾ 8¼ 3¼ Alexandria.*

26¾ 19¾ 17¼ 12¼ 9 Luss.*

35 28¼ 25½ 20¾ 17¾ 8¾ Tarbet* Hotel.

36½ 29¾ 27 22¾ 18¾ 9½ 1½ Arrochar* Hotel.

Principal Objects of Interest.—Shipbuilding yards along the Clyde to Clydebank, and at Dumbarton. 11¾m. Duglass Castle, ruin. DUMBARTON; Castle. 16½m. Smollett's Monument. 29m. Inverbeg—Ferry to Rowardennan for Ben Lomond. Very pretty road along Loch Lomond.

Hotels or Inns at places marked*, and at Renton, (Balloch), and Inverbeg.

132 TARBET TO KILLIN.

Description.—Class II. This is a beautiful and perfectly smooth road to Inverarnan, but thereafter it is rather rough and steep through Glenfalloch to Criainlarich. Thence to Killin the road is soft and rather heavy travelling.

Gradients.—12¼m. and 16½m. 1 in 16; these are the steepest parts, all the rest is about 1 in 24.

Milestones.—Measured from Dumbarton Cross, and in Perthshire from Killin Church.

Measurements.

Tarbet*, Hotel.

8¼ Ardlui.*

16¾ 8½ Criainlarich*, Hotel.

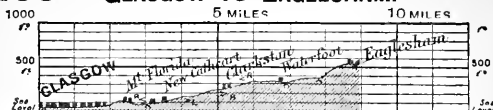
24¼ 16 7½ Luib*, Hotel.

30¾ 22¼ 13¾ 6½ Killin*, P.O.

Principal Objects of Interest.—7m. Pulpit Rock. 12¼m. Falls. Scenery monotonous along Glendochart. 30m. Falls of Dochart. Killin; Finlarig Castle, Glen Lochay.

Hotels or Inns at places marked*, none at Inverarnan.

133 GLASGOW TO EAGLESHAM.



Description.—Class II. A fine smooth road with comparatively easy slopes, until just before Eaglesham.

Gradients.—At 7m.1 in 20; 8m.1 in 14.

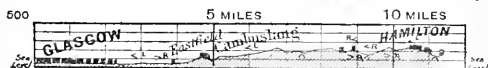
Measurements.—Glasgow, * Jamaica Street.

3 $\frac{1}{2}$ Cathcart.

8 $\frac{7}{8}$ 5 $\frac{1}{2}$ 3 $\frac{3}{8}$ Eaglesham.*

Principal Objects of Interest.—Cathcart; Cas., Langside.

134 GLASGOW TO HAMILTON *via Cambuslang.*



Description.—Class I. A fine undulating road, but rather cut up with heavy traffic at several points, and not so good as the road by Bothwell.

Milestones.—Measured from Glasgow Cross,—correct.

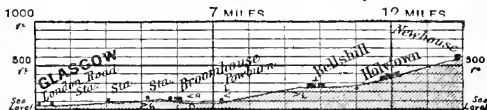
Measurements.—Glasgow, * Jamaica Street.

4 $\frac{1}{2}$ Cambuslang.*

11 $\frac{1}{2}$ 6 $\frac{1}{2}$ Hamilton.*

Principal Objects of Interest.—Blantyre; Livingstone's Birthplace. HAMILTON; Palace. Cadzow Castle.

135 GLASGOW TO HOLYTOWN, &c.



Description.—Class I. The Old Edinburgh road *via* Shotts, but seldom used for through traffic. The surface is good but apt to be lumpy; the hills are very easy.

Milestones.—Measured from Glasgow Suburbs by Old road.

Measurements.—Glasgow, * Jamaica Street.

6 Broomhouse.

9 $\frac{3}{8}$ 3 $\frac{3}{8}$ Bellshill.*

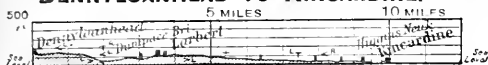
12 6 2 $\frac{1}{4}$ Holytown.*

13 $\frac{7}{8}$ 7 $\frac{7}{8}$ 4 $\frac{1}{8}$ 1 $\frac{7}{8}$ Newhouse.

Principal Objects of Interest.—Collieries, &c., about Holytown.

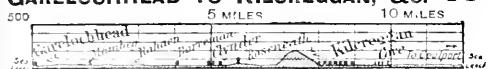
Hotels or Inns at places marked *.

DENNYLOANHEAD TO KINCARDINE. 136



Description.—Class II. A fair road. Ferry to Kincardine (¼m.). Measurements.—Dennyloanhead *; 3½m. Larbert*; 10m. Kincardine * Principal Objects of Interest.—Kincardine; Tulliallan Castle.

GARELOCHHEAD TO KILCREGGAN, &c. 137



Description.—Class II. A fine level road, but with a steep rise and dangerous descent before Kilcreggan. Thence good to Coupar.

Gradients.—At 7m. 1 in 14; 8m. 1 in 12 (very dangerous).

Measurements.—Garelochhead.*

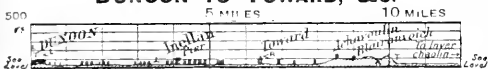
5 Clynder.*

8 3 Kilcreggan* Pier.

15 10 7 5 Coupar Ferry.

Principal Objects of Interest.—5¼m. Roseneath Castle.

DUNOON TO TOWARD, &c. 138



Description.—Class II. A fine smooth road, hilly after Toward, with a most dangerous descent to Loch Striven.

Gradients.—At 10m. 1 in 14.

Milestones.—Measured from Dunoon.

Measurements.—Dunoon Pier.

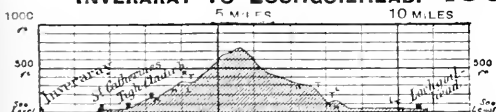
4 Inellan Pier.

6¼ 2¼ (Toward Pier).

13½ 9½ 7½ Inverchaolin Church.

Principal Objects of Interest.—Toward; Castle.

INVERARAY TO LOCHGOILHEAD. 139



Description.—Class III. Ferry to St. Catherine's (1¼m.). Thence a very bad road—rough and dangerously steep.

Gradients.—At 3½m. 1/19; 4½m. 1/10; 6m. 1/13; 8m. 1/10.

Measurements.—Inveraray* Pier.

1½ St. Catherine's Pier.

10¼ 9½ Lochgoilhead Pier.

140 DUMBARTON TO ARROCHAR.

Description.—Class II. This is a fine smooth road along the shores of the Gareloch and Loch Long. There is a slight hill over to Cardross, and a very dangerous hill—Whistlefield—beyond Garelochhead.

Gradients.—At 2m.1 in 17; 2½m.1 in 18; 16½m.1 in 17-12-15; 18m.1 in 20-24-12.

Milestones.—Measured from Dumbarton Cross.

Measurements.

Dumbarton,* Cross.

8½ Helensburgh,* Pier.

15½ 7½ Garelochhead.*

25½ 17½ 9½ Arrochar,* Hotel.

Principal Objects of Interest.—A very pleasant road with fine views of the mountains up Loch Long. There are many handsome villas on the Gareloch.

Hotels or Inns at places marked,* and at Row, Shandon, and Whistlefield.

141 INVERARAY TO ARROCHAR.

Description.—Class II. & III. As far as Cairndow this is a fine smooth road, but thereafter through Glen Kinglas and Glen Croe it is very bad with stony surface, which does not improve till quite near Arrochar. There are several dangerous parts.

Gradients.—At 10½m.1 in 10-12 (dangerous); 11½m.1 in 21; 12m.1 in 17; 13¾m.1 in 10-11-12 (dangerous); 15½m.1 in 15-9-8-10-15 (very dangerous turn); 18½m.1 in 15-11.

Milestones.—Measured from Inveraray Cross.

Measurements.

Inveraray,* Cross.

9½ Cairndow,* Inn.

22½ 12½ Arrochar,* Hotel.

23½ 14 1½ Tarbet,* Hotel.

Principal Objects of Interest.—A pleasant road along Loch Fyne to Cairndow, thence wild scenery through Glen Croe. 15½m., "Rest and be Thankful" Stone.

Hotels or Inns at places marked*.

142 INVERARAY TO TIGHNABRUAICH.

Description.—Class II. & III. A splendid road to Cairndow, rough to St. Catherines, fair to Strachur, after which it is a bad road with some rather dangerous hills.

Gradients.—10½m.1/10-12 (dangerous); 10¾m.1/15; 12½m.1/21; 13½m.1/17; 23m.1/12-22-25; 25m.1/15; 35½m.1/10-9 (dangerous); 36½ & 45¾m.1/16; 37m.1/23; 37½ & 46½m.1/14; 38½m.1/15-19-14; 39½ & 41½m.1/20; 41¾m.1/15-11-9; 44m.1/14-25-14; 45¾m.1/16-21. (Short hills omitted.)

Milestones.—Measured from Inveraray Cross, to Cairndow; after St. Catherines they are measured by a cart road from the Glen Croe Milestones.

Measurements.

Inveraray, * Cross.

9 $\frac{1}{2}$ Cairndow, * Inn.15 $\frac{3}{8}$ 6 St. Catherine's, * Pier.20 $\frac{3}{8}$ 10 $\frac{1}{8}$ 4 $\frac{1}{8}$ Strachur, * Pier.35 $\frac{1}{2}$ 25 $\frac{1}{2}$ 19 $\frac{1}{2}$ 15 $\frac{1}{2}$ Otter Ferry.39 $\frac{1}{2}$ 29 $\frac{1}{2}$ 23 $\frac{1}{2}$ 18 $\frac{1}{2}$ 3 $\frac{1}{2}$ Kilfinnan.47 $\frac{1}{2}$ 38 32 27 $\frac{3}{8}$ 12 $\frac{1}{2}$ 8 $\frac{1}{2}$ Tighnabruaich, * P.O.

Principal Objects of Interest.—Moorland after Otter.
Powder Works at Kames.

Hotels or Inns at places marked *.

143 INVERARAY TO ROTHESAY.

Description.—Class II. Ferry to St. Catherines, 1 $\frac{1}{2}$ m. As far as Strachur the road is level and good, but thereafter the surface is wretched, and on the higher parts in a fearful state, to Glendaruel, when the surface improves. Ferry at Colintraive, $\frac{1}{2}$ m. Thence the road is good.

Gradients.—At 9 $\frac{1}{2}$ m. 1 in 12-22; at 11m. mostly 1 in 15; steepest 1 in 10; at 13 $\frac{1}{2}$ m. 1 in 15-13-11-18; 16m. 1 in 13-17-11; 27 $\frac{3}{8}$ m. 1 in 12; 28 $\frac{1}{2}$ m. 1 in 17; 28 $\frac{1}{2}$ m. 1 in 15.

Measurements.

Inveraray, * Cross.

1 $\frac{1}{8}$ St. Catherines, * Pier.6 $\frac{3}{8}$ 4 $\frac{1}{8}$ Strachur, * Pier.21 $\frac{1}{8}$ 19 $\frac{1}{2}$ 14 $\frac{1}{2}$ Glendaruel, * Inn.29 $\frac{1}{2}$ 27 $\frac{3}{8}$ 22 $\frac{1}{8}$ 8 $\frac{1}{8}$ Colintraive, * Pier.35 $\frac{1}{2}$ 34 $\frac{1}{8}$ 29 $\frac{1}{2}$ 14 $\frac{3}{8}$ 6 $\frac{1}{2}$ Port Bannatyne, * Pier.37 $\frac{3}{8}$ 36 $\frac{1}{2}$ 31 $\frac{1}{2}$ 16 $\frac{1}{2}$ 8 $\frac{3}{8}$ 2 $\frac{1}{2}$ Rothesay, * Pier.

Principal Objects of Interest.—The scenery in Glendaruel is very fine.

Hotels or Inns at places marked *.

144 INVERARAY TO TARBERT.

Description.—Class II. This is a very fair but undulating road to Lochgilphead; thence a fine level road with rise over the shoulder of a hill near Tarbert.

Gradients.—3m. 1 in 22; 3 $\frac{1}{2}$ m. 1 in 16; 4m. 1 in 20-25-16; 12 $\frac{1}{2}$ m. 1 in 20.

Milestones.—Measured from Inveraray Pier to Lochgilphead, thereafter from Campbeltown.

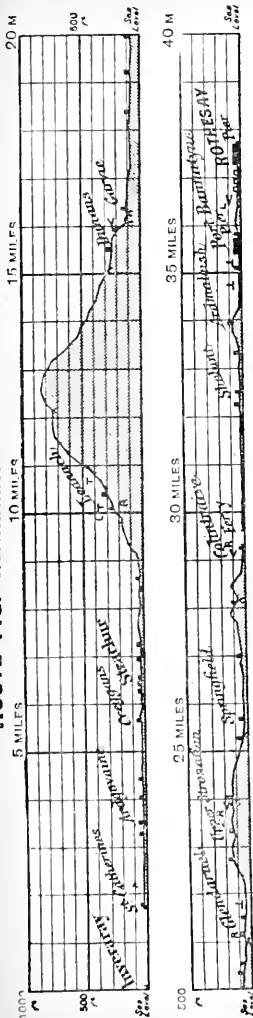
Measurements.

Inveraray, * Cross.

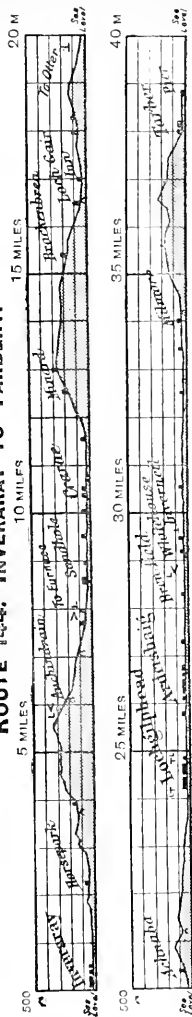
8 Furnace.

10 $\frac{3}{8}$ 2 $\frac{3}{8}$ Crarae, * Pier.17 9 6 $\frac{3}{8}$ Lochgair, * Inn.24 $\frac{3}{8}$ 16 $\frac{3}{8}$ 13 $\frac{1}{2}$ 7 $\frac{3}{8}$ Lochgilphead, * Market.26 $\frac{1}{2}$ 18 $\frac{1}{2}$ 15 $\frac{3}{8}$ 9 $\frac{1}{2}$ 2 $\frac{1}{2}$ Ardrishaig, * Pier.38 30 27 $\frac{3}{8}$ 21 13 $\frac{3}{8}$ 11 $\frac{1}{2}$ Tarbert * Hotel.

ROUTE 143. INVERARAY TO ROTHESAY.



ROUTE 144. INVERARAY TO TARBERT.



Principal Objects of Interest.— $3\frac{1}{2}$ m., Old Bridge. Craræ: Quarries. There are few objects of special interest, but the road is a pleasant one.

Hotels or Inns at places marked *.

145 DUNOON TO OTTER.

Description.—Class III. As far as Clachaig the road is fair, but thereafter it is rough to Glendaruel, when it becomes little better than a cart road over to Otter.

Gradients.—At $5\frac{1}{2}$ m. 1 in 11-13; $10\frac{1}{2}$ m. 1 in 16-12; 12m. 1 in 11-9; $12\frac{1}{2}$ m. 1 in 9; $13\frac{1}{2}$ m. 1 in 15-19-18. From 17m. mostly 1 in 8; and after $19\frac{1}{2}$ m. 1 in 9-8-15.

Milestones.—Measured from Dunoon Pier,—correct.

Measurements.

Dunoon, * Pier.

$6\frac{1}{2}$ Clachaig, * Inn.

$11\frac{1}{2}$ $5\frac{1}{2}$ Craigandave.

$16\frac{1}{2}$ $10\frac{1}{2}$ $4\frac{1}{2}$ Glendaruel Bridge.

22 $15\frac{1}{2}$ $10\frac{1}{2}$ $5\frac{1}{2}$ Otter Ferry.

Principal Objects of Interest.— $5\frac{1}{2}$ m., Old Powder Works. 11m., Loch Striven; fine scenery here, and at Glendaruel.

Hotels or Inns at places marked *.

146 DUNOON TO INVERARAY.

Description.—Class III. A fair road all the way, but undulating and rather soft along Loch Eck.

Gradients.—Descent at Strachur, 1 in 17.

Measurements.

Dunoon, * Pier.

9 Inverchapel Pier.

$15\frac{3}{8}$ $6\frac{3}{8}$ Locheckhead Pier.

$20\frac{1}{2}$ $11\frac{1}{2}$ $4\frac{1}{2}$ Strachur, * Pier.

$25\frac{1}{2}$ $16\frac{1}{2}$ $10\frac{3}{8}$ $5\frac{1}{2}$ Inveraray, * Cross.

Principal Objects of Interest.—Pretty scenery along Loch Eck.

Hotels or Inns at places marked *.

147 DUNOON TO ARDENTINNY, &c.

Description.—Class II. & III. As far as Ardentenny the road is very fine and level along the water side, but thereafter it is rough and bad.

Gradients.—At 17 and $18\frac{1}{2}$ m. 1 in 8; very dangerous.

Measurements.

Dunoon, * Pier.

$1\frac{1}{2}$ Kirn, * Pier.

$7\frac{3}{8}$ $6\frac{3}{8}$ Kilmun, * Pier.

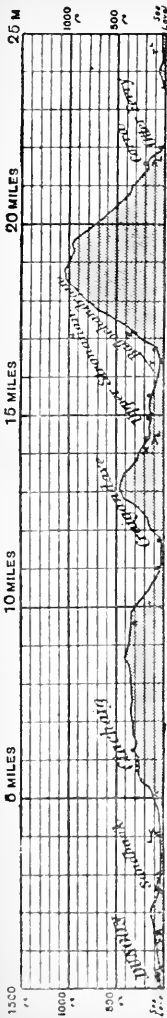
$13\frac{3}{4}$ $12\frac{1}{2}$ $6\frac{1}{2}$ Ardentenny, * Pier.

$18\frac{1}{2}$ $17\frac{1}{2}$ $11\frac{1}{2}$ 5 Whistlefield.*

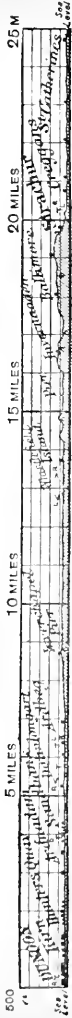
$26\frac{3}{8}$ $24\frac{3}{8}$ $18\frac{1}{2}$ $12\frac{3}{8}$ $7\frac{3}{8}$ Strachur, * Pier.

Hotels or Inns at places marked *.

ROUTE 145. DUNDOON TO OTTER FERRY.



ROUTE 146. DUNDOON TO INVERARAY.



ROUTE 147. DUNDOON TO ARDENTINNY, & C.



148 CAMPBELTOWN TO TARBERT.

Description.—Class II. This is a fine undulating road all the way, but at several points it leaves the coast line and becomes rather loose and steep.

Gradients.—At $5\frac{1}{2}$ m. and $11\frac{3}{4}$ m. 1 in 21; $12\frac{1}{2}$ m. 1 in 17-21; $13\frac{1}{2}$ m. 1 in 27-17-22; 19m. 1 in 15; $24\frac{3}{4}$ m. 1 in 17; $25\frac{1}{2}$ m. 1 in 12; $25\frac{3}{4}$ m. 1 in 23; 27m. 1 in 10; $27\frac{1}{2}$ m. 1 in 10; $28\frac{3}{4}$ m. 1 in 20; $30\frac{3}{4}$ m. 1 in 19; $31\frac{1}{2}$ m. 1 in 13 (dangerous turn); $31\frac{3}{4}$ m. 1 in 19; 36m. 1 in 16; $36\frac{1}{4}$ m. 1 in 13-16 (dangerous turn).

Milestones.—Measured from Campbeltown Cross.

Measurements.

Campbeltown,* Cross.

$9\frac{3}{8}$ Bellochantuy.*

$12\frac{1}{2}$ $2\frac{7}{8}$ Glenbarr.*

$18\frac{3}{8}$ $9\frac{1}{4}$ $6\frac{3}{8}$ Tayinloan,* Inn.

$26\frac{3}{8}$ $17\frac{1}{4}$ $14\frac{3}{8}$ 8 Clachan.

$31\frac{3}{8}$ 22 $19\frac{1}{4}$ $12\frac{3}{4}$ $4\frac{3}{4}$ Whitehouse.

$37\frac{3}{4}$ $28\frac{1}{2}$ $25\frac{1}{4}$ $18\frac{3}{8}$ $10\frac{3}{8}$ $6\frac{1}{8}$ Tarbert,* Hotel.

Principal Objects of Interest.— $4\frac{1}{2}$ m. Kilkenzie Kirk. Glenbarr; "Abbey." The Island of Gigha is a prominent feature. The scenery is very varied.

Hotels or Inns at places marked*.

149 CAMPBELTOWN TO TARBERT (E. Coast).

Description.—Class III. The first few miles are fair, but the road soon degenerates, and even although in some parts the surface is good the hills are very steep and dangerous.

Gradients.—The following are the more important, mostly with dangerous turns:— $4\frac{1}{2}$ m. 1/13; 8m. 1/10; 10m. 1/9; $10\frac{1}{2}$ m. 1/10; $11\frac{3}{4}$ m. 1/7; $12\frac{3}{4}$ m. 1/9 (2 turns); 14m. 1/12; $18\frac{3}{4}$ m. 1/8; $19\frac{3}{4}$ m. 1/8; $21\frac{3}{4}$ m. 1/12; $29\frac{3}{4}$ m. 1/14; $31\frac{3}{4}$ m. 1/14.

Milestones.—Measured from Campbeltown Cross to Saddell, where there is an error; thence correct.

Measurements.

Campbeltown,* Cross.

10 Saddell.

$14\frac{1}{4}$ $4\frac{1}{4}$ Dippen,* Bridge.

$28\frac{1}{8}$ $18\frac{1}{8}$ $13\frac{3}{8}$ Claonaig,* Inn.

$38\frac{3}{8}$ $28\frac{3}{8}$ $24\frac{1}{8}$ $10\frac{1}{4}$ Tarbert,* Hotel.

Carradale Pier is $1\frac{1}{2}$ m. distant at $14\frac{3}{8}$ m.

Principal Objects of Interest.—Saddell: Castle, and Abbey. The road dips into several pretty glens, and there are fine views of Arran.

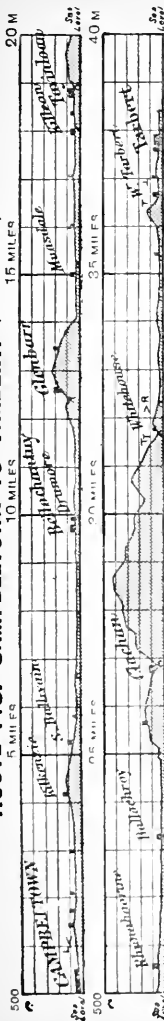
Hotels or Inns at places marked*.

150 TARBERT TO KILBERRY.

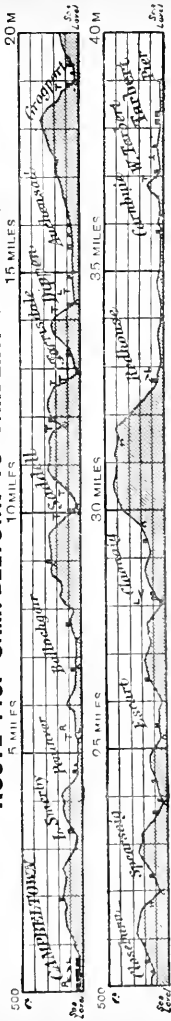
Description.—Class III. At first this is a fair road, but the surface soon becomes very soft and loose.

Gradients.—Mostly about 1/17; but the following require caution:— $4\frac{1}{2}$ m. 1/10; $5\frac{1}{2}$ m. 1/11; $12\frac{1}{2}$ m. 1/13; 13m. 1/16.

ROUTE 148. CAMPBELTOWN TO TARBERT. (West Coast.)



ROUTE 149. CAMPBELTOWN TO TARBERT. (East Coast.)



ROUTE 150. TARBERT TO KILBERRY.



Measurements.

| | |
|-----------------|---------------------------|
| | Tarbert,* Hotel. |
| 9 $\frac{3}{8}$ | Ardpatrick, P.O. |
| 15 | 5 $\frac{3}{8}$ Kilberry. |

151 ARDRISHAIG TO KILBERRY.

Description.—Class III. As far as Inverneil the road is smooth and level, but thereafter it is rough.

Gradients.—At 2 $\frac{1}{2}$ m. 1 in 15-27; thence mostly 1 in 19. The descent is 1 in 22-17-15-20; 9m. 1 in 17; 11 $\frac{1}{2}$ m. 1 in 15; 14m. 1 in 15-17-22; 16 $\frac{1}{2}$ m. 1 in 18; 17 $\frac{1}{2}$ m. 1 in 21.

Milestones.—Measured from those at Ardrishaig.

Measurements.

| | |
|-----------------|------------------------------|
| | Ardrishaig,* Pier. |
| 7 $\frac{1}{2}$ | Achahoish,* Inn. |
| 12 | 4 $\frac{1}{2}$ Ormsary. |
| 18 | 10 $\frac{1}{2}$ 6 Kilberry. |

152 ARDRISHAIG TO KEILLS.

Description.—Class II. & III. A fine road to Bellanoch; thence rather poor to Tayvallich, and rough to Keills.

Gradients.—At 7m. 1 in 13; 9 $\frac{1}{2}$ m. 1 in 10-15-17; 13 $\frac{1}{2}$ m. 1 in 9-17; 14m. 1 in 10.

Measurements.

| | |
|------------------|--|
| | Ardrishaig,* Pier. |
| 4 | Cairnbaan,* Inn. |
| 7 | 3 Bellanoch (to Crinan * 1 $\frac{1}{2}$ m.). |
| 13 $\frac{1}{2}$ | 9 $\frac{1}{2}$ 6 $\frac{1}{2}$ Tayvallich,* Church. |
| 17 $\frac{1}{2}$ | 13 $\frac{1}{2}$ 10 $\frac{1}{2}$ 4 $\frac{1}{2}$ Keills, P.O. |

Principal Objects of Interest.—The scenery at Loch Sween is very pretty.

153 INVERARAY TO DALMALLY.

Description.—Class II. & III. As far as Cladich the road is rather soft and loose, but with a comparatively easy grade on the Inveraray side; thereafter it is a steep, loose, and very hilly road to Dalmally—very slow travelling.

Gradients.—1 in 22 out of Inveraray; at 1 $\frac{1}{2}$ m. 1 in 25. Descending to Cladich 1 in 24-17-14-10; at 9 $\frac{1}{2}$ m. 1 in 17; 10 $\frac{1}{2}$ m. 1 in 13-18; 12 $\frac{1}{2}$ m. 1 in 14; 13 $\frac{1}{2}$ m. 1 in 12-25-11; 14 $\frac{1}{2}$ m. 1 in 22; 14 $\frac{1}{2}$ m. 1 in 18; 15 $\frac{1}{2}$ m. 1 in 22.

Milestones.—Measured from Inveraray Cross,—correct.

Measurements.

| | |
|------------------|-----------------------------------|
| | Inveraray,* Cross. |
| 9 $\frac{3}{8}$ | Cladich. |
| 15 $\frac{1}{2}$ | 6 $\frac{3}{8}$ Dalmally,* Hotel. |

Principal Objects of Interest.—The road is very pretty alongside the policies of Inveraray Castle; thereafter it is somewhat dreary, with, however, many fine views.

154**OBAN TO EASDALE.**

Description.—Class II. & III. The road is steep at first, but with a good surface to Kilninver; thereafter it is soft with several dangerous hills.

Gradients.—Out of Oban 1 in 23; descending to Glenfeochan 1 in 21-14. Thence at 8½m. 1 in 11; and 15½m. 1 in 13 (both dangerous).

Measurements.

Oban,* Argyll Square.

8½ Kilninver.

12 3¼ Clachan,* Inn.

16½ 8 4½ Easdale,* Pier.

Principal Objects of Interest.—Fine views of Loch Linnhe. Easdale; Slate Quarries.

Hotels or Inns at places marked *, and at (Glenfeochan).

155**OBAN TO ARDRISHAIG.**

Description.—Class II. On the whole the surface is fair, but there are a number of long hills, and the level parts along the shore are not as smooth as could be desired. The best parts are from Oban to Kilninver, and from Kilmartin to Ardrishaig. The road is rough near Kintraw.

Gradients.—Out of Oban 1 in 23; descending to Glenfeochan 1 in 21-14. At 8¾m. 1 in 19; 11m. 1 in 17; 14m. 1 in 21; 15½m. 1 in 20-17; 21¾m. 1 in 21 (dangerous turn); 22¾m. 1 in 14; 24m. 1 in 18-10-14; 25½m. 1 in 16; 26¾m. 1 in 21; 27¾m. 1 in 15.

Milestones.—Measured from Oban, to Kilmelfort; thereafter from Campbeltown, but a deviation near Salachary causes a discrepancy.

Measurements.

Oban,* Argyll Square.

8½ Kilninver.

15½ 7¼ Kilmelfort.*

23¼ 15½ 8½ Kintraw.

29¾ 21½ 13¾ 5¾ Kilmartin.*

39¾ 30¾ 23¾ 15¾ 9¾ Ardrishaig,* Pier.

Principal Objects of Interest.—13¾m. Pass of Melfort; the road passes through several pretty glens.

Hotels or Inns at places marked *, at (Glenfeochan), (Ford), (Glassary), and (Cairnbaan).

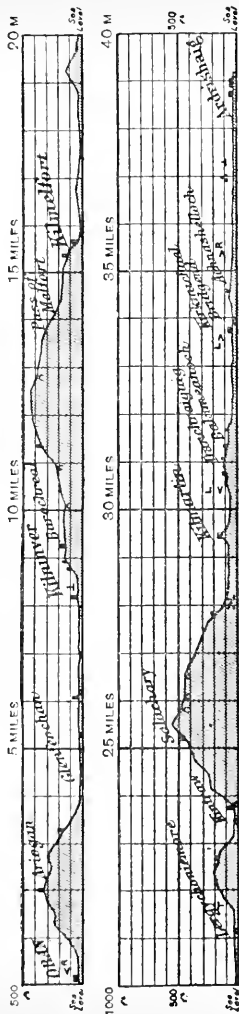
157**OBAN TO CRIANLARICH.**

Description.—Class II. The first 8 miles of the road are good. It soon becomes soft and loose—especially in the Pass of Brander—but improves nearing Dalmally. Thence to Tyndrum is a fearful road—grass and loose stones—but the rest is good, though apt to be soft.

ROUTE 154. OBAN TO EASDALE.



ROUTE 155. OBAN TO ARDRISHAIG.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∅ Bridge, T indicates a sharp turn.

The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

Gradients.—At $\frac{1}{2}$ m. 1/13; 2m. 1/21; $8\frac{1}{2}$ m. 1/24-14; $9\frac{1}{2}$ m. 1/19; $11\frac{1}{2}$ m., $13\frac{1}{2}$ m., & $15\frac{1}{2}$ m. 1/18; $21\frac{1}{2}$ m. 1/17; $28\frac{1}{2}$ m. 1/20-10-17; $29\frac{1}{2}$ m. 1/16; $30\frac{1}{2}$ m. & $33\frac{1}{2}$ m. 1/17; 34 m. 1/13-24; $38\frac{1}{2}$ m. 1/17.

Milestones.—In Argyllshire, measured from Inveraray Cross *via* Dalmally; in Perthshire, from Killin Church.

Measurements.

Oban, * Argyll Square.

$5\frac{1}{2}$ Connel Ferry, * Station.

$12\frac{3}{8}$ $6\frac{3}{8}$ Taynuilt, * Hotel.

26 $20\frac{1}{2}$ $13\frac{3}{8}$ Dalmally, * Hotel.

$37\frac{1}{2}$ $22\frac{1}{2}$ $25\frac{3}{8}$ $11\frac{1}{2}$ Tyndrum, * Hotel.

$42\frac{1}{2}$ 37 $30\frac{1}{2}$ $16\frac{1}{2}$ $4\frac{1}{2}$ Crianlarich, * Hotel.

Principal Objects of Interest.—3m. Dunstaffnage Castle. 5m. Connel Falls. 15m. Battlefield. $18\frac{1}{2}$ m. Falls of Cruachan, and Pass of Brander. $21\frac{1}{2}$ m. Loch Awe, and Kilchurn Castle. The scenery on this road is very fine.

Hotels or Inns at places marked *, and Loch Awe Station.

158 CONNEL FERRY TO BALLACHULISH.

Description.—Class II. The road at first though comparatively level, is very loose and stony. From near Appin to Ballachulish is more undulating, but with better surface. Ferries:—Connel $\frac{1}{2}$ m., Shian $\frac{1}{2}$ m.

Gradients.— $10\frac{1}{2}$ & $17\frac{1}{2}$ m. 1/21; and other short steep hills.

Milestones.—From Oban Pier, omitting length of ferries.

Measurements.

Connel, * South Ferry Pier (5m. from Oban, Argyll Square).

$8\frac{3}{8}$ Appin, P.O. (to Port Appin Pier)

$17\frac{1}{2}$ $8\frac{3}{8}$ Duror, * Inn.

$22\frac{1}{2}$ $13\frac{3}{8}$ 5 Ballachulish, * Ferry.

Principal Objects of Interest.—There are fine views of the Morvern Hills. Ledaig; "Beregonium," and Barcaldine Cas. Appin; Castle Stalker. Ballachulish; Quarries.

Hotels or Inns at places marked *, and at N. Connel, (Port Appin), and Ballachulish Pier.

159 ROUND BENDERLOOH.

Description.—Class III. A soft, loose, and bad road, very bad between the two Lochs. GRADIENTS.—At $7\frac{1}{2}$ m. 1/17-11-21; $10\frac{3}{8}$ m. 1/13-10. MEASUREMENTS.—N. Connel Inn to:—Free Ch. (Loch Creran), $4\frac{1}{2}$ m.; Barcaldine Ho. Lodge, $6\frac{1}{2}$ m.; Ardohattan Ch., $14\frac{1}{2}$ m.; back to N. Connel Inn, $17\frac{1}{2}$ m.

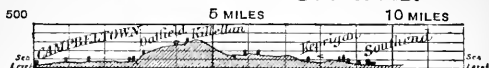
To Appin P.O. *via* Cregan Ferry ($\frac{1}{2}$ m.), $11\frac{1}{2}$ m.

To Appin P.O. *via* Creran Bridge, $17\frac{1}{2}$ m.

To Taynuilt Hotel *via* Bonawo Ferry ($\frac{1}{2}$ m.), $10\frac{1}{2}$ m.

Principal Objects of Interest.—Ledaig; as Route 158. $7\frac{1}{2}$ m. Glen Salach. $12\frac{1}{2}$ m. Ardohattan Priory, ruin. Very pretty scenery.

160 CAMPBELTOWN TO SOUTHEND.



Description.—Class II. The road has a good surface and the hills are comparatively easy.

Gradients.—At 3m. and 5m. 1 in 17.

Milestones.—Measured from Campbeltown Cross, correct.

Measurements.—Campbeltown, * Cross.

9 $\frac{3}{4}$ Southend Inn.*

Principal Objects of Interest.—Fine coast scenery of the Mull of Kintyre.

161 PORT APPIN TO GLEN CRERAN.



Description.—Class III. The road is hilly but has a fair surface as far as Creran Ferry, when it becomes very poor. The road continues up Glen Creran for several miles beyond Creran Bridge. To Connel Ferry; see Route 159.

Gradients.—At 3m. 1 in 19; 5 $\frac{1}{4}$ m. 1 in 12; 6 $\frac{1}{4}$ m. 1 in 12-18. There are other short steep hills of 1 in 18.

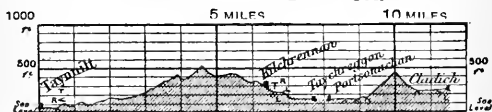
Measurements.—Port Appin * Pier.

2 $\frac{3}{4}$ Appin P.O.

7 $\frac{3}{4}$ 5 $\frac{1}{2}$ Creran Bridge.

8 $\frac{5}{8}$ 6 $\frac{7}{8}$ Fasnacloch P.O.

162 TAYNUILT TO CLADICH.



Description.—Class III. A very bad road. The gradients are steep, and the surface is very rough and stony almost the whole way. Ferry at Port Sonachan ($\frac{3}{8}$ m.).

Gradients.—At $\frac{1}{2}$ m. 1 in 17 (dangerous); 1 $\frac{1}{4}$ m. 1 in 22; 3m. 1 in 14; 4m. 1 in 16; 4 $\frac{1}{2}$ m. 1 in 15-21; 5 $\frac{1}{4}$ m. 1 in 22; 6 $\frac{1}{4}$ m. 1 in 18; 7m. 1 in 23; 9 $\frac{1}{2}$ m. 1 in 13; 10 $\frac{1}{4}$ m. 1 in 11-23.

Milestones.—Measured from Inveraray,—correct.

Measurements.—Taynuilt,* Hotel.

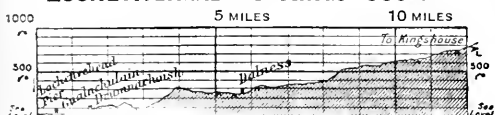
7 $\frac{3}{4}$ Taychreggan Hotel.*

8 $\frac{1}{2}$ 2 $\frac{3}{8}$ Port Sonachan Hotel.*

11 $\frac{3}{8}$ 3 $\frac{5}{8}$ 3 $\frac{1}{4}$ Cladich P.O.

Principal Objects of Interest.—Glen Nant is remarkably pretty. Loch Awe is crossed at Taychreggan.

LOCHETIVEHEAD TO KINGSHOUSE. 163



The Glencoe road is joined 1m. before Kingshouse; see Route 166.

Description.—Class III. A very rough bad road with loose surface and a great many short steep hills. Excepting the Coach in the Summer time, there is almost no traffic.

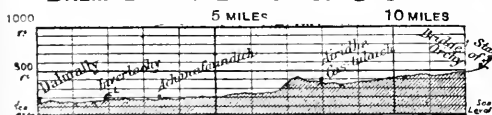
Gradients.—The steepest is 1 in 14.

Measurements.—Lochetivehead Pier.

13 $\frac{1}{4}$ Kingshouse Inn.*

Principal Objects of Interest.—The Glencoe Hills at the head of Loch Etive are very striking. A small steamer sails during the Summer from Achnachulain and Taynuilt to Lochetivehead Pier.

DALMALLY TO BRIDGE OF ORCHY. 164



Description.—Class III. The road is soft and loose, and with some short sharp hills makes altogether a bad road.

Gradients.—At 7m. 1 in 15.

Milestones.—Measured from Inverlochy,—correct.

Measurements.—Dalmally Hotel.*

12 $\frac{3}{4}$ Bridge of Orchy Station; or,

15 $\frac{3}{8}$ Inveroran Hotel.*

Principal Objects of Interest.—Fine views of Ben Cruachan at first, then rather monotonous till near Bridge of Orchy.

Hotels or Inns at places marked*.

166 TYNDRUM TO FORT WILLIAM.

Description.—Class III. & II. This is a bad road. From Tyndrum to Inveroran the surface is poor—in fact, very stony—thereafter the road becomes much worse, and though it improves a little near Kingshouse it is very rough and stony down Glencoe, and has several very nasty turns at 24½m. As the streams in heavy rains often sweep the road, it is sometimes in parts more like a river-bed. After Clachaig the road is good, though undulating to Ballachulish. Ferry (½m.) at Ballachulish. Thence to Fort William, undulating at first, is a magnificent road. Ballachulish Pier is ¾m. west of the Ferry.

Gradients.—½m. 1 in 15-20; 2m. 1 in 12; 6½m. 1 in 16-25-12; 11m. 1 in 25-13-17-15-18; 13m. 1 in 20; 13½m. 1 in 18-15; 15m. 1 in 13-18; 15½m. 1 in 15-12-17; 16½m. 1 in 18; 17½m. 1 in 16; 18½m. 1 in 17-14; 22m. 1 in 21; 23½m. 1 in 20. The dangerous part is from 24m. to 25½m. beginning 1 in 11; then at 24½m. 1 in 10 with very dangerous turns, then 1 in 15-12-10-14. After this the grades are comparatively easy.

Milestones.—In Perthshire, measured from Killin Ch. In Argyle, measured southwards from Ballachulish Ferry. Those to Fort William are measured from Spean Bridge.

Measurements.

Tyndrum, * Hotel.

6½ Bridge of Orchy, * Station.

9½ 3 Inveroran Hotel.*

19½ 12½ 9½ Kingshouse, * Inn.

30½ 24 21 11½ Bridge of Coe.

34½ 28 25 15½ 4 Ballachulish, * Ferry.

47 40½ 37½ 27½ 16½ 12½ Fort William, * Pier.

Principal Objects of Interest.—Of special objects there are few, but the scenery especially in Glencoe is wild and rugged. At 21½m. the old road strikes up the hill, then down the “devil’s staircase” leading to Fort William. The scene of the massacre of Glencoe is after Clachaig Inn. Ballachulish; Quarries. FORT WILLIAM; Fort ruins, Inverlochy Castle, Ben Nevis, and Glen Nevis.

Hotels or Inns at places marked *, and at Clachaig.

167 STIRLING TO DUMBARTON.

Description.—Class I. For six miles this road is almost level, with magnificent surface, it then becomes undulating, but with fine surface to Drymen. After an easy descent the road is very fair, but hilly to Dumbarton.

Gradients.—Until Drymen is reached there is no gradient above 1 in 28; descent to Drymen Bridge 1 in 21.

Milestones.—The first ten are measured from Stirling, Port Street; but the 11th to the 19th are measured as through Kippen. After Drymen, measured from Dumbarton Cross.

Measurements.

Stirling, * King Street.

| | | | | | |
|------------------|------------------|------------------|-------------------------|------------------|--------------------------------------|
| 8 $\frac{1}{2}$ | Kippen Station. | | | | |
| 14 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | Buchlyvie.* | | | |
| 18 $\frac{3}{4}$ | 9 $\frac{1}{4}$ | 3 $\frac{1}{8}$ | Glasgow-Aberfoyle Road. | | |
| 21 $\frac{1}{4}$ | 13 $\frac{1}{2}$ | 7 $\frac{1}{4}$ | 3 $\frac{3}{8}$ | Drymen.* | |
| 26 | 17 $\frac{3}{8}$ | 11 $\frac{1}{2}$ | 7 $\frac{5}{8}$ | 4 $\frac{1}{4}$ | Gartocharn. |
| 30 $\frac{1}{4}$ | 22 $\frac{1}{2}$ | 16 $\frac{1}{4}$ | 12 $\frac{3}{8}$ | 9 | 4 $\frac{1}{4}$ Bonhill,* Bridgend. |
| 34 | 25 $\frac{3}{8}$ | 19 $\frac{1}{2}$ | 15 $\frac{3}{8}$ | 12 $\frac{1}{4}$ | 8 3 $\frac{1}{4}$ Dumbarton,* Cross. |

Principal Objects of Interest.— $\frac{5}{8}$ m. Kings Knott. 8 $\frac{5}{8}$ m. Ford of Frew. 8m. Boquhan. Drymen; Buchanan Castle. DUMBARTON; Castle.

Hotels or Inns at places marked * and at (Kippen).

168 STIRLING TO INVERNAID.

Description.—Class I. & III. Magnificent surface for 6m. when the road becomes undulating, but with good surface. From Thornhill it is very hilly, though with a few level parts at Aberfoyle, and along Loch Ard; after Kinlochard the surface degenerates, and is very bad the rest of the way. The descent to Inversnaid is dangerous.

Gradients.—Short hills of 1 in 18-22 to Kinlochard; then at 24 $\frac{1}{2}$ m. 1 in 13; 26 $\frac{1}{2}$ m. 1 in 15; 28m. 1 in 20; 34m. 1 in 12-9 (very dangerous turn).

Milestones.—Continue those from Edinburgh,—correct to Thornhill.

Measurements.

Stirling,* King Street.

| | | | | | |
|------------------|------------------|--------------------|--------------------|---------------------|--|
| 9 $\frac{1}{4}$ | Thornhill.* | | | | |
| 15 $\frac{1}{4}$ | 5 $\frac{1}{2}$ | Port of Menteith.* | | | |
| 19 $\frac{1}{2}$ | 9 $\frac{1}{4}$ | 4 $\frac{1}{4}$ | Aberfoyle,* Hotel. | | |
| 34 $\frac{1}{2}$ | 24 $\frac{1}{4}$ | 19 $\frac{1}{4}$ | 15 | Inversnaid,* Hotel. | |

Principal Objects of Interest.— $1\frac{1}{2}$ m. Site of old Bridge. 14m. Rednock Castle. 16 $\frac{1}{2}$ m. Lake of Menteith and Inchmahone Island. Aberfoyle; Bailies "Coulter." 20 $\frac{3}{4}$ m. Pass of Aberfoyle, and Helen's Rock. Inversnaid; Falls. Round Aberfoyle are many of the scenes in "Rob Roy."

Hotels or Inns at places marked*.

169 STIRLING TO POLMONT, &C.

Description.—Class II. Undulating road to S. Alloa Station; thereafter level and smooth to Beacrook, though rough about Airth. To Polmont good, but steep.

Gradients.—At 14m. 1 in 17.

Measurements.

| | | | | | |
|------------|--------------|-----------------|-----------|--------------|--------|
| Stirling,* | King Street. | | | | |
| 8½ | Airth. | | | | |
| 12½ | 4½ | (Grangemouth).* | | | |
| 14½ | 6½ | 3½ | Polmont,* | P.O. | |
| 19½ | 11 | 8 | 4½ | Lanlithgow,* | Cross. |

Principal Objects of Interest.—8½m. Airth Castle.

Hotels or Inns at places marked.*

170 STIRLING TO KILLIN.

Description.—Class I. & II. After leaving Stirling the road has a magnificent surface—smooth and level—to Bridge of Teith; thereafter it is undulating, but with fine surface past Callander, rough through the Pass of Leny, then level, followed by considerable undulations past Loch Lubnaig to Kingshouse. After Lochearnhead the road becomes stony up Glen Ogle, and is very rough on the descent to Lix.

Gradients.—Ascent to Doune about 1 in 23; Pass of Leny 1 in 18, and 1 in 14 (short); at 26½m. 1 in 19; 28½m. 1 in 20; ascent Glen Ogle 1 in 23-18-21; descent to Lix 1 in 17-15-24-19-14-18; 35½m. 1 in 23.

Milestones.—Measured from Stirling, Burgh Hall,—correct to Glenoglehead; thereafter from Killin Church.

Measurements.

| | | | | | | |
|------------|--------------|-----------------|-------------|----------------------|----------|------|
| Stirling,* | King Street. | | | | | |
| 8½ | Doune,* | Woodside Hotel. | | | | |
| 16 | 7½ | Callander,* | P.O. | | | |
| 24½ | 16½ | 8½ | Strathyre,* | Station. | | |
| 29½ | 21½ | 13½ | 5½ | Lochearnhead* Hotel. | | |
| 37½ | 28½ | 21½ | 12½ | 7½ | Killin,* | P.O. |

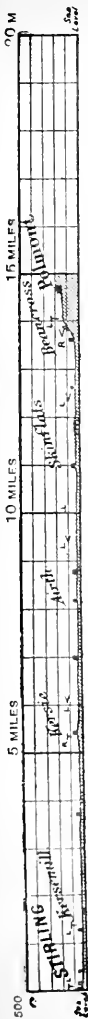
Principal Objects of Interest.—DOUNE; Fine Castle. CALLANDER; Camp, Crag, Tom-ma-Chessaig, Bracklinn Falls. 18½m. Pass and Falls of Leny. 19½m. St. Bride's Chapel. Strathyre; Buchanan's Monument. 26½m. Kingshouse; 2m. to W., Balquhidder and Rob Roy's Grave. 29m. to Falls of Ample. Killin; Falls of Dochart, Finlarig Cas., Glen Lochay. The road passes through fine scenery.

Hotels or Inns at places marked *, and at Kingshouse.

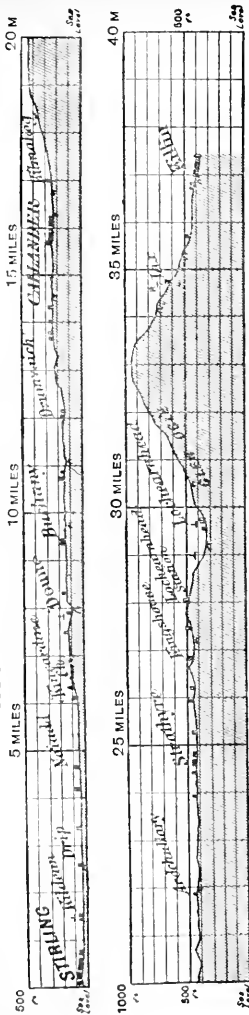
171 CALLANDER TO INVERNAID.

Description.—Class III. A fine road to Kilmahog; thereafter very hilly—short and steep hills—but with good surface to Trossachs Hotel, after which it is poor to Loch Katrine Pier. Steamer to Stronachlachar, whence the road is rough and soft with a dangerous descent and turn near Invernaid.

ROUTE 169. STIRLING TO POLMONT, & C.



ROUTE 170. STIRLING TO KILLIN.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, J Road Junction, O Bridge, T indicates a sharp turn.
 The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

Gradients.—At $1\frac{1}{2}$ m. 1 in 17; $5\frac{1}{2}$ m. 1 in 13; $5\frac{3}{4}$ m. 1 in 10-13; $6\frac{1}{2}$ m. 1 in 14; $8\frac{1}{2}$ m. 1 in 13; $16\frac{1}{2}$ m. 1 in 13; $20\frac{1}{2}$ m. 1 in 9.

Milestones.—Continuation of those from Stirling, correct.

Measurements.

Callander, * P.O.

$8\frac{1}{2}$ Trossachs, * Hotel.

$9\frac{1}{2}$ $1\frac{1}{2}$ Trossachs Pier.

16 $7\frac{1}{4}$ $6\frac{3}{4}$ Stronachlacher, * Pier. } Steamer.

21 $12\frac{1}{4}$ $11\frac{3}{4}$ 5 Inversnaid, * Hotel.

Principal Objects of Interest.— $1\frac{1}{2}$ m. "Samson's Putting Stone." 2m. Fort. $2\frac{3}{4}$ m. Coilantogle Ford and Waterworks. $9\frac{1}{4}$ m. Trossachs. Inversnaid; Falls. Very fine scenery.

172

STIRLING TO CRIEFF.

Description.—Class I. To Bridge of Allan the road is rough with heavy traffic, then hilly, but with a fine surface to Greenloaning, poor for some miles, and after passing Muthill it is undulating but smooth into Crieff.

Gradients.— $3\frac{1}{2}$ m. 1 in 20; $7\frac{3}{4}$ m. 1 in 22; $14\frac{1}{4}$ m. 1 in 20; $19\frac{3}{4}$ m. 1 in 20. Through Crieff about 1 in 12.

Milestones.—Measured from Stirling, Burgh Hall,—correct, except at Dunblane where they follow a short cut.

Measurements.

Stirling, * King Street.

$3\frac{1}{4}$ Bridge of Allan, * P.O.

6 $2\frac{3}{4}$ Dunblane, * Bridge.

$12\frac{1}{8}$ $9\frac{5}{8}$ $6\frac{3}{8}$ Braco.*

$19\frac{1}{4}$ 16 $13\frac{1}{4}$ 6 Muthill.*

$22\frac{1}{2}$ $19\frac{1}{4}$ $16\frac{1}{2}$ 9 3 Crieff, * James Square.

Principal Objects of Interest.— $\frac{3}{4}$ m. Old Bridge. $1\frac{1}{4}$ m. Wallace Monument. BRIDGE OF ALLAN; Spa. DUNBLANE; Cathedral. $13\frac{1}{2}$ m. Ardoch Roman Camp. 20m. Drummond Castle. CRIEFF; as Route 16.

173

STIRLING TO PERTH.

Description.—Class I. As above to Greenloaning; thereafter the road is undulating, with very fine surface and steadier gradients.

Gradients.— $3\frac{1}{2}$ m. 1 in 20; $7\frac{3}{4}$ m. 1 in 22; then $15\frac{1}{2}$ m. 1 in 19; 29 m. 1 in 25; $27\frac{1}{4}$ and 29 m. 1 in 22.

Milestones.—As above to Greenloaning; thereafter measured from Perth Cross,—correct.

Measurements.

Stirling, * King Street.

6 $2\frac{3}{4}$ Dunblane, * Bridge.

$11\frac{1}{4}$ 8 $5\frac{1}{4}$ Greenloaning.*

$15\frac{3}{4}$ $12\frac{1}{2}$ $9\frac{3}{4}$ $4\frac{1}{2}$ Blackford, * P.O.

20 $16\frac{1}{4}$ 14 $8\frac{1}{4}$ $4\frac{1}{4}$ Auchterarder, * Church.

$34\frac{1}{8}$ $30\frac{3}{8}$ $28\frac{1}{8}$ $22\frac{3}{8}$ $18\frac{3}{8}$ $14\frac{1}{8}$ Perth, * Cross.

Principal Objects of Interest.—As above to Dunblane. $25\frac{1}{2}$ m. Gask Ho. $27\frac{3}{4}$ m. Dupplin Cas. PERTH; as Route 17. Hotels or Inns at places marked *.

174 STIRLING TO ST. ANDREWS.

Description.—Class II. Rough to Causewayhead, very good to Dollar, then rather poor to near Milnathort. Thereafter the road is better and in parts has a very fine surface.

Gradients.—At 1½m. 1 in 16; 16m. 1 in 16-17.

Milestones.—Measured from Stirling, Burgh Hall, to Milnathort; thereafter from Cupar Town Hall,—correct.

Measurements.

Stirling, * King Street.

| | | |
|-----|--------|---|
| 7 | Alva.* | |
| 9 | 2 | Tillycoultry.* |
| 12½ | 5½ | 3½ Dollar.* |
| 16 | 9 | 7 3½ Yetts. |
| 23½ | 16½ | 14½ 11½ 7½ Milnathort,* Cross. |
| 32½ | 25½ | 23½ 20½ 16½ 8½ Auchtermuchty.* |
| 41½ | 34½ | 32½ 29 25½ 17½ 8½ Cupar,* Town House. |
| 50½ | 43½ | 41½ 38½ 34½ 27½ 18½ 9½ St. Andrews,* Town Ch. |

Principal Objects of Interest.—1½m. Wallace Monument. DOLLAR; Glen, and Castle Campbell. 36½m. Melville Ho. CUPAR; as Route 18. 44m. Dairsie Church and Castle. 46½m. Guard Bridge. ST. ANDREWS; as Route 19.

Hotels or Inns where marked *; Strathmiglo, & Collessie.

175 & 176 STIRLING TO DUNFERMLINE.

Description.—Class I. The road is rough to Causewayhead; thence good till near Alloa, where it becomes rough. Thereafter the "High" road (Class II.) to Dunfermline is hilly, but with good surface; the "Low" road (Class I.) has a fine surface with comparatively easy hills.

Gradients.—*High road*; at 13½m. 1 in 18-21; 14m. 1 in 20; 14½m. 1 in 24; 16½m. 1 in 25; 18m. 1 in 24. *Low road*; 14½m. maximum 1 in 23; 18m. 1 in 25; 19m. 1 in 20-24; 22½m. 1 in 15.

Milestones.—Measured from Stirling to New Mills Bridge *via* Tullibody; thence from Dunfermline Crosswynd. Those on the "High" road, which branches off at Kennet, are measured from Dunfermline.

Measurements (High Road).

Stirling, * King Street.

| | | |
|-----|--------------|--------------------------------|
| 7½ | Alloa,* P.O. | |
| 9½ | 1½ | Clackmannan,* Free Church. |
| 18 | 10½ | 8½ Carnock Bridge. |
| 21½ | 13½ | 12 3½ Dunfermline,* Town Hall. |

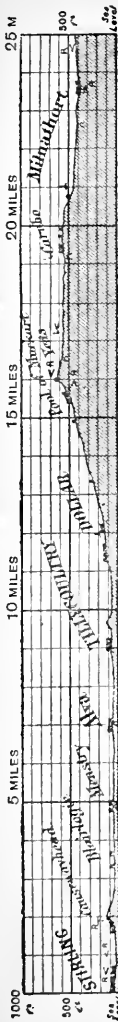
Low Road.

Stirling, * King Street.

| | | |
|-----|--------------|---------------------------------|
| 7½ | Alloa,* P.O. | |
| 12½ | 5½ | Kincardine,* Cross. |
| 19 | 11½ | 6½ Torryburn. |
| 23½ | 15½ | 10½ 4½ Dunfermline,* Town Hall. |

Principal Objects of Interest.—1½m. Wallace Monument. 2m. Cambuskenneth Abbey. ALLOA; Tower. Clackmannan; Tower. Kincardine; Tulliallan Castle. 16m., to S., CULROSS; see Route 190. DUNFERMLINE; Abbey.

ROUTE 174. STIRLING TO ST. ANDREWS.



ROUTE 175. STIRLING TO DUNFERMLINE. (High Road.)



The dotted line near Alloa is the "High Road"—same length as the other.

ROUTE 176. STIRLING TO DUNFERMLINE. (Low Road.)



177

STIRLING TO DOUNE.



Description.—Class II. This road is not so good as that by Drip, but is more hilly, as well as being lumpy to Bridge of Allan.

Gradients.—At 5 $\frac{1}{2}$ m. 1 in 23; 7m. 1 in 23; 7 $\frac{3}{4}$ m. 1 in 20.

Measurements.—Stirling, * King Street.

3 $\frac{1}{4}$ Bridge of Allan, * P.O.

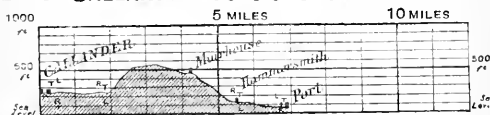
8 $\frac{3}{8}$ 5 $\frac{1}{2}$ Doune * Cross; or,

8 $\frac{1}{2}$ 5 $\frac{1}{4}$ Doune, * Woodside Hotel.

Principal Objects of Interest.—As Route 172 to Bridge of Allan. DOUNE; Castle, Old Bridge.

178

CALLANDER TO PORT OF MENTEITH.



Description.—Class III. A good road for 2 miles, then very rough and bad, with gates across, to Hammersmith.

Gradients.—At 2 $\frac{1}{2}$ m. 1 in 13; 4 $\frac{1}{2}$ m. 1 in 11.

Measurements.—Callander, * P.O.

6 $\frac{1}{4}$ Port of Menteith Inn. *

Principal Objects of Interest.—Port; Rednock Castle, Inchmahone Priory. The Lake of Menteith is very pretty.

179

CALLANDER TO KIPPEN.



Description.—Class III. A good road for 2 miles, then fair surface, but with several gates across; very good after Thornhill.

Gradients.—At 5m. 1 in 21; 10m. 1 in 18-14.

Measurements.—Callander, * P.O.

5 $\frac{1}{4}$ Thornhill. *

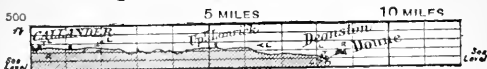
10 4 $\frac{1}{4}$ Kippen. *

Principal Objects of Interest.—Moorland road at first.

Hotels or Inns at places marked *.

CALLANDER TO DOUNE.

180



Description.—Class III. The best road is Route 170. This is a fair undulating road. (The road between Doune and Dunblane is Class II., and has a fine surface with easy gradients).

Gradients.—At 6½m. 1 in 24; 8½m. 1 in 23.

Measurements.—Callander, * P.O.

8½ Doune, * Woodside Hotel.

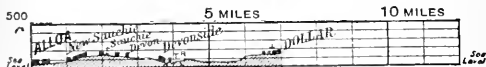
8¼ Doune, * Cross.

12½ 3¼ Dunblane, * Bridge.

Principal Objects of Interest.—5½m. Lanrick Castle. 8½m. Deanston Mills. DOUNE; Castle. DUNBLANE; Cathedral.

ALLOA TO DOLLAR.

181



Description.—Class II. A very fine undulating road.

Milestones.—Measured from those on the Stirling-Kinross Road near Dollar.

Measurements.—Alloa, *

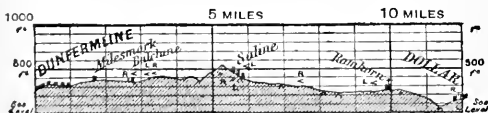
4½ (Tillicoultry).

7 ... Dollar, * Hotel.

Principal Objects of Interest.—Fine view of the Ochil Hills. DOLLAR; Castle Campbell and Glen, Academy.

DUNFERMLINE TO DOLLAR.

182



Description.—Class II. The road has a good surface throughout, but there are several stiff hills.

Gradients.—At 5m. 1 in 19-15; 5½m. 1 in 18; 11½m. 1 in 22.

Milestones.—Measured from Dunfermline, and from Dollar.

Measurements.—Dunfermline, * Town Hall.

5½ Saline * Bridge.

12½ 6¾ Dollar, * Hotel.

Principal Objects of Interest.—DOLLAR; as above.

183 KIRKCALDY TO AUCHTERTOOL, &c.



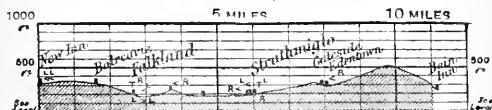
Description.—Class III. Although this is the direct road to Dunfermline it is a bad hilly road. Route 191 is best.

Gradients.—At 1½m. & 2m. 1 in 14; 4m. 1 in 19; 4½m. 1 in 15-21; 5½m. 1 in 12; 6m. 1 in 14; 6½m. 1 in 12.

Milestones.—Measured from Dunfermline Crosswynd.

Measurements.—Kirkcaldy, * Town Hall; 4½m. Auchtertool; 6½m. Stewart's Arms*; 12m. Dunfermline, * Town Hall.

184 NEW INN TO BEIN INN.



Description.—Class II. A good road as far as Edentown; thereafter fair, with rather dangerous descent to Bein Inn.

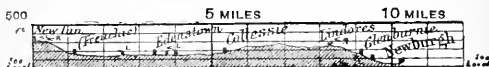
Gradients.—At 11m. 1 in 19.

Measurements.—Kirkcaldy, * Town Hall.

| | | |
|-----|-----------|--------------------------|
| 9 | New Inn.* | |
| 11½ | 2½ | Falkland.* |
| 15 | 6 | 3½ Strathmiglo.* |
| 20½ | 11½ | 8½ 5½ Bein Inn.* |
| 28½ | 19½ | 17 13½ 8½ Perth,* Cross. |

Principal Objects of Interest.—Falkland; Palace.

185 NEW INN TO NEWBURGH.



Description.—Class II. A good road with fair surface.

Gradients.—At ½m. 1 in 20.

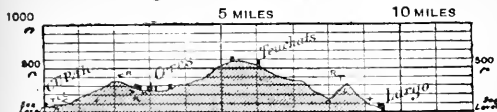
Measurements.—Kirkcaldy, * Town Hall.

| | | |
|-----|-----------|--------------------------|
| 9 | New Inn.* | |
| 14½ | 5½ | Collessie,* Inn. |
| 19½ | 10½ | 4½ Newburgh,* Town Hall. |

Principal Objects of Interest.—Collessie; Beaton's Tower. 8½m. Inchrye Abbey. Newburgh; Macduff's Cross, Lindores Abbey.

CUPAR TO LARGO.

186



Description.—Class III. The road has a fair surface, but is very hilly.

Gradients.—At $\frac{3}{4}$ m. 1 in 23; $2\frac{1}{4}$ m. 1 in 20; $4\frac{1}{4}$ m. 1 in 13; $6\frac{1}{4}$ m. 1 in 22; $7\frac{1}{2}$ m. 1 in 12; $8\frac{1}{4}$ m., $8\frac{3}{4}$ m., and $9\frac{3}{4}$ m. 1 in 13.

Measurements.—Cupar, * Town Hall.

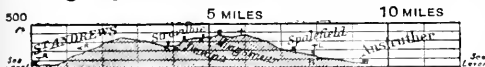
$3\frac{1}{4}$ Ceres.

$9\frac{1}{2}$ $6\frac{3}{4}$ Largo, * Pier.

Principal Objects of Interest.—Largo; see Route 19.

ST. ANDREWS TO ANSTRUTHER.

187



Description.—Class II. A good road throughout, but somewhat steep at several points.

Gradients.—At 1m. 1 in 21; $4\frac{1}{4}$ m. 1 in 15; $6\frac{3}{4}$ m. 1 in 23.

Milestones.—Measured from St. Andrews, Old Town Hall.

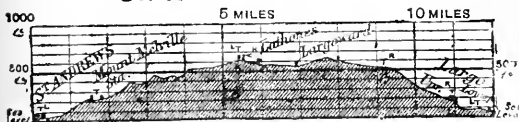
Measurements.—St. Andrews, * Town Church.

$5\frac{1}{4}$ Kingsmuir Inn.*

$9\frac{3}{4}$ $4\frac{1}{4}$ Anstruther, * Bridge.

ST. ANDREWS TO LARGO.

188



Description.—Class III. A fair road, but with very steep hills.

Gradients.—At $1\frac{1}{4}$ m. 1 in 15; $2\frac{1}{4}$ m. 1 in 15; $3\frac{1}{4}$ m. 1 in 15; $9\frac{1}{2}$ m. 1 in 13-17-24; 11m. 1 in 22; 12m. 1 in 11.

Milestones.—Measured from St. Andrews, Town Church, correct.

Measurements.—St. Andrews, * Town Church.

$6\frac{1}{4}$ Largoward.

12 $5\frac{1}{4}$ Largo, * Pier.

Principal Objects of Interest.—Largo; see Route 19.

189 ALLOA TO KINROSS.

Description.—Class III. A very fair but undulating road, rather soft in some parts near Crook and towards Kinross.

Gradients.— $3\frac{1}{2}$ m. 1 in 24; $9\frac{1}{2}$ m. 1 in 14; 10m. 1 in 13-25.

Measurements.

Alloa, * P.O.

$7\frac{1}{2}$ Blairingone.

$11\frac{1}{2}$ $4\frac{3}{8}$ Crook * of Devon.

$17\frac{1}{2}$ $10\frac{1}{2}$ $5\frac{1}{2}$ Kinross, * P.O.

Principal Objects of Interest.—At $6\frac{1}{2}$ m. to Dollar. At $10\frac{1}{2}$ m. to Rumbling Bridge. KINROSS; Loch Leven and Castle.

Hotels or Inns at places marked *.

190 BURNTISLAND TO CULROSS.

Description.—Class II. Narrow Lane to Kirkton. Thereafter steep hills to Aberdour, when the road becomes more or less undulating all the way. Good surface throughout.

Gradients.— $\frac{1}{2}$ m. 1 in 13; $\frac{2}{3}$ m. 1 in 15; $2\frac{1}{2}$ m. about 1 in 11.

Milestones.—Those from Kinghorn are joined at Kirkton and continue correct to Inverkeithing.

Measurements.

Burntisland, * Pier.

$3\frac{3}{8}$ Aberdour, * Station.

$7\frac{1}{2}$ $4\frac{3}{8}$ Inverkeithing, * Cross.

16 $12\frac{1}{2}$ $8\frac{1}{2}$ Torryburn.

$18\frac{1}{2}$ $15\frac{1}{2}$ $10\frac{1}{2}$ $2\frac{1}{2}$ Culross, * Town House.

Principal Objects of Interest.—BURNTISLAND; Rossend Castle. Aberdour; Castle, Donibristle, Inchcolm. $9\frac{1}{2}$ m. Rosyth Castle. CULROSS; Abbey, Dunnemarle Castle.

Hotels or Inns at places marked *.

191 KIRKCALDY TO DUNFERMLINE.

Description.—Class II. A very good road with comparatively easy grades all the way. The more direct road by Auchtertool is very hilly and steep.

Gradients.—At 1m. 1 in 24; at 11m. 1 in 18; at 13m. 1 in 24.

Milestones.—Measured from Dunfermline Crosswynd *via* Auchtertool, to Kirkcaldy.

Measurements.

Kirkcaldy, * Town Hall.

$7\frac{1}{2}$ Stewart's Arms, *

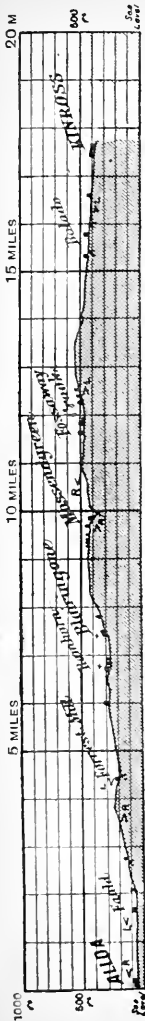
10 $2\frac{1}{2}$ Crossgates, * P.O.

$13\frac{1}{2}$ 6 $3\frac{1}{2}$ Dunfermline, * Town Hall.

Principal Objects of Interest.—Collieries after Donibristle.

Hotels or Inns at places marked *.

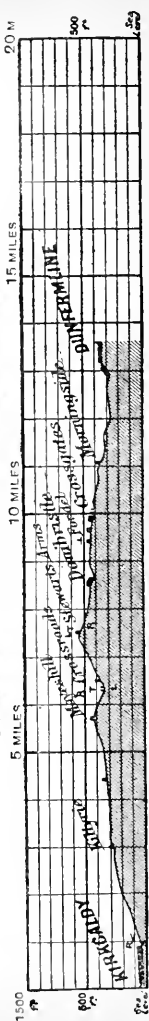
ROUTE 189. ALLOA TO KINROSS.



ROUTE 190. BURNTISLAND TO CULROSS.



ROUTE 191. KIRKCALDY TO DUNFERMLINE.



192 KIRKCALDY TO ST. ANDREWS.

Description.—Class II. After Gallatown this is a fine undulating road to Windygates; thereafter it is scarcely so good till nearing Ceres, when the surface becomes very much better.

Gradients.— $8\frac{1}{2}$ m. 1 in 19-25; $11\frac{1}{2}$ m. 1 in 20-22; $14m\frac{1}{2}$ 1 in 24.

Milestones.—Measured from Burntisland Pier, correct to Pratis; after Ceres from St. Andrews, West Port.

Measurements.

Kirkcaldy, * Town Hall.

$7\frac{3}{8}$ Windygates.*

$8\frac{3}{4}$ $1\frac{3}{8}$ Kennoway.

(18 $10\frac{7}{8}$ $9\frac{1}{2}$ Cupar, * Town House).

$16\frac{3}{8}$ 9 $7\frac{3}{8}$... Ceres.*

$17\frac{7}{8}$ $10\frac{1}{2}$ $9\frac{1}{2}$... $1\frac{1}{2}$ Pitscottie.

$23\frac{3}{8}$ 16 $14\frac{3}{8}$... 7 $5\frac{1}{2}$ St. Andrews, * Town Church.

Principal Objects of Interest.—15m. Scotstarvit Tower. $17\frac{1}{8}$ m. Dura Den. $21\frac{1}{8}$ m. Magus Muir to S. ST. ANDREWS; as Route 19.

Hotels or Inns at places marked*.

193 NEW INN TO TAYPORT.

Description.—Class II. This is a fine undulating road of very fair surface, a little rough, however, near Kilmany.

Gradients.—12m. 1 in 18.

Measurements.

New Inn.*

$13\frac{3}{4}$ Kilmany.

$19\frac{1}{4}$ $5\frac{1}{2}$ Newport, * Pier.

$22\frac{1}{8}$ $8\frac{3}{8}$ $2\frac{1}{2}$ Tayport, * Pier.

Hotels or Inns at places marked*.

194 MILNATHORT TO LARGO.

Description.—Class III. The road, though of fine surface, is very hilly.

Gradients.— $2\frac{1}{2}$ m. 1 in 24-18; 3m. 1 in 19; $4\frac{3}{8}$ m. 1 in 15; $6\frac{1}{2}$ m. 1 in 23; $6\frac{3}{4}$ m. 1 in 16-13; $12\frac{3}{8}$ m. 1 in 22; 13m. 1 in 24; $13\frac{3}{8}$ m. 1 in 13.

Measurements.

Milnathort, * Cross.

4 Kinnesswood.*

5 1 Scotlandwell.*

$9\frac{3}{8}$ $5\frac{3}{8}$ $4\frac{3}{8}$ Leslie, * P.O.

$12\frac{3}{8}$ $8\frac{3}{8}$ $7\frac{3}{8}$ 3 Markinch, * P.O.

16 12 11 $6\frac{3}{8}$ $3\frac{3}{8}$ Windygates.*

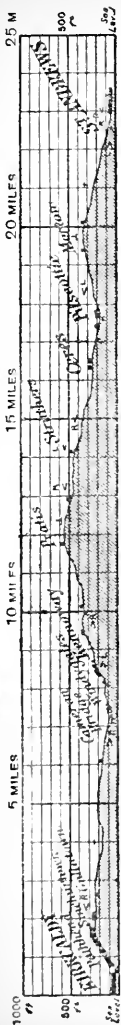
(18 $14\frac{3}{8}$ $13\frac{3}{8}$ $9\frac{1}{2}$ $6\frac{1}{2}$ $2\frac{3}{8}$ Leven, * Quay).

$20\frac{3}{8}$ $16\frac{3}{8}$ $15\frac{3}{8}$ 11 8 $4\frac{3}{8}$... Largo, Lundin Mill.

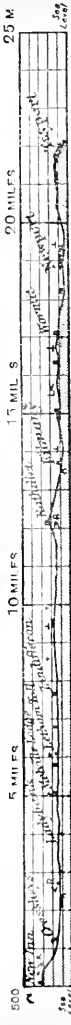
Principal Objects of Interest.— $\frac{1}{2}$ m. Burleigh Castle. 5m. Scotland "Well." $14\frac{1}{8}$ m. Balgonie Castle. $14\frac{1}{2}$ m. Balfour.

Hotels or Inns at places marked*, and Auchmoorbridge.

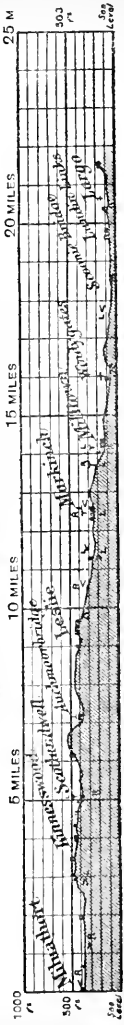
ROUTE 192. KIRKCALDY TO ST. ANDREWS.



ROUTE 193. NEW INN TO TAYPORT.



ROUTE 194. MILNATHORT TO LARGO.



196

PERTH TO CUPAR.

Description.—Class II. Good surface over Moncrieffe Hill, then a magnificent road to Aberargie, almost level. To Lindores is very fair but undulating; thereafter hilly at first, but improving to Cupar.

Gradients.—Moncrieffe Hill, ascent 1 in 25; descent 1 in 22; at 12½m. 1 in 22; 18½m. 1 in 23; 20m. 1 in 24.

Milestones.—To Aberargie, as Route 17; thereafter in Fife, measured from Cupar Town House,—correct.

Measurements.

Perth,* Cross.

4 Bridge of Earn * Hotel.

8½ 4½ Abernethy.*

11½ 7½ 3 Newburgh,* Town House.

22 18 13½ 10½ Cupar,* Town House.

Principal Objects of Interest.—To Aberargie, as Route 17. Abernethy; Round Tower. NEWBURGH; Macduff's Cross, Lindores Abbey. CUPAR; as Route 19.

Hotels or Inns at places marked,* and at Aberargie.

197

CRIEFF TO ABERFELDY, &c.

Description.—Class II. The surface is good to the Sma' Glen, rough to Amulree, good up to near the summit, where it is soft, then very rough on the descent to Aberfeldy. Thereafter the road is good to Coshievile, but speedily degenerates in quality and becomes very loose and stony, with dangerous turn past Foss. To Dalnacardoch, except a short piece at Trinafour, is a fearful road with dangerous turns, almost unfit for traffic.

Gradients.—At 2½m. 1 in 18-20-17-22-17; 8½m. 1 in 17-25-22; 20½ & 23m. 1 in 14-13-17-13-21; 29½m. 1 in 14; 31¼ & 34m. 1 in 13; 38m. 1 in 13; 40½m. 1 in 11; 42m. 1 in 11; 44½m. 1 in 16.

Milestones.—Measured from Crieff, James Sq., to Aberfeldy—tolerably correct; thereafter from the Inverness milestones at Dalnacardoch.

Measurements.

Crieff,* James Square.

12¼ Amulree.*

23½ 10½ Aberfeldy,* Crossroads.

28½ 16¼ 5¾ Coshievile.*

36½ 24¼ 13¾ 8 Tummel Bridge.*

41½ 29¼ 18¾ 13 5 Trinafour.

46¼ 34 23¾ 17¾ 9¼ 4¼ Dalnacardoch.

Principal Objects of Interest.—3m. Monzie Castle. 7m. Sma' Glen and "Ossians Grave." 23m. Falls of Mouess. 23¾m. Wade's Bridge, 1733. 24½m. Menzies Castle. 27¾m. Taymouth Castle to S. 28m. Comrie Castle (ruins).

Hotels or Inns at places marked*, and at Whitebridge.

198 AUCHTERARDER TO BRIDGE OF EARN.

Description.—Class III. A very hilly road, but of good surface to Dunning; thereafter easier to Bridge of Earn.

Gradients.— $\frac{1}{2}$ m. 1 in 13; 11m. 1 in 17.

Measurements.

| | | | | |
|------------------------|-------------------|-----------------|-------------------------|----------------|
| Auchterarder,* Church. | | | | |
| 5 | Dunning,* Square. | | | |
| 12 | 7 | Pitkeathly. | | |
| 13 $\frac{1}{2}$ | 8 $\frac{1}{2}$ | 1 $\frac{1}{2}$ | Bridge of Earn * Hotel. | |
| 17 $\frac{1}{2}$ | 12 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | 4 | Perth,* Cross. |

Principal Objects of Interest.—4 $\frac{1}{2}$ m. Duncrub. 7 $\frac{1}{2}$ m. Invermay, Forteviot $\frac{3}{4}$ m. distant. 12m. Spa.

Hotels or Inns at places marked*.

199 PERTH TO LOCHEARNHEAD.

Description.—Class II. As far as Crieff the road is of very fine surface with easy undulations. Thereafter to St. Fillans is usually very smooth, and along Loch Earn level and generally very fine.

Gradients.—Mostly not above 1 in 27; except at 19 $\frac{1}{2}$ m. 1 in 21.

Milestones.—Measured from Crieff Cross to Perth, and from Crieff, James Square, westwards to Comrie; thereafter a little irregular.

Measurements.

| | | | | |
|------------------|-------------------|------------------------|------------------|---|
| Perth,* Cross. | | | | |
| 6 $\frac{1}{2}$ | Methven,* Bridge. | | | |
| 17 $\frac{1}{2}$ | 11 | Crieff,* James Square. | | |
| 24 | 17 $\frac{1}{2}$ | 6 $\frac{1}{2}$ | Comrie.* | |
| 29 $\frac{1}{2}$ | 23 | 12 | 5 $\frac{1}{2}$ | St. Fillans,* P.O. |
| 36 $\frac{1}{2}$ | 30 $\frac{1}{2}$ | 19 $\frac{1}{2}$ | 12 $\frac{1}{2}$ | 7 $\frac{1}{2}$ Lochearnhead * Hotel. |
| 38 $\frac{1}{2}$ | 31 $\frac{1}{2}$ | 20 $\frac{1}{2}$ | 14 $\frac{1}{2}$ | 8 $\frac{1}{2}$ 1 $\frac{1}{2}$ Lochearnhead Station. |

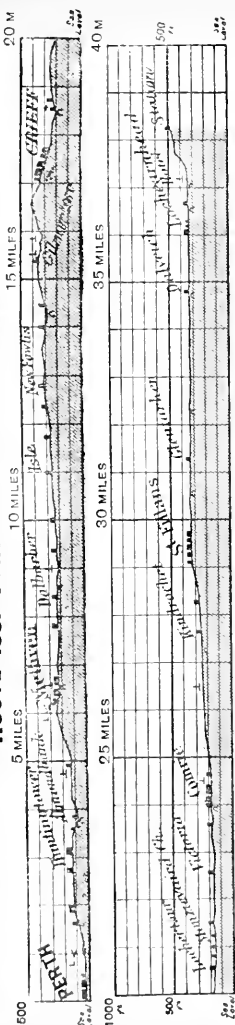
Principal Objects of Interest.—2 $\frac{3}{4}$ m. Huntingtower. 5 $\frac{1}{2}$ m. Methven Castle and Battlefield. 11m. Inchaffray Abbey. CRIEFF; Cross, Falls of Turret and Barwick. 18 $\frac{1}{2}$ m. Ochertyre. 24 $\frac{1}{2}$ m. Melville Monument. 26 $\frac{1}{2}$ m. Dunira. A beautiful road passing through varied scenery. Lochearnhead; Glenogle, Balquhiddar, &c.

Hotels or Inns at places marked*.

ROUTE 198. AUCHTERARDER TO BRIDGE OF EARN.



ROUTE 199. PERTH TO LOCHEARNHEAD.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, J, Road Junction, O Bridge, T indicates a sharp turn.

The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

200

PERTH TO KINGUSSIE.

Description.—Class I. to Dunkeld, II. to Kingussie. The surface is very fine to Strathord Station; thereafter to Dunkeld is good but hilly. To Pitlochry the road is undulating at first, but becomes easier after Dowally, though of poorer surface. Through the Pass of Killiecrankie is steep, but after passing Aldclune the road is level and very good as far as Bruar, where the long ascent of the Grampians commences. From this point the surface gets gradually worse until in some parts it is little else than a loose mass of stones, in others, overgrown with grass. This continues till near Dalwhinnie when the surface improves and shortly after becomes a fine but undulating road to Kingussie.

Gradients.—At 5½m. 1 in 24; 11¾m. 1 in 21; 15½m. 1 in 19; 30m. 1 in 18-15; 30½m. 1 in 20; 31m. 1 in 19-14. There are many rough hills after Struan. With the above exceptions the gradients seldom exceed 1 in 27.

Milestones.—Measured from Perth Cross, but not perfectly equidistant, on account of deviations of the road at various points, as far as Perth county boundary. In Inverness-shire they are measured from Inverness.

Measurements.

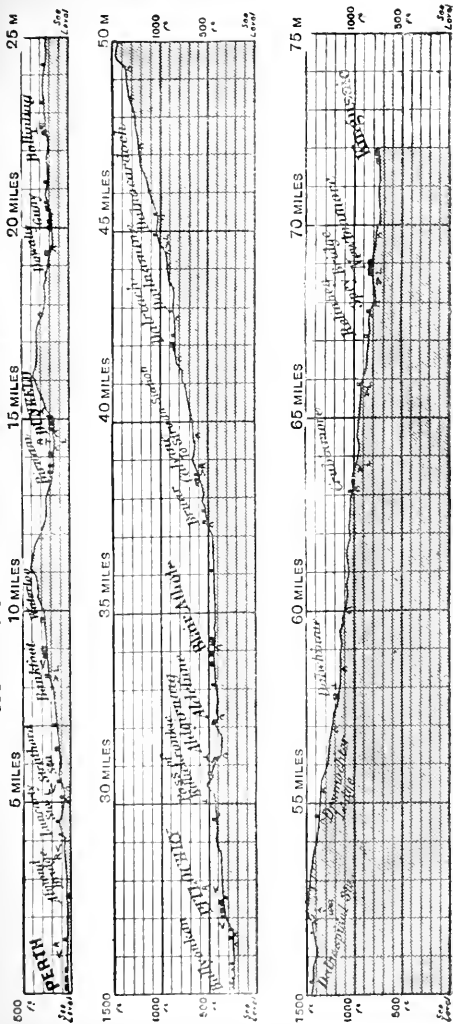
Perth,* Cross.

| | |
|-----|--|
| 8¾ | Bankfoot.* |
| 14¾ | 6 Dunkeld,* High Street. |
| 22½ | 13¾ 7¾ Ballinluig Station. |
| 27¼ | 18½ 12½ 4¾ Pitlochry,* Fountain. |
| 34¼ | 25½ 19½ 11¾ 7 Blair Athole,* Hotel. |
| 44¾ | 36¾ 30¾ 22¾ 17¾ 10¾ Dalnacardoch. |
| 57¾ | 49 43 35¼ 30½ 23½ 12¾ Dalwhinnie,* Hotel. |
| 71¾ | 63 57 49¼ 44½ 37½ 26¾ 14 Kingussie,* Court Ho. |

Principal Objects of Interest.—4½m. Battlefield of Luncarty. 12m. Murthly Castle. DUNKELD; Palace, Craig-y-barns. Birnam Hill and Wood, Falls of Braan, Neil Gow's House. PITLOCHRY; to Falls of Tummel. 30m. to Falls of Tummel and Queen's view; and entrance to old Pass of Killiecrankie. 31m. North entrance to Pass. 31½m. Claverhouse Stone. Blair Athole; Castle, Glen Tilt, Falls of Fender. 37½m. Bruar Falls. Thence a desolate road to about 63m. 66¼m. Invernahavon Battlefield, 1386. Kingussie; Ruthven Barracks.

Hotels or Inns at places marked*, and at Birnam, Struan, and Newtonmore. None between Struan and Dalwhinnie—20 miles.

ROUTE 200. PERTH TO KINGUSSIE.



201

PERTH TO BRAEMAR.

Description.—Class I. to Blairgowrie, II. to Bridge of Cally, III. to near Braemar. The road though somewhat undulating has a magnificent surface as far as Blairgowrie; thereafter to Bridge of Cally is good but hilly. From here to Spital the road is very hilly, with fair surface at first, but soft afterwards. It then becomes very bad and rough, with numerous steep hills of varied length, culminating in a nasty double turn on a precipitous incline—the “Devil’s Elbow”—which coming from Braemar cannot be taken too carefully. Thereafter the road, though soft and very rough at first, is very good after Altamhait.

Gradients.—Nothing above 1 in 26 to Blairgowrie, thence short hill into Rattray 1 in 14. After Craighall Bridge the ruling gradient is 1 in 25, with a maximum of 1 in 23. At 21½m. 1 in 14 (dangerous turn); 21¾m. 1 in 11; 23¼m. 1 in 13 (dangerous turn at top); 23½m. 1 in 16-13-16; 27¼m. 1 in 14; 27¾m. 1 in 12; 28m. 1 in 23; 29m. 1 in 17; 29¼m. 1 in 20; 29½m. 1 in 19; 29¾m. 1 in 15; 30¾m. 1 in 22; thence various short undulations till the final ascent begins at 38½m. with 1 in 15-17-16-10-14-19, and is 1 in 9 on the exceedingly dangerous double turns; thereafter decreasing to 1 in 12 at the summit. The descent is 1 in 16-15-22-15-20-13-19; and at 42m. 1 in 18.

Milestones.—To Blairgowrie, measured from Perth Bridge,—correct; thereafter measured from Dunkeld.

Measurements.

Perth, * Cross.

5¾ Guildtown.

10½ 4¾ Cargill Station.

15½ 9¾ 5½ Blairgowrie, * Well Meadow.

21½ 15½ 11½ 5¾ Bridge of Cally. *

34½ 28½ 24½ 18¾ 13½ Spital of Glenshee * Hotel.

49¾ 44 30¾ 34½ 28¾ 15¼ Braemar, * Invercauld Arms.

Principal Objects of Interest.—2¼m. Scone Palace. 6¾m. Campsie Linn. 7½m. Stobhall. 11m. Meikleour “Hedges.” 14m. Druidsmere. 17¼m. Craighall (Tullyveolan). 35m. Boar Loch. 40½m. Cairnwell Pass, 2,200 ft., highest road in Britain. Braemar; see Route 241.

Hotels or Inns at places marked *, and at Persie.

202

PERTH TO STONEHAVEN.

Description.—Class I. A magnificent road with long slopes at first, but with easy grades to near Coupar Angus when it becomes level. Thence to Forfar is smooth and

undulating, fair to Brechin, and good past Laurencekirk, ending with long descent to Stonehaven, on which care should be taken towards the foot.

Gradients.—Mostly very easy except 30½ & 67m.1 in 24.

Milestones.—Measured from Perth, George Street, to Glamis; thence from Forfar on to the County Boundary, where those from Laurencekirk Town Hall are met. Those to Stonehaven are from the County Buildings at that place.

Measurements.

Perth,* Cross.

12½ Coupar Angus,* Cross.

17½ 5½ Meigle.*

24½ 11½ 6½ Glamis.*

29½ 17½ 12 5½ Forfar,* Town Hall.

35½ 23 17½ 11½ 5½ Tannadice* Inn.

42½ 29½ 24½ 18 12½ 6½ Brechin,* Town House.

53½ 40½ 35½ 29 23½ 17½ 11 Laurencekirk,* Town Hall.

67½ 54½ 49½ 43 37½ 31½ 25 14 Stonehaven,* Market Sq.

Principal Objects of Interest.—COUPAR ANGUS; Abbey. Meigle; Sculptured Stone. Glamis; Castle. FORFAR; Restenneth Priory. BRECHIN; Cathedral, Round Tower, Bridge. 50½m. Inglismaldie. STONEHAVEN; Dunottar Cas.

Hotels or Inns at places marked *, and at Balbeggie, and (Drumlithie).

203

PERTH TO DUNDEE.

Description.—Class I. The surface is very good and level to beyond Inchtute when the road becomes more hilly; nearing Dundee the surface is poorer, on account of heavy traffic.

Gradients.—The steepest part is at 14½m.1 in 25.

Milestones.—Measured from Perth Cross,—correct.

Measurements.

Perth,* Cross.

6½ Glencarse,* Inn.

13½ 6½ Inchtute.

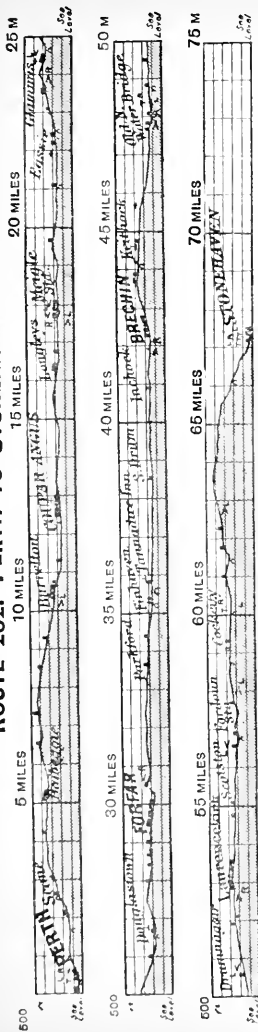
15½ 9½ 2½ Longforgan,* Church.

21½ 15½ 8½ 6 Dundee,* Town House.

Principal Objects of Interest.—½m. Kinnoul Hill. 2½m. Kinfauns Castle. 9½m. Megginch Castle. 14½m. Rossie Priory. 14½m. Castle Huntly. The road passes along the famous "Carse of Gowrie," and there are many objects of interest in the immediate vicinity of the road.

Hotels or Inns at places marked * and at (Errol).

ROUTE 202. PERTH TO STONEHAVEN.



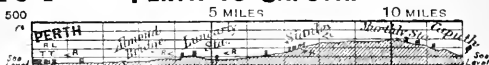
ROUTE 203. PERTH TO DUNDEE.



Signs. < Road Fork, forward journey, > ditto reverse, + Cross Roads, J Road Junction, O Bridge, T indicates a sharp turn.
 The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

204

PERTH TO CAPUTH.



Description.—Class II. A very fine smooth road as far as Strathord Station; thereafter not quite so good.

Gradients.—At 11 $\frac{3}{4}$ m. 1 in 19.

Milestones.—Measured from Perth Cross,—correct.

Measurements.—Perth, * Cross.

4 $\frac{1}{2}$ Luneary Station.

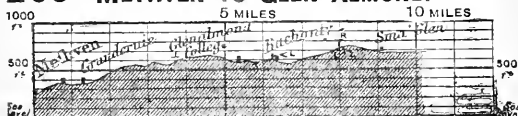
7 $\frac{1}{4}$ 2 $\frac{3}{4}$ Stanley, * Square.

12 $\frac{1}{4}$ 7 $\frac{3}{4}$ 5 Caputh, * Church.

Principal Objects of Interest.—4 $\frac{1}{2}$ m. Battlefield of Luneary. 6 $\frac{1}{2}$ m. Thistlebridge. Stanley; Campsie Linn. Caputh; Murthly Castle.

205

METHVEN TO GLEN ALMOND.



Description.—Class III. A fair, but somewhat hilly road.

Gradients.—At $\frac{1}{4}$ m. 1 in 16; 1 $\frac{3}{4}$ m. 1 in 24-15; 3m. 1 in 15; 5m. 1 in 24.

Milestones.—Continuation of those from Perth.

Measurements.—Perth, * Cross.

6 $\frac{1}{2}$ Methven, *

12 $\frac{3}{8}$ 6 $\frac{3}{8}$ Buchanty, *

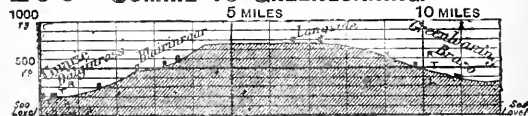
21 14 $\frac{1}{2}$ 8 $\frac{1}{2}$ Amulree *; or,

20 $\frac{3}{8}$ 13 $\frac{7}{8}$ 7 $\frac{1}{2}$ Crieff, James Square.

Principal Objects of Interest.—3 $\frac{3}{4}$ m. Glenalmond College. Very pretty scenery in Glen Almond, and up the Sma' Glen.

206

COMRIE TO GREENLOANING.



Description.—Class II. The gradients are comparatively easy, but the surface is poor, until near Braco.

Gradients.—At 2 $\frac{1}{4}$ m. 1 in 22-20; 4m. 1 in 23.

Milestones.—Continuation of those from Stirling

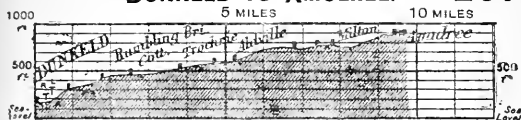
Measurements.—Comrie, *

10 $\frac{1}{5}$ Braco, *

12 $\frac{1}{2}$ 1 $\frac{3}{8}$ Greenloaning, *

Principal Objects of Interest.—A rather dreary road. 10 $\frac{1}{4}$ m. Ardoch Roman Camp.

DUNKELD TO AMULREE. 207



Description.—Class II. The road has a fair surface, but is a little stony at several points.

Gradients.—At $\frac{1}{2}$ m. 1 in 19.

Milestones.—Measured from Dunkeld, High Street,—correct.

Measurements.—Dunkeld, * High Street.

$3\frac{3}{4}$ Trochie.

$9\frac{3}{4}$ $5\frac{3}{4}$ Amulree; * or,

$16\frac{3}{4}$ 13 Aberfeldy, * Square.

Principal Objects of Interest.—2m. Falls of Braan.
 $2\frac{1}{2}$ m. Rumbling Bridge. $3\frac{3}{4}$ m. Trochie Castle ruin.

DUNKELD TO BLAIRGOWRIE. 208



Description.—Class III. Hilly at first, undulating afterward; the surface is very good nearing Blairgowrie.

Gradients.—At $\frac{3}{4}$ m. 1 in 15; $7\frac{1}{2}$ m. 1 in 17.

Milestones.—Measured from Dunkeld, High Street,—correct.

Measurements.—Dunkeld, * High Street.

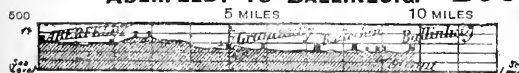
$4\frac{1}{4}$ Butterstone.

$7\frac{1}{4}$ 3 Forneth.

$12\frac{1}{4}$ 8 5 Blairgowrie, * Well Meadow.

Principal Objects of Interest.—The road is pleasantly wooded, and passes close to a series of charming Lochs.

ABERFELDY TO BALLINLUIG. 209



Description.—Class III. A good, slightly undulating road, but with a very steep hill at the north side of Grandtully Bridge.

Measurements.—Aberfeldy, * Square.

5 Grandtully, * Hotel.

$9\frac{3}{4}$ $4\frac{1}{4}$ Ballinluig P.O.

Principal Objects of Interest.— $2\frac{7}{8}$ m. Grandtully Castle.
 Hotels or Inns at places marked *, and at Logierait.

210 DUNKELD TO ABERFELDY.

Description.—Class II. A remarkably good but very undulating road till quite near Aberfeldy, when it becomes level.

Gradients.—At $1\frac{1}{4}$ m. 1 in 22; $13\frac{1}{4}$ m. 1 in 24; $14\frac{1}{4}$ m. 1 in 25.

Milestones.—Continuation of those from Perth,—correct.

Measurements.

Dunkeld,* High Street.

5 Dalguise.

$12\frac{1}{4}$ $7\frac{1}{4}$ Grantully,* Hotel.

$17\frac{1}{4}$ $12\frac{1}{4}$ 5 Aberfeldy,* Square.

Principal Objects of Interest.—1m. Neil Gow's Cottage, Falls of Braan. $14\frac{1}{4}$ m. Grantully Castle. ABERFELDY; Falls of Moness, Wade's Bridge, Weem Rock. The valley of the Tay is well wooded.

Hotels or Inns at places marked *, and at Balnaguard.

211 PITLOCHRY TO RANNOCH.

Description.—Class III. The road is very good to the Pass of Killiecrankie, after which it is exceedingly hilly, more or less all the way to Kinloch Rannoch. Along Loch Tummel the road is undulating with short hills. After Kinloch Rannoch the road is poor, and rather soft nearing Rannoch Station. Several of the hills are dangerous.

Gradients.—At 3m. 1 in 17; $3\frac{1}{4}$ m. 1 in 18; $4\frac{1}{2}$ m. 1 in 19-21; $5\frac{1}{4}$ m. 1 in 21-13; $6\frac{1}{4}$ m. 1 in 19-23-12-15; $7\frac{1}{2}$ m. 1 in 16-23; $16\frac{1}{2}$ m. 1 in 24-17; $17\frac{1}{4}$ m. 1 in 17; $17\frac{1}{2}$ m. 1 in 19-9 (dangerous turn); $24\frac{1}{2}$ m. 1 in 23.

Milestones.—Measured from Pitlochry Fountain, to Rannoch; thereafter from Gaur Bridge.

Measurements.

Pitlochry,* Fountain.

$5\frac{1}{2}$ Fincastle.

$7\frac{1}{4}$ $1\frac{1}{4}$ Queen's View.

$13\frac{3}{4}$ $8\frac{3}{8}$ $6\frac{3}{8}$ Tummel Bridge.*

$20\frac{7}{8}$ $15\frac{3}{8}$ $13\frac{3}{8}$ 7 Kinloch Rannoch,* Hotel.

$28\frac{3}{4}$ $23\frac{1}{4}$ $21\frac{1}{4}$ $14\frac{7}{8}$ $7\frac{3}{8}$ Killiechonan.

$37\frac{1}{2}$ 32 $30\frac{1}{4}$ $23\frac{3}{8}$ $16\frac{3}{8}$ $8\frac{3}{8}$ Rannoch Station.

Principal Objects of Interest.— $3\frac{1}{2}$ m. Killiecrankie Pass. 4m., to Falls of Tummel. $7\frac{1}{4}$ m. Queen's View; Magnificent view of Loch Tummel and Schiehallion. $17\frac{3}{4}$ m. Dunalastair.

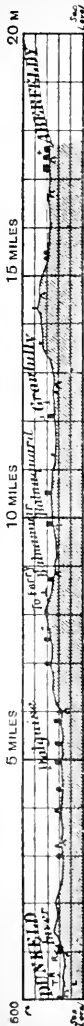
Hotels or Inns at places marked *, and at Balnald.

212 ABERFELDY TO KILLIN.

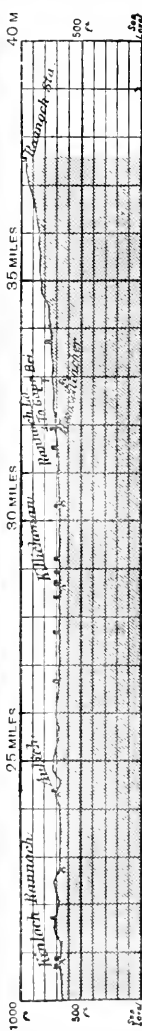
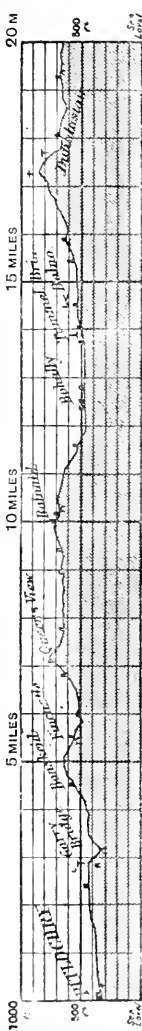
Description.—Class II. A very good road, but with steep hill descending to Kenmore; thereafter good to Fearnan, poor to Lawers, but improving slightly towards Killin.

Gradients.—At $4\frac{1}{2}$ m. 1 in 22; $5\frac{3}{4}$ m. 1 in 16; $17\frac{1}{4}$ m. 1 in 25-21; $17\frac{3}{8}$ m. 1 in 24; $21\frac{1}{4}$ m. 1 in 20-24-21.

ROUTE 210. DUNKELD TO ABERFELDY.



ROUTE 211. PITLOCHRY TO RANNOCH.



Sigms: < Road Fork, forward journey, > ditto reverse, + Cross Roads, J Road Junction, O Bridge, T indicates a sharp turn.
 The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

Milestones.—Continuation of those from Perth, to Kenmore; thereafter from Kenmore—doubtful if correct.

Measurements.

Aberfeldy, * Square.

6½ Kenmore, * Hotel.

9½ 3½ Fearnan, * Pier.

14 7½ 4½ Lawers, * Inn.

22½ 16½ 12½ 8½ Killin, * P.O.

Principal Objects of Interest.—4½m. Fort Lodge (Taymouth Castle). 6m. (Acharn Falls, 1½m. to West). 14m. for Ben Lawers. Killin; Finlarig Castle, Glen Lochay, Falls of Dochart.

Hotels or Inns at places marked *, also Bridge of Lochay.

213 ABERFELDY TO KILLIN *via Ardeonaig.*

Description.—Class III. As Route 212, to 6m., thereafter level for several miles when the road becomes very hilly almost the whole way to Killin; good surface at first, but poor near Killin. Several gates across the road.

Gradients.—To 6m. as above, then at 8½m. 1/17-23-16-18-13; 10m. 1/25-19; 12m. 1/19-15; 12½m. 1/13-15-13; 13½m. 1/20; 14½m. 1/21-16-12-25; 15½m. 1/16; 16½m. 1/23; 17½m. 1/22; 17¾m. 1/15; 18½m. 1/13; 18¾m. 1/20; 20¼m. 1/19-23-16-18-12; 21¾m. 1/15-16; 22m. 1/21.

Milestones.—Measured from Kenmore Hotel,—correct.

Measurements.

Aberfeldy, * Square.

7½ Acharn.

12½ 4½ Ardtalnaig.

15½ 7½ 3½ Ardeonaig * Bridge.

22½ 15 10½ 7½ Killin, * P.O.

Principal Objects of Interest.—4½m. Fort Lodge (Taymouth Castle). 7½m. Acharn Falls. Killin; as above.

214 ABERFELDY TO GLEN LYON.

Description.—Class III. As Route 197 for 5½m.—a good road—thereafter fair to Fortingal, but poor and hilly, with soft surface, up Glen Lyon. Many travel *via* Fearnan and join this road at 9½m.—2½m. longer.

Gradients.—At 10 and 10½m. 1/19; 10¾m. 1/18; 13¼m. 1/19.

Measurements.

Aberfeldy, * Square.

5½ Coshievillie, * Inn.

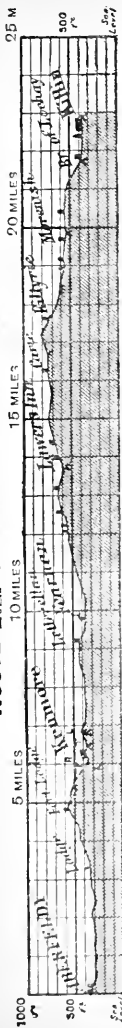
8½ 3 Fortingal.*

20 14½ 11½ Bridge of Balgie.

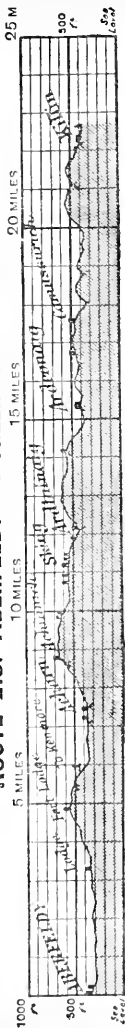
Principal Objects of Interest.—1m. Weem Rock. 4¾m., to Comrie Castle. Fortingal; Oak, Garth Castle. Glen Lyon; M'Gregors Leap, Meggernie Castle.

Hotels or Inns at places marked *, Weem, & Innerwick.

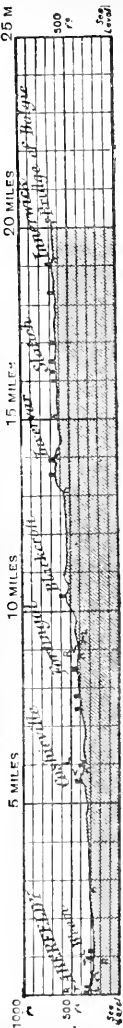
ROUTE 212. ABERFELDY TO KILLIN.



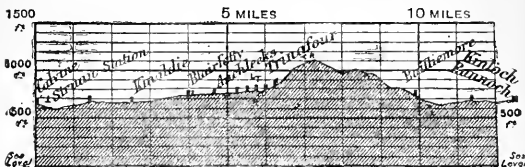
ROUTE 213. ABERFELDY TO KILLIN (via Ardlaraig.)



ROUTE 214. ABERFELDY TO GLENLYON.



215 STRUAN TO KINLOCH RANNOCH.



Description.—Class III. A tolerable and undulating road as far as Trinafour; thereafter rough and stony till near Kinloch Rannoch.

Gradients.—At 6½m. 1 in 12-15-11-13; 9m. 1 in 12.

Milestones.—Continuation of those near Kinloch Rannoch.

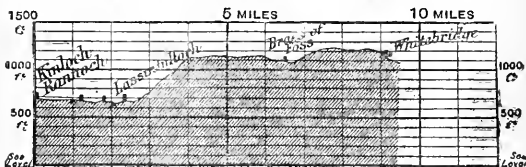
Measurements.—Struan Station.*

6 Trinafour.

12½ 6½ Kinloch Rannoch,* Hotel.

Principal Objects of Interest.—Fine view of Strath Tummel and Schichallion.

216 KINLOCH RANNOCH TO ABERFELDY.



Description.—Class III. A very rough road nearly the whole way to Whitebridge; thereafter as Route 197.

Gradients.—From 2½m. to 4m. 1 in 17-24-12-16-15-16.

Milestones.—Measured from Kinloch Rannoch,—correct.

Measurements.—Kinloch Rannoch,* Hotel.

9½ Whitebridge.

12½ 3¾ Coshieville.*

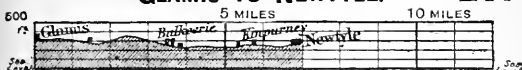
18 8¾ 5½ Aberfeldy,* Square.

Principal Objects of Interest.—The road crosses the shoulder of Schichallion, and fine views are obtained from the great altitude.

Hotels or Inns at places marked*.

GLAMIS TO NEWTYLE.

217



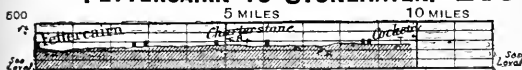
Description.—Class III. A good undulating road.

Measurements.—Glamis,*
6½ Newtyle.*

Principal Objects of Interest.—Kinpurney Tower is on the hilltop above Newtyle.

FETTERCAIRN TO STONEHAVEN.

218



For continuation from Cocketty to Stonehaven; see Route 202.

Description.—Class II. A good road.

Milestones.—From Stonehaven County Buildings.

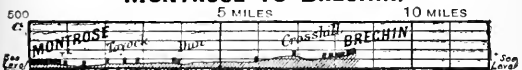
Measurements.—Fettercairn,* Town Hall.

6 (Fordoun,*)
16½ ... Stonehaven,* Market Square.

Principal Objects of Interest.—1¼m. ruins Kincardine Castle.

MONTROSE TO BRECHIN.

219



Description.—Class I. A very fine smooth road.

Milestones.—Measured from Brechin Town House.

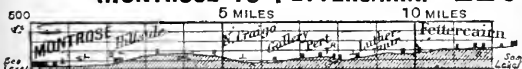
Measurements.—Montrose,* Town House.

8½ Brechin,* Town House.

Principal Objects of Interest.—Brechin; see Route 202.

MONTROSE TO FETTERCAIRN.

220



Description.—Class II. A good road with easy gradients, the first 5 miles are very good.

Milestones.—Measured from Montrose, Town House.

Measurements.—Montrose,* Town House.

8 Pert P.O.
12¼ 4¼ Fettercairn,* Town Hall.

Principal Objects of Interest.—2¼m. County Asylum.
8¼m. Inglismaldie.

221 DUNDEE TO BLAIRGOWRIE.

Description.—Class I. Rather rough till after Lochee when the road becomes fine and smooth with easy grades to the summit, then falling rather steeply with a winding descent—Tullybaccart—to Ashley. Thereafter a fine road, but with stiff hills on each side of the River Isla.

Gradients.—At 1½m. 1 in 25; 10½m. to 12m. 1 in 23-17-15-18-20-18; 15m. 1 in 25; 16m. 1 in 22.

Milestones.—From Dundee Town Ho. *via* Scouringburn.

Measurements.

Dundee, * Town House.

2 Lochee, * Station.

5½ 3½ Muirhead.*

14¾ 12¾ 9½ Coupar Angus, * Cross.

19 17 13½ 4¾ Blairgowrie, * Well Meadow.

Principal Objects of Interest.—1½m. Balgay Hill. 3½m. Camperdown House. COUPAR ANGUS; Abbey. BLAIRGOWRIE; Craighall.

Hotels or Inns at places marked *.

222 DUNDEE TO ALYTH.

Description.—Class II. As above to Muirhead; thereafter a hilly but easy road of good surface to Meigle, and fair to Alyth.

Gradients.—At 1½m. 1 in 25; 14m. 1 in 25; 15½m. 1 in 20.

Milestones.—As Route 221.

Measurements.

Dundee, * Town House.

5½ Muirhead.*

11½ 6 Newtyle, * Crossroads.

13½ 8½ 2½ Meigle.*

17½ 12 6 3¾ Alyth, * Market.

Principal Objects of Interest.—Kinpurnie Tower is very noticeable above Newtyle. Meigle; Sculptured Stone. ALYTH; "Arches," Bamff House.

Hotels or Inns at places marked *, and Alyth Junc. Sta.

223 DUNDEE TO KIRRIEMUIR.

Description.—Class II. A hilly road of fine surface, rough about the summit, poor down Glen Ogilvie, better thereafter, but hilly with a nasty dip just before Kirriemuir.

Gradients.—At ¾m. 1/24-19-20-18; 1¾m. 1/16; 2½m. 1/23; 3m. 1/15-17; 6½m. 1/23-21; 8½m. 1/15; 9m. 1/19; 11½m. 1/21-15; 12½m. 1/19; 13m. 1/23; 16½m. 1/20; 16¾m. 1/12, and 1/11.

Milestones.—From Forfar Cross, and Kirriemuir P.O.

Measurements.

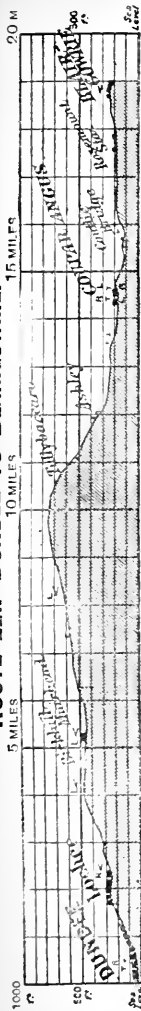
Dundee, * Town House.

6 Todhills.

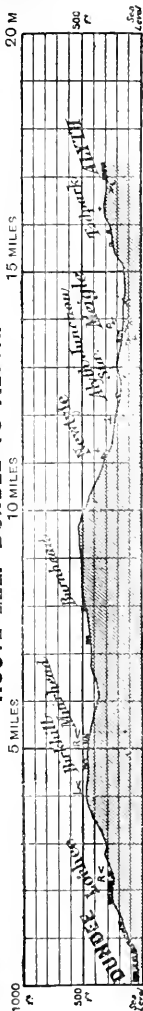
12 6 (Glamis.*)

16½ 10½ 4½ Kirriemuir, * Town House.

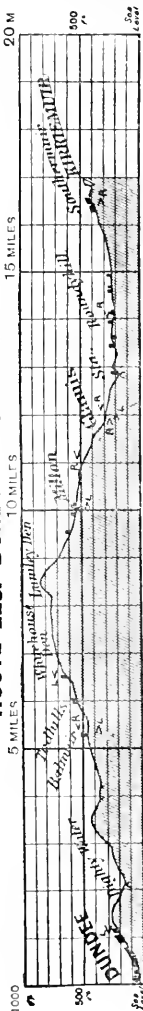
ROUTE 221. DUNDEE TO BLAIRGOWRIE.



ROUTE 222. DUNDEE TO ALYTH.



ROUTE 223. DUNDEE TO KIRRIEMUIR.



Principal Objects of Interest.—3¼m. Powrie Castle. GLAMIS; Castle. KIRRIEMUIR; “Thrum’s.”

Hotels or Inns at places marked *, and at Glamis Station.

224 DUNDEE TO FORFAR, &c.

Description.—Class I. A hilly road, but of very good surface. Care should be taken at the hill at 6½m. The “Old” road to Brechin—(Class III.)—is very hilly with only tolerable surface.

Gradients.—To 6½m., as Route 223. 7¼m. 1 in 24-22. 9½m. 1 in 20-21-24; 11¼m. 1 in 16; 13½m. 1 in 19. To Brechin mostly 1 in 20, but at 21½m. 1 in 15.

Milestones.—Measured from Forfar Cross,—correct.

Measurements.

Dundee, * Town House.

6 Todhills.

14½ 8½ Forfar, * Town Hall.

19 13 4½ Aberlemno P.O.

25½ 19½ 11 6½ Brechin, * Town House.

Principal Objects of Interest.—2m. Bleachfields. 3¼m. Powrie Castle. 16¼m. Restenneth Priory. Aberlemno; Sculptured Stones. BRECHIN; as Route 202.

Hotels or Inns at places marked *.

225 DUNDEE TO ABERDEEN.

Description.—Class I. Except near Dundee this is a magnificent road with very fine surface throughout. The undulations are easy to Arbroath; thence nearly all the way to Aberdeen the hills are longer but well engineered.

Gradients.—At 25½m. 1 in 23; 27¼m. 1 in 25; 42½m. 1 in 22; 51m. 1 in 23-21. The Hills at Inverkeilor and Stonehaven should be descended carefully.

Milestones.—Measured *Northwards* from Dundee Town House, Arbroath Cross, Montrose Town House, and North-Water Bridge; *Southwards* from Aberdeen Cross and Stonehaven Bridge.

Measurements.

Dundee, * Town House.

8½ Woodhill, * Inn.

16½ 8½ Arbroath, * Town Hall.

22½ 14½ 5½ Inverkeilor, *

29½ 21½ 12½ 7 Montrose, * Town House.

42½ 34 25½ 19½ 12½ Bervie, * Cross.

51½ 43½ 34½ 29½ 22½ 9½ Stonehaven, * Market Square.

66½ 58½ 49½ 44 37 24½ 14½ Aberdeen, * Market Street.

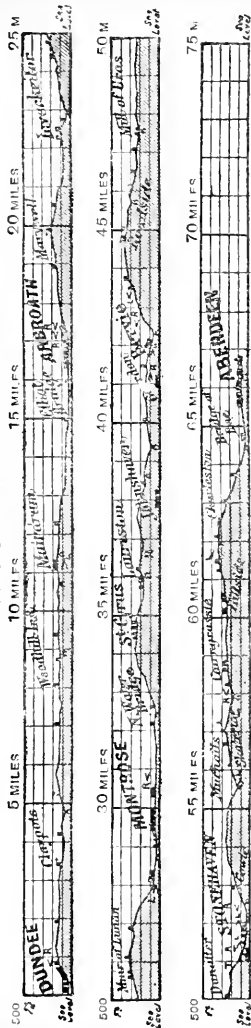
Principal Objects of Interest.—Arbroath; Abbey, Caves, St. Vigean’s Church. 24½m. Lunan Bay and Redcastle. 36½m. Den Finella, Kaim of Mathers. 50m. Dunottar Castle. 64½m. Old Bridge of Dee.

Hotels or Inns at places marked *, and at Bourtriebush. Also at (Lunan Bay), (Johnshaven), and (Muchalls).

ROUTE 224. DUNDEE TO FORFAR, & C.



ROUTE 225. DUNDEE TO ABERDEEN.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, J Road Junction, O Bridge, T indicates a sharp turn.
 The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

226 DUNDEE TO BRECHIN *via Aldbar.*

Description.—Class III. & II. A hilly and rather poor road to Aldbar Station; thereafter good surface and easy.

Gradients.— $\frac{3}{4}$ m. 1/19-20-22; $1\frac{3}{4}$ m. 1/21-17; $5\frac{1}{4}$ m. 1/19-15-22; $5\frac{1}{2}$ m. 1/20; 7m. 1/17; $7\frac{3}{4}$ m. 1/18-22; $8\frac{1}{2}$ m. 1/21; $10\frac{1}{2}$ m. 1/18-20; $11\frac{1}{2}$ m. 1/19; $14\frac{1}{4}$ m. 1/20; $14\frac{3}{4}$ m. 1/18; $15\frac{1}{4}$ m. 1/17; $20\frac{1}{2}$ m. 1/18. Thereafter nothing above 1/25.

Milestones.—Measured from outside Dundee; and from Brechin Institute.

Measurements.

Dundee,* Town House.

$15\frac{1}{2}$ Letham.

$25\frac{1}{2}$ 10 Brechin,* Town House.

Principal Objects of Interest.— $22\frac{1}{2}$ m. Aldbar Castle.

Hotels or Inns at places marked*.

227 BLAIRGOWRIE TO PITLOCHRY.

Description.—Class II. & III. The surface is good, and the grades are easy, to Bridge of Cally; but thereafter it is very hilly with tolerable surface to Kirkmichael. Thence to Pitlochry is a very bad road on the higher parts.

Gradients.—At 2m. 1/25-23; $5\frac{1}{2}$ m. 1/20; $20\frac{1}{4}$ m. 1/19-14; 23m. 1/11; $24\frac{1}{2}$ m. 1/19.

Milestones.—Measured from Dunkeld,—correct.

Measurements.

Blairgowrie,* Well Meadow.

$5\frac{3}{4}$ Bridge of Cally* Hotel.

$12\frac{3}{8}$ $7\frac{1}{2}$ Kirkmichael.*

$25\frac{1}{4}$ $19\frac{1}{2}$ $12\frac{3}{8}$ Pitlochry,* Fountain.

Principal Objects of Interest.— $1\frac{3}{4}$ m. Craighall. $8\frac{1}{4}$ m. Blackraig Castle. Fine view descending to Pitlochry.

Hotels or Inns at places marked*, Strathloch, and Moulin.

228 BLAIRGOWRIE TO KIRRIEMUIR, &C.

Description.—Class III. Steep hills for several miles, then a fine road to Kirriemuir where there is a sharp dip; thereafter a good undulating road to Tannadice.

Gradients.— $\frac{1}{4}$ & $1\frac{1}{4}$ m. 1 in 14; $10\frac{3}{4}$ m. 1 in 20-14 (dangerous); $13\frac{1}{2}$ m. 1 in 24; 14m. 1 in 13; $14\frac{1}{2}$ m. 1 in 10.

Milestones.—Measured from Kirriemuir P.O.

Measurements.

Blairgowrie,* Well Meadow.

($5\frac{1}{4}$ Alyth,* Market).

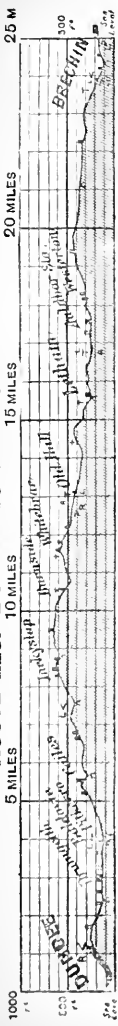
$14\frac{1}{2}$ 10 Kirriemuir,* Town House.

$22\frac{1}{2}$ 18 8 Tannadice* Inn.

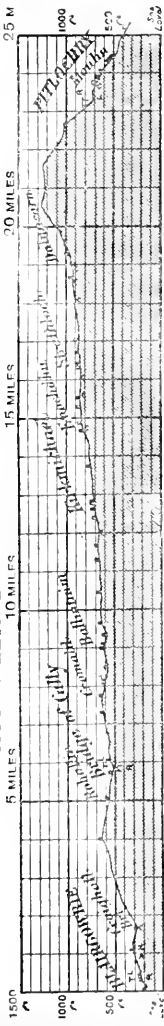
Principal Objects of Interest.—2m. Rattray Cas. $7\frac{3}{8}$ m. Airlie Cas., $1\frac{1}{2}$ m. to N. KIRRIEMUIR; "Thrums."

Hotels or Inns at places marked*.

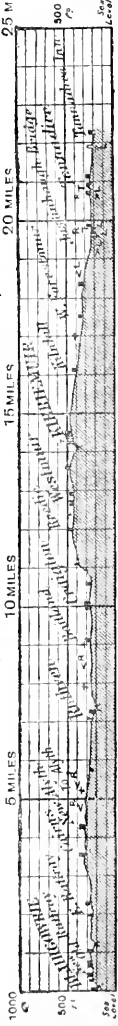
ROUTE 226. DUNDEE TO BRECHIN via Aulbar.



ROUTE 227. BLAIRGOWRIE TO PITLOCHRY.



ROUTE 228. BLAIRGOWRIE TO KIRRIEMUIR, &C.



229 COUPAR ANGUS TO DUNKELD.

Description.—Class III. This is a cross country road, fair surface but hilly to Meikleour, good to Dunkeld, but hilly after Caputh.

Gradients.— $\frac{1}{2}$ m. 1 in 25; $13\frac{1}{2}$ m. 1 in 19; $14\frac{1}{2}$ m. 1 in 25.

Milestones.—Measured from Dunkeld.

Measurements.

Coupar Angus, * Cross.

5 Meikleour.*

$10\frac{1}{2}$ $5\frac{1}{2}$ Caputh.*

$14\frac{1}{2}$ $9\frac{1}{2}$ $4\frac{1}{2}$ Dunkeld,* High Street.

Principal Objects of Interest.— $4\frac{1}{2}$ m. The Hedges.
 $13\frac{3}{8}$ m. Quarries.

Hotels or Inns at places marked*.

230 KIRRIEMUIR TO GLENISLA, &c.

Description.—Class III. The road is very hilly but with fair surface to Glenisla; thereafter fair to Brewlands Bridge when the road gradually becomes soft and loose, but improves on joining the Glenshee road.

Gradients.— $3\frac{1}{2}$ m. 1 in 22; 4m. 1 in 21; $4\frac{3}{8}$ m. 1 in 23; $4\frac{1}{2}$ m. 1 in 20-17; $6\frac{1}{2}$ m. 1 in 22; $6\frac{3}{8}$ m. 1 in 20; 11m. 1 in 17; $11\frac{1}{2}$ m. 1 in 18; 12m. 1 in 17-23; 19m. 1 in 25.

Milestones.—To Glenisla, measured from Kirriemuir P.O.,—correct.

Measurements.

Kirriemuir,* Town House.

4 Kingoldrum.

$9\frac{7}{8}$ $5\frac{7}{8}$ Dykend.

13 9 $3\frac{1}{8}$ Glenisla * Hotel.

$19\frac{3}{4}$ $15\frac{1}{2}$ $9\frac{7}{8}$ $6\frac{3}{4}$ Lair.

$24\frac{3}{4}$ $20\frac{3}{4}$ $14\frac{3}{4}$ $11\frac{3}{4}$ 5 Spital of Glenshee * Hotel.

Hotels or Inns at places marked*.

231 KIRRIEMUIR TO CLOVA, &c.

Description.—Class III. After the very steep hill in Kirriemuir, the road is level for a short distance; thereafter is hilly almost the whole way to Clova, though with very good surface. To Inchmill; branching off at Dykehead, is a very hilly road, with fair surface.

Gradients.—At $\frac{1}{2}$ m. 1 in 12; $3\frac{3}{8}$ m. 1 in 14; $4\frac{3}{8}$ m. 1 in 15; 7m. 1 in 16; $10\frac{1}{2}$ m. 1 in 22; 12m. 1 in 20; 14m. 1 in 22.

Milestones.—Measured from Forfar Cross.

Measurements.

Kirriemuir,* Town House.

5 Dykehead.

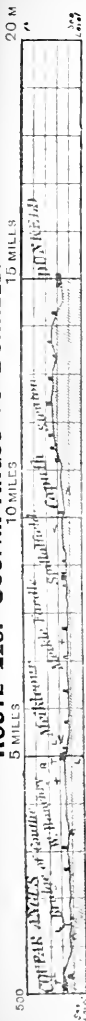
$14\frac{1}{2}$ $9\frac{1}{2}$ Clova.*

$10\frac{1}{2}$ $5\frac{1}{2}$ Inchmill * Inn (Glenprosen).

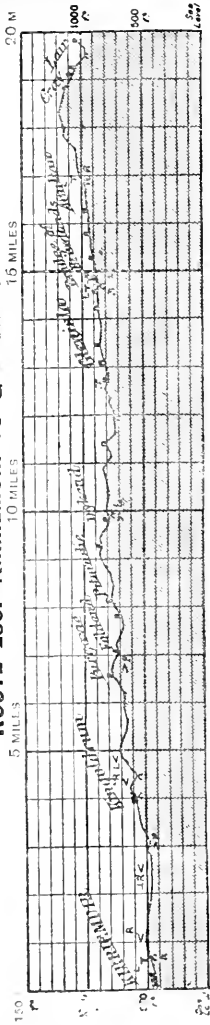
Principal Objects of Interest.— $3\frac{1}{2}$ m Cortachy Castle.

Hotels or Inns at places marked*.

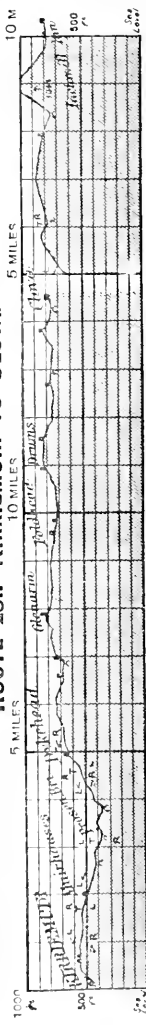
ROUTE 229. COUPAR ANGUS TO DUNKELD.



ROUTE 230. KIRRIEMUIR TO GLENSHEE.



ROUTE 231. KIRRIEMUIR TO CLOVA.



232 FORFAR TO MONTROSE.

Description.—Class II. A very fair road with only slight hills, and nearing Montrose almost level.

Gradients.—Nothing above 1 in 25.

Measurements.

Forfar, * Town Hall.

9 $\frac{3}{8}$ Crossgates.

17 $\frac{3}{8}$ 8 Montrose, * Town House.

Principal Objects of Interest.—1 $\frac{3}{4}$ m. Restenneth Priory.

Hotels or Inns at places marked *.

233 FORFAR TO CARNOUSTIE.

Description.—Class III. The road has a fair surface, but is very hilly. Care should be taken at Craichie Hill.

Gradients.—At 1m. 1 in 24-20; 4m. 1 in 16-12; 4 $\frac{3}{4}$ m. 1 in 24-16; 9 $\frac{1}{4}$ m. 1 in 19; 10 $\frac{1}{2}$ m. 1 in 22; 11 $\frac{3}{4}$ m. 1 in 16; 12m. 1 in 16.

Measurements.

Forfar, * Town Hall.

4 Craichie.

13 $\frac{1}{2}$ 9 $\frac{1}{2}$ Carnoustie, * P.O.

Principal Objects of Interest.—10 $\frac{1}{4}$ m. Panmure House. The Panmure Monument is noticeable on the hilltop.

Hotels or Inns at places marked *.

234 ARBROATH TO BRECHIN.

Description.—Class I. & II. A very fine smooth road to Friockheim; thereafter good to Brechin.

Gradients.—14m. 1 in 24.

Milestones.—Measured from Forfar Cross and reckoned on from these after Friockheim.

Measurements.

Arbroath, * Town Hall.

6 $\frac{3}{8}$ Friockheim * Station.

9 $\frac{1}{4}$ 2 $\frac{5}{8}$ Crossgates.

14 $\frac{3}{8}$ 7 $\frac{3}{4}$ 5 $\frac{1}{8}$ Brechin, * Town House.

Principal Objects of Interest.—12 $\frac{1}{4}$ m. Kinnaird Castle.

Hotels or Inns at places marked *.

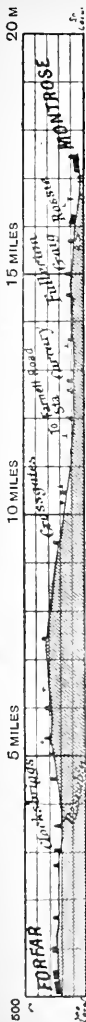
235 ARBROATH TO KIRRIEMUIR.

Description.—Class I. A magnificent road of very fine surface, with easy undulations, to Forfar; thereafter very good, but with several stiff hills. Care must be taken at the sharp dip before Kirriemuir.

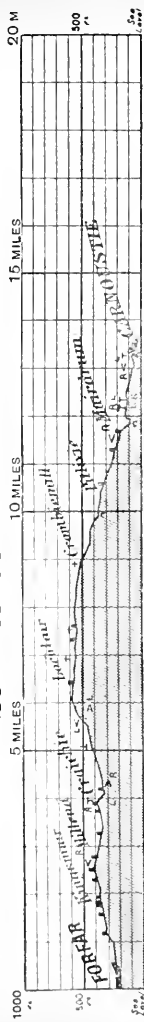
Gradients.—At 18 $\frac{1}{2}$ m. 1 in 19-18; 20 $\frac{3}{4}$ m. 1 in 20; 20 $\frac{7}{8}$ m. 1 in 12 and 1 in 11.

Milestones.—Measured from Forfar Cross,—correct.

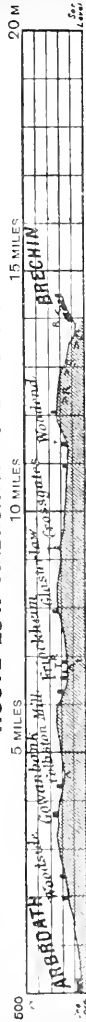
ROUTE 232. FORFAR TO MONTROSE.



ROUTE 233. FORFAR TO CARNOUSTIE.



ROUTE 234. ARBRATH TO BRECHIN.



Signs : < Road Fork, forward journey, > ditto reverse, + Cross Roads, J Road Junction, n Bridge T indicates a sharp turn
The directions R (right) and L (left) for the forward journey are above the line, those of the reverse, below.

Measurements.

| | |
|------------------|--|
| Arbroath,* | Town Hall. |
| 6 $\frac{5}{8}$ | Friockheim * Station. |
| 10 | 3 $\frac{3}{8}$ Aldbar Station. |
| 15 $\frac{1}{4}$ | 8 $\frac{5}{8}$ 5 $\frac{1}{4}$ Forfar,* Town Hall. |
| 21 | 14 $\frac{3}{8}$ 11 5 $\frac{3}{4}$ Kirriemuir,* Town House. |

Principal Objects of Interest.—8 $\frac{1}{2}$ m. Guthrie Castle. FORFAR; Restenneth Priory. KIRRIEMUIR; "Thrums."

Hotels or Inns at places marked *.

236

BRECHIN TO LOCHLEE.

Description.—Class II. & III. A fine but undulating road of very good surface to Gannochy Bridge; thereafter a hilly road with poor surface, and soft in parts.

Measurements.

| | |
|------------------|--|
| Brechin,* | Town House. |
| 6 | Edzell,* Hotel. |
| 14 $\frac{1}{4}$ | 8 $\frac{1}{4}$ Millden Bridge. |
| 17 | 11 2 $\frac{3}{4}$ Tarfside. |
| 21 $\frac{1}{4}$ | 15 $\frac{1}{4}$ 7 $\frac{1}{4}$ 4 $\frac{3}{4}$ Lochlee Church. |

Principal Objects of Interest.—2 $\frac{3}{4}$ m. Battledykes-Edzell; Castle. 8 $\frac{1}{2}$ m. "St. Andrews Tower." Lochlee; Queen's Well. Very fine scenery.

Hotels or Inns at places marked *.

237

EDZELL TO BANCHORY.

Description.—Class II. & III. A fine undulating road to Fettercairn; thereafter poor to Clattering Brig, when the road becomes precipitously steep, with grass and loose stones over the Cairn o' Mount to Bridge of Dye. Thence the road is better, and after Strachan is good.

Gradients.—At 7m. 1 in 18; 8 $\frac{1}{4}$ to 10 $\frac{1}{4}$ m. 1 in 9-8-10-14-8-11; 10 $\frac{1}{4}$ to 12 $\frac{3}{4}$ m. 1 in 11-12-9-17-9-18-20-14-7; 13m. 1 in 10; 13 $\frac{1}{2}$ m. 1 in 25-7-12; 14m. 1 in 13-15; 15 $\frac{3}{4}$ m. 1 in 15.

Milestones.—Measured from Edzell—*via* Whitestone.

Measurements.

| | |
|------------------|--|
| Edzell,* | Hotel. |
| 4 $\frac{5}{8}$ | Fettercairn,* Town House. |
| 18 $\frac{7}{8}$ | 14 $\frac{1}{4}$ Strachan. |
| 22 | 17 $\frac{3}{8}$ 3 $\frac{1}{8}$ Banchory,* P.O. |

Principal Objects of Interest.—A very dreary road over Cairn o' Mount, but very pretty near Bridge of Feugh.

Hotels or Inns at places marked *.

238

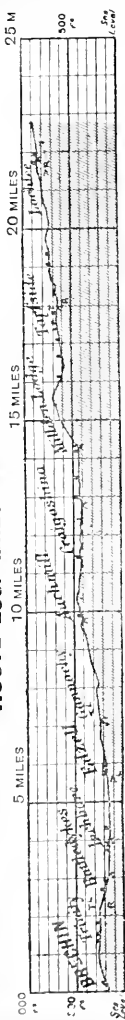
MONTROSE TO FORDOUN, &C.

Description.—Class II. & III. The surface of the road is very good to Laurencekirk; thereafter fair, but hilly; rough up Bow Glen, joining Route 237 at Clattering Brig.

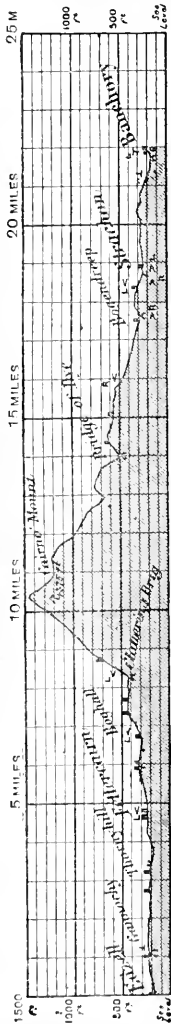
ROUTE 235. ARBROATH TO KIRRIEMUIR.



ROUTE 236. BRECHIN TO LOCHLEE.



ROUTE 237. EDZELL TO BANCHORY.



Gradients.—19½m. 1 in 14-11.

Milestones.—Measured from Montrose Town House,—correct.

Measurements.

Montrose,* Town House.

6 Marykirk,* Cross.

10½ 4½ Laurencekirk,* Town Hall.

15½ 9½ 4½ Fordoun,* (Auchinblae.*)

23½ 17½ 13½ 8½ Fettercairn,* *via* Bow Glen.

Principal Objects of Interest.—2¼m. Hillside Asylum. Bow Glen; Drumtochty Castle. Fine scenery.

Hotels or Inns at places marked*.

239 STONEHAVEN TO BANCHORY.

Description.—Class II. Except about the summit the road is of good surface, but the long hills are rather trying.

Gradients.—At 1¼m. 1 in 22; 2¼m. and 4¼m. 1 in 20; 8m. 1 in 17; 8½m. 1 in 20; 9¼m. 1 in 23.

Milestones.—Measured from commencement of road in Stonehaven.

Measurements.

Stonehaven,* Market.

4¼ Rickarton P.O.

10½ 5½ Blairdryne.

16½ 11½ 5½ Banchory,* P.O.

Principal Objects of Interest.—A dreary road in the higher parts.

Hotels or Inns at places marked*.

240 ABERDEEN TO BANCHORY, *via* Durris.

Description.—Class II. The road has a very fine surface and no hills of any length. It is an undulating and very easy road.

Gradients.—None of any extent.

Milestones.—Measured from Aberdeen, Market Street; but after Balbridie, from Stonehaven.

Measurements.

Aberdeen,* Market Street.

7½ Mill Inn.*

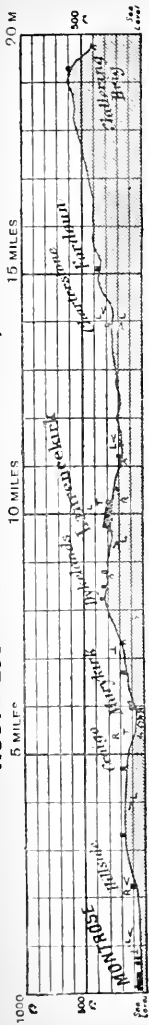
13½ 6 Durris.

18½ 11½ 5½ Banchory,* P.O.

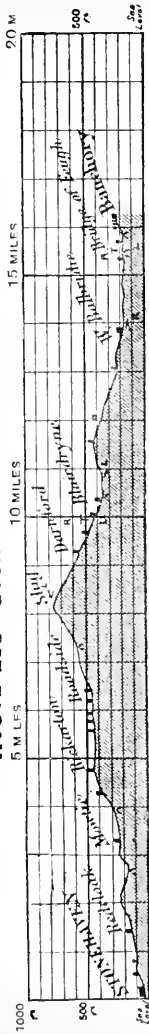
Principal Objects of Interest.—2m. Old Bridge of Dee, scene of Skirmish. 5m. Hydropathic. 5½m. Blair's College. Very pretty scenery, especially at Bridge of Feugh.

Hotels or Inns at places marked*, and at Heathcote.

ROUTE 238. MONTROSE TO FORDOUN, &C.



ROUTE 239. STONEHAVEN TO BANCHORY.



ROUTE 240. ABERDEEN TO BANCHORY.



241 ABERDEEN TO BRAEMAR.

Description.—Class I. The surface at first is rather lumpy, but after passing Culter it speedily improves and is very fine to Banchory. Thence to Aboyne is more undulating, but with very fine surface, after which to Ballater, except a short piece near Cambus o' May, is almost perfect. From Ballater is very steep at first and rather stiff to Kyleacreich Inn; thereafter excepting the short hill into Braemar, the surface is splendid with hardly a perceptible slope.

Gradients.—At 40½m. 1 in 23; 42½m. 1 in 15-20. These are the only hills above 1 in 25.

Milestones.—Measured from Aberdeen, Market Street, — correct to Banchory; thereafter from Banchory.

Measurements.

Aberdeen,* Market Street.

7½ Peterculter,* P.O.

11¼ 3½ Drumoak.

18 10¾ 6¾ Banchory,* P.O.

26 18¾ 14¾ 8 Kincardine O' Neil,* P.O.

30½ 22¾ 19¼ 12½ 4½ Aboyne,* Hotel.

35 27¾ 23¾ 17 9 4½ Dinnet,* Station.

41¾ 34¾ 30½ 23¾ 15¾ 11¼ 6¾ Ballater,* Church.

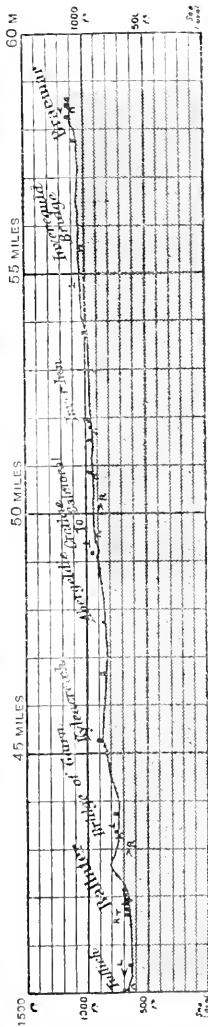
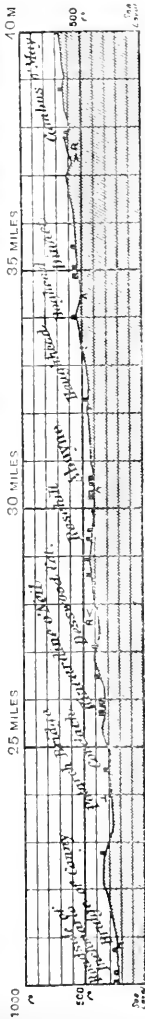
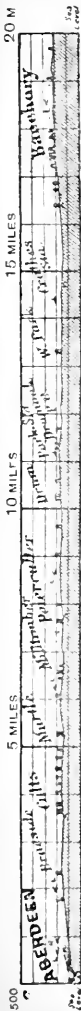
52 44¾ 40¾ 31 26 21½ 17 10¼ Inver* Inn.

58½ 50¾ 47 40¼ 32¼ 27¾ 23¼ 16½ 6¼ Braemar.*

Principal Objects of Interest.—Very fine scenery almost the whole way. The Banks of the Dee are well wooded on both sides. 10¼m. Drum Castle. 14½m. Crathes Castle. 24m. Potarch Bridge. Aboyne; Aboyne Castle, Glen Tanner. 37¾m. to N., Vat Burn. Ballater; Glen Muick, Pananich Well. 47¾m. Abergeldie Castle. 49¼m. Balmoral Castle and Crathie Church. 55½m. to Invercauld House. 57¾m. Braemar Castle. Braemar; Linn of Corriemulzie, Linn o' Dee, Linn of Quoich, Mar Lodge, Lion's Face.

Hotels or Inns at places marked *, and at Bielside, Bridge of Canny, Potarch Bridge, and Kyleacreich.

ROUTE 241. ABERDEEN TO BRAEMAR.



242 ABERDEEN TO LUMPHANAN.

Description.—Class II. From Aberdeen is lumpy at first, but the road soon improves, and is very fair, though undulating, the rest of the way. To Banchory turn off at 17 $\frac{3}{4}$ m.

Gradients.—All very easy; at 23 $\frac{1}{2}$ m. 1 in 25.

Milestones.—Start from some point $\frac{1}{2}$ m. west of Market Street,—correct.

Measurements.

| | | | | | |
|---------------------------|------------------|------------------|--------------|-------------------|--------------|
| Aberdeen,* Market Street. | | | | | |
| 5 $\frac{1}{2}$ | Countesswells. | | | | |
| 10 $\frac{1}{4}$ | 4 $\frac{3}{4}$ | Garlogie Bridge. | | | |
| 14 $\frac{1}{4}$ | 8 $\frac{3}{4}$ | 4 | Wicker* Inn. | | |
| (20 $\frac{1}{4}$ | 14 $\frac{3}{4}$ | 10 | 6 | Banchory,* P.O.). | |
| 22 $\frac{1}{4}$ | 16 $\frac{3}{4}$ | 12 | 8 | 7 $\frac{1}{4}$ | Torphins.* |
| 25 $\frac{1}{4}$ | 19 $\frac{3}{4}$ | 15 | 11 | 10 $\frac{1}{4}$ | 3 Lumphanan. |

Route 269 is joined at 26 $\frac{1}{4}$ m.

Principal Objects of Interest.—15 $\frac{1}{4}$ m. Montrose Trench.

Hotels or Inns at places marked*.

243 ABERDEEN TO TARLAND, &C.

Description.—Class II. From Aberdeen, the road is lumpy at first but soon improves, and is very fair to Echt, when it becomes hilly and the surface degenerates. Nearing Tarland it improves, but soon becomes soft and rough, till it joins the Aberdeen-Braemar road near Cambus o' May. Thence as Route 241.

Gradients.—At 15m. 1 in 24; 18 $\frac{1}{2}$ m. 1 in 25; 19 $\frac{1}{4}$ m. 1 in 24; 21 $\frac{1}{4}$ m. 1 in 26; 22 $\frac{1}{4}$ m. to 23 $\frac{1}{4}$ m. 1 in 18-21-15-24; 27 $\frac{1}{2}$ m. 1 in 17; 28 $\frac{1}{4}$ m. 1 in 22; 29 $\frac{1}{4}$ m. 1 in 25; 31m. 1 in 19.

Milestones.—Measured from a point $\frac{1}{2}$ m. West of Market Street,—correct.

Measurements.

| | | | | | |
|---------------------------|------------------|------------------|------------------|------------------|--------------------|
| Aberdeen,* Market Street. | | | | | |
| 10 $\frac{1}{4}$ | Garlogie Bridge. | | | | |
| 13 | 2 $\frac{3}{4}$ | Echt. | | | |
| 24 $\frac{3}{8}$ | 14 $\frac{3}{8}$ | 11 $\frac{3}{8}$ | Crossroads.* | | |
| 31 $\frac{1}{4}$ | 21 | 18 $\frac{1}{4}$ | 6 $\frac{3}{8}$ | Tarland.* | |
| 42 $\frac{3}{8}$ | 31 $\frac{3}{8}$ | 29 $\frac{3}{8}$ | 17 $\frac{1}{4}$ | 10 $\frac{3}{8}$ | Ballater,* Church. |

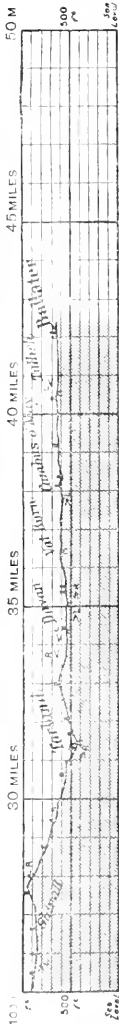
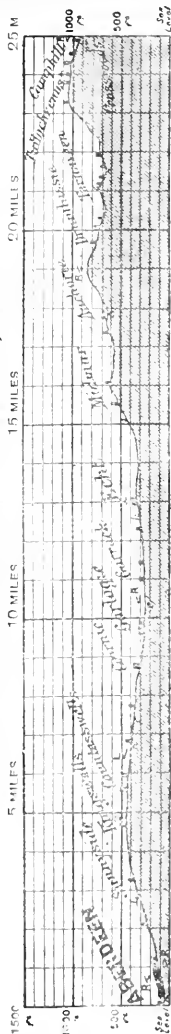
Principal Objects of Interest.—15m. Midmar Castle 36 $\frac{3}{8}$ m. "The Vat." Ballater; as Route 241.

Hotels or Inns at places marked*.

ROUTE 242. ABERDEEN TO LUMPHANAN.



ROUTE 243. ABERDEEN TO TARLAND, &C.



244 ABERDEEN TO STRATHDON.

Description.—Class I. to Alford, thereafter Class II. The road is rough at first through Aberdeen, but soon improves, and is a very fine undulating highway with splendid surface to Alford. Thereafter the road is level with fine surface to Mossat, but then becomes undulating with several stiff hills to Bellabeg, after which—still undulating—it rather degenerates in quality.

Gradients.—At 18 $\frac{1}{2}$ m. 1 in 18; 19 $\frac{1}{2}$ m. 1 in 23; 21 $\frac{1}{2}$ m. 1 in 24; 26 $\frac{1}{2}$ m. 1 in 25; 36 $\frac{1}{2}$ m. 1 in 15-25; 37 $\frac{1}{2}$ m. 1 in 22; 51 $\frac{1}{2}$ m. 1 in 24-25.

Milestones.—Measured backwards from the Old milestones to Skene, thus starting from a point $\frac{1}{2}$ m. west of Market Street,—correct to Bridge of Bucket, where they follow an older road. After Bellabeg,—correct.

Measurements.

Aberdeen,* Market Street.

8 $\frac{1}{2}$ Skene.*

12 $\frac{1}{2}$ 4 Waterton of Echt.*

20 $\frac{1}{2}$ 12 8 Tillyfourie.

25 $\frac{3}{4}$ 17 $\frac{1}{4}$ 13 $\frac{1}{4}$ 5 $\frac{1}{4}$ Alford,* Hotel.

35 26 $\frac{1}{2}$ 22 $\frac{1}{2}$ 14 $\frac{1}{2}$ 9 $\frac{1}{2}$ Kildrummy Inn.*

45 36 $\frac{1}{2}$ 32 $\frac{1}{2}$ 24 $\frac{1}{2}$ 19 $\frac{1}{4}$ 10 Strathdon (Bellabeg).

53 $\frac{1}{2}$ 45 41 33 27 $\frac{3}{4}$ 18 $\frac{1}{2}$ 8 $\frac{1}{2}$ Cockbridge Inn,* (Corgarff).

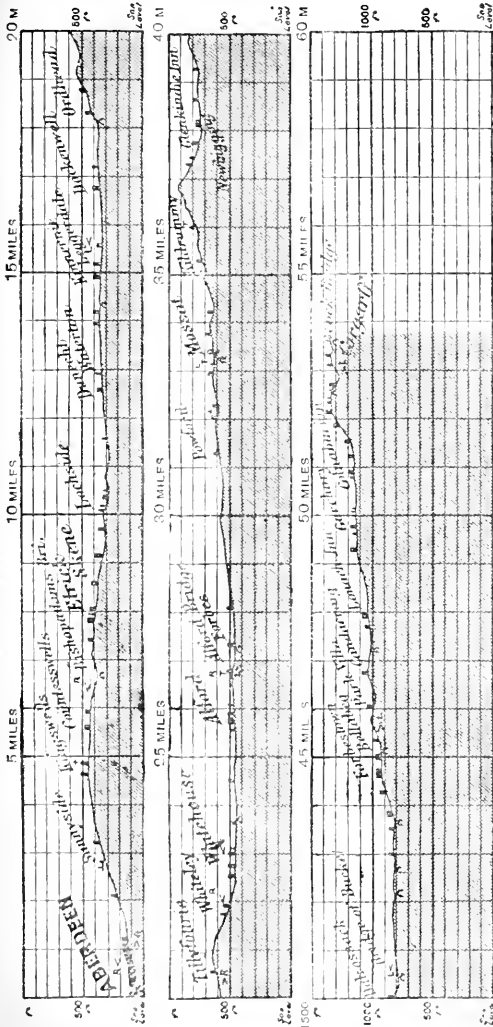
Principal Objects of Interest.—12 $\frac{1}{2}$ m. Dunecht. Alford; Scene of Skirmish, 1645. 35 $\frac{1}{2}$ m. Kildrummy Castle, ruins. 40 $\frac{1}{2}$ m. Glenbucket Castle, ruins. 44 $\frac{1}{2}$ m. Colquhony Castle. 45 $\frac{1}{2}$ m. Mote of Invernochty. The scenery in many parts of Strathdon is very fine, especially between Glenkindie and Lonach.

Hotels or Inns at places marked *, and at Alford Bridge, Glenkindie, Colquhony, and Lonach.

245 ABERDEEN TO ELGIN.

Description.—Class I. Until Auchmull is passed the road is very much cut up with heavy traffic; thereafter there is a magnificent surface over the slopes leading to Kintore. Thence to Pitmachie Inn the road is almost level and in splendid condition, after which there is the long, steady, but almost imperceptible ascent of the Foudland Hills with a similar, but slightly steeper descent, to Huntly. To Keith the surface is very good, but the long hills are

ROUTE 244. ABERDEEN TO STRATHDON.



a little trying, though they are not very steep. From Keith to Fochabers is very similar; thereafter to Elgin is a smooth and almost level road. Route 268—3m. longer—is often followed between Pitcaple and Huntly. It runs close to the Railway and does not rise so high as this route.

Gradients.—At 6½m. 1 in 23; 33m. 1 in 26; 42½m. 1 in 23-25; 43½m. 1 in 23; 49½m. 1 in 27-24; 50m. 1 in 25; 56½m. 1 in 23-19-24.

Milestones.—Measured from a point nearly ½m. from Market Street,—correct to Colpy, whence a new set continues to Huntly. A third set is between Huntly and Keith, and a fourth between Keith and Fochabers, where those measured from Elgin Cross are joined.

Measurements.

Aberdeen,* Market Street.

2 Woodside.*

9 7 Blackburn * Inn.

13 11 4 Kintore,* Station.

16½ 14½ 7½ 3½ Inverurie,* Square.

28¾ 26¾ 19¾ 15¾ 12¼ Colpy P.O.

39 37 30 26 22½ 10½ Huntly,* Square.

49¾ 47¾ 40¾ 36¾ 33¾ 20¾ 10¾ Keith.*

57½ 55½ 48½ 44½ 41 28¾ 18½ 7½ Fochabers,* Hotel.

63¼ 61¼ 59¼ 53¼ 49¼ 37¼ 27¼ 16¾ 8¾ Elgin,* Cross.

Principal Objects of Interest.—Bennachie is very noticeable about Inverurie. 18¼m. Battlefield of Harlaw 1411, to N. 21¼m. Pitcaple Castle. FOCHABERS; Gordon Castle. ELGIN; Cathedral.

Hotels or Inns at places marked *, and at Auchmull, 4-mile house, Inveramsay, Pitcaple, Pitmachie, Fife-Keith.

246

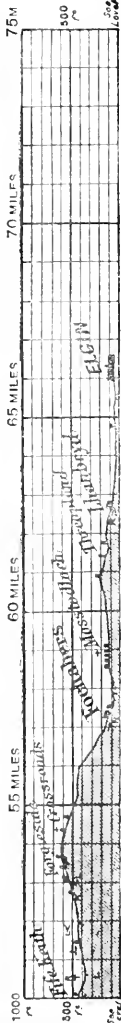
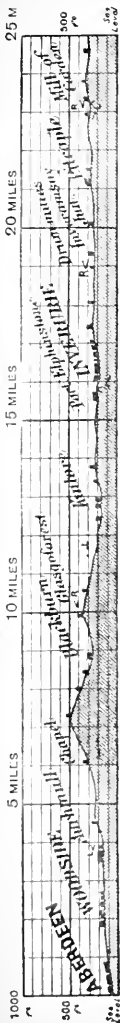
ABERDEEN TO BANFF.

Description.—Class I. As above to Auchmull; thereafter to Old Meldrum, a very good and undulating road. The next section to Turriff is rough till nearing Fyvie, when the road becomes level with magnificent surface to Turriff Station, at which care should be taken at the sharp turn. There is a steep hill up to, and past Turriff, after which the road is undulating, with splendid surface.

Gradients.—At 24½m. 1 in 21; 34½ & 35m. 1 in 20; 39½m. 1 in 22 and 21.

Milestones.—Measured from Aberdeen, as Route 245,—correct to Turriff; thence from Banff Bridge.

ROUTE 245. ABERDEEN TO ELGIN.



Sigs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∅ Bridge, T indicates a sharp turn.

The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

Measurements.

Aberdeen,* Market Street.

2 Woodside.*

6½ 4½ Dyce.

10½ 8½ 4½ New Machar Inn.*

18 16 11½ 7½ Old Meldrum,* Square.

26½ 24½ 20½ 15½ 8½ Fyvie,* Station.

34½ 32½ 28½ 23½ 16½ 7½ Turriff,* High Street.

46 44 39½ 35½ 28 19½ 11½ Banff,* Town Hall.

Principal Objects of Interest.—Fyvie; Castle. Turriff; Cross, Old Church ruins. BANFF; Duff House, Museum, Castle, Bridge of Alvah.

Hotels or Inns at places marked *, and at Blackbog.

247 ABERDEEN TO METHLICK.

Description.—Class II. Lumpy to Bridge of Don; thereafter the road is very fair, but undulating, the last section being through the grounds of Haddo House.

Gradients.—At 20½m. 1 in 23.

Milestones.—Measured from a point more than ½m. from Market Street,—correct.

Measurements.

Aberdeen,* Market Street.

2½ Bridge of Don.

8½ 6½ Whitecairns.

14½ 12½ 6½ Pitmedden.

21½ 19½ 13½ 7½ Methlick,* Church.

Principal Objects of Interest.—2½m. Brig o' Balgownie to W. 19½m. Haddo House.

Hotels or Inns at places marked *, and at (Udny), and (Tarves).

248 NEWBURGH TO CULSALMOND, &C.

Description.—Class II. A fair cross country road, rather rough between Pitmedden and Old Meldrum; thereafter good surface to beyond Culsalmond, where join Route 245.

Gradients.—At 13m. 1 in 19.

Milestones.—After Old Meldrum, measured from Aberdeen; as Route 246.

Measurements.

Newburgh,* Cross.

7 Pitmedden.

12½ 5½ Old Meldrum,* Square.

23½ 16½ 11 Culsalmond School.

34½ 27½ 21½ 10½ Huntly,* Square.

Hotels or Inns at places marked *.

249 ABERDEEN TO PETERHEAD, &C.

Description.—Class I. A very undulating road. The surface is lumpy for a short distance, but after Bridge of Don it is very fine till within a few miles of Peterhead, when it becomes very rough owing to the Granite Quarries traffic. From Peterhead to Fraserburgh the road is very good.

Gradients.—At 17½m. 1 in 25; 25m. 1 in 23.

Milestones.—Measured from Aberdeen suburbs,—correct to Ellon, where another set is joined continuing to Peterhead; thereafter from Peterhead,—correct to Lonmay.

Measurements.

Aberdeen,* Market Street.

9¾ Menzie Inn.*

16¾ 7 Ellon,* Square.

20¾ 11¾ 4¾ Birness, P.O.

30½ 21½ 14½ 9¾ Sterling.

33¾ 24¾ 17¾ 13 3¼ Peterhead,* Town Hall.

43 33¾ 26¾ 22½ 12½ 9¼ Crimond.

51½ 42½ 35½ 30¾ 21 17¾ 8½ Fraserburgh,* Cross.

Principal Objects of Interest.—2¼m. Brig o' Balgownie. Fine cliff scenery near Peterhead. 29½m. Bulls of Buchan.

Hotels or Inns at places marked *, (Port Errol), & Rathen.

250 ABERDEEN TO FRASERBURGH.

Description.—Class I. As above to Birness; thereafter a magnificent road with splendid surface, but somewhat rough between Mintlaw and New Leeds.

Gradients.—Nothing above 1 in 25.

Milestones.—Measured from Aberdeen suburbs,—correct.

Measurements.

Aberdeen,* Market Street.

16¾ Ellon,* Square.

30 13¾ Mintlaw.*

42½ 26½ 12½ Fraserburgh,* Cross.

Principal Objects of Interest.—As above to Birness. Mormond Hill is very prominent after Mintlaw.

Hotels or Inns where marked *, Mintlaw Sta., & Rathen.

251 INVERURIE TO FORGUE.

Description.—Class II. The surface is fair, but the road is somewhat hilly nearing Forgue.

Gradients.—At 10½m. 1 in 26.

Milestones.—Measured from Inverurie Square.

Measurements.

Inverurie,* Square.

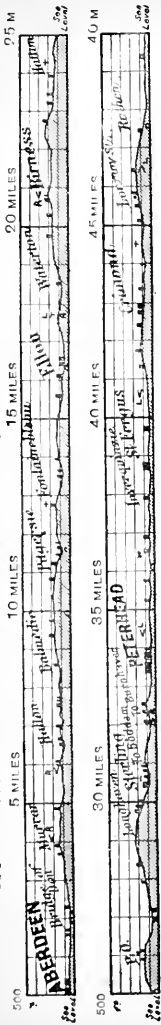
10 Rothie* Inn.

20½ 10½ Forgue.

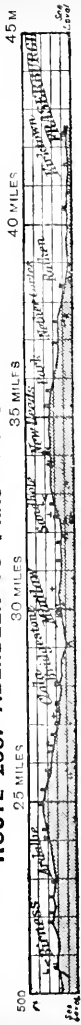
26¾ 16¾ 5½ Aberchirder.*

Hotels or Inns where marked *, Badenscoth, & (Bogniebrae).

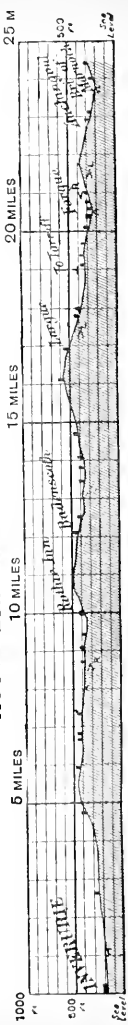
ROUTE 249. ABERDEEN TO PETERHEAD, &C. (Route 250 for last 2 miles.)



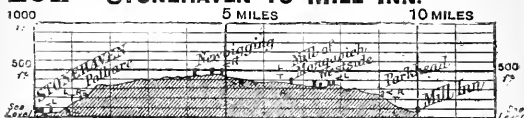
ROUTE 250. ABERDEEN TO FRASERBURGH. (Route 249 for 20 miles.)



ROUTE 251. INVERURIE TO FORGUE.



252 STONEHAVEN TO MILL INN.

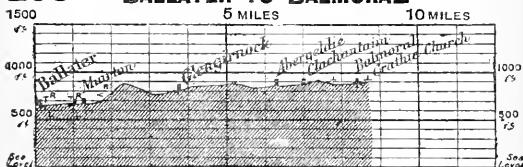


Description.—Class III. The road has a fair surface but is very steep at both ends.

Gradients.—At 1m. 1 in 21-12-14; 9½m. 1 in 24-14.

Measurements.—Stonehaven, * Market Square.
10 Mill Inn.*

253 BALLATER TO BALMORAL



Description.—Class III. A fair road at first but it soon becomes very steep and soft, improving again after Abergeldie. Route 241 is the direct road.

Gradients.—At 2m. 1 in 16.

Measurements.—Ballater, * Church.

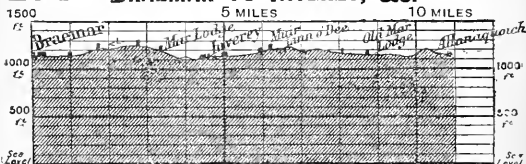
3¼ Glengirnock.

8½ 4½ Crathie Church.

17½ 13½ 9¼ Braemar.*

Principal Objects of Interest.—1¼m. Knock Castle ruin.
6¼m. Abergeldie Castle. 8½m. Balmoral Castle.

254 BRAEMAR TO INVEREY, &c.



Description.—Class III. A fair road, but somewhat hilly.

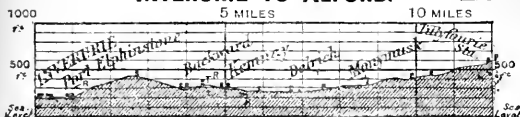
Gradients.—At 3¼m. 1 in 20.

Milestones.—Measured from Braemar Bridge,—correct.

Measurements.—Braemar * ; 5m. Inverey.

Principal Objects of Interest.—3¼m. Linn o' Corrie-mulzie. 3¼m. Mar Lodge. 6¼m. Linn o' Dee. 8¼m. Old Mar Lodge. 10½m. Linn o' Quoch.

INVERURIE TO ALFORD. 255



Description.—Class II. A very good road with remarkably easy gradients.

Gradients.—At $1\frac{1}{4}$ m. 1 in 19.

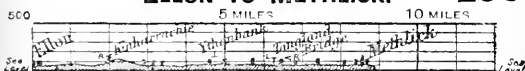
Milestones.—Measured from Aberdeen *via* Blackburn,—partly correct.

Measurements.—Aberdeen.*

| | | |
|------------------|------------------|--|
| ... | Inverurie,* | Square. |
| 15 $\frac{3}{4}$ | 5 | Kemnay.* |
| 19 $\frac{1}{4}$ | 8 $\frac{1}{4}$ | 3 $\frac{1}{4}$ Monymusk Roadend. |
| 22 $\frac{1}{4}$ | 12 $\frac{1}{4}$ | 7 $\frac{1}{8}$ 3 $\frac{3}{8}$ Tillyfourie. |
| 27 $\frac{1}{4}$ | 17 $\frac{3}{8}$ | 12 $\frac{3}{8}$ 8 $\frac{3}{8}$ 5 $\frac{1}{4}$ Alford * Hotel. |

Principal Objects of Interest.—Fine views of the valley of the River Don.

ELLON TO METHLICK. 256



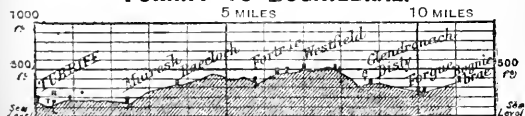
Description.—Class II. A good undulating road.

Measurements.—Ellon.*

| | |
|-----------------|------------------------------------|
| 4 $\frac{3}{8}$ | Ythanbank. |
| 8 $\frac{1}{2}$ | 3 $\frac{3}{8}$ Methlick,* Church. |

Principal Objects of Interest.—The banks of the Ythan are very pretty, especially near Methlick.

TURRIFF TO BOGNIEBRAE. 257



Description.—Class II. The road has a fine surface but is very hilly. Care must be taken at the turn at Turriff Station.

Gradients.—At $\frac{1}{4}$ m. 1 in 20; $2\frac{1}{2}$ m. 1 in 20-24; 4m. 1 in 25; $5\frac{1}{2}$ m. 1 in 17; 6m. 1 in 18; 8m. 1 in 17-11.

Milestones.—Measured from Turriff Station.

Measurements.—Turriff,* High Street.

| | |
|------------------|--|
| 5 $\frac{1}{4}$ | Fortrie. |
| 10 | 4 $\frac{1}{4}$ Forgue. |
| 11 $\frac{1}{8}$ | 5 $\frac{3}{8}$ 1 $\frac{1}{8}$ Bogniebrae.* |

258 PETERHEAD TO ELGIN.

Description.—Class I. This is a magnificent road with very fine surface nearly the whole way. It is a little lumpy after Brucklay Station, near Banff, Portsoy, and Cullen, but in the other parts the surface is mostly very good; between Cullen and Fochabers it is not quite so good.

Gradients.—At 27 $\frac{3}{4}$ m. 1 in 25; 31m. 1 in 23-20; 35m. 1 in 16; 47 $\frac{3}{4}$ m. 1 in 24; 48 $\frac{1}{4}$ m. 1 in 21-19; 60 $\frac{1}{4}$ m. 1 in 20.

Milestones.—Measured from Peterhead Church, to New Pitsligo; thereafter from Banff Town Hall, then from Banff, High Street, to Fochabers,—correct; thereafter from Elgin Cross,—correct.

Measurements.

Peterhead.*

| | | | | | | | |
|------------------|------------------|------------------------|----------------------|--------------------|------------------|---|--|
| 8 $\frac{1}{2}$ | Mintlaw.* | | | | | | |
| 18 $\frac{1}{2}$ | 9 $\frac{1}{2}$ | New Pitsligo,* Market. | | | | | |
| 33 $\frac{3}{4}$ | 25 | 15 $\frac{3}{4}$ | Macduff,* Town Hall. | | | | |
| 34 $\frac{1}{4}$ | 26 | 16 $\frac{3}{4}$ | 1 | Banff,* Town Hall. | | | |
| 42 $\frac{1}{4}$ | 33 $\frac{3}{4}$ | 24 $\frac{1}{4}$ | 8 $\frac{1}{2}$ | 7 $\frac{1}{2}$ | Portsoy* Church. | | |
| 48 $\frac{3}{4}$ | 29 $\frac{1}{2}$ | 19 $\frac{1}{2}$ | 14 $\frac{1}{2}$ | 13 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | Cullen,* Town Hall. | |
| 60 $\frac{3}{4}$ | 51 $\frac{1}{4}$ | 42 $\frac{1}{4}$ | 26 $\frac{1}{2}$ | 25 $\frac{1}{2}$ | 18 | 12 $\frac{3}{4}$ Fochabers,* Square. | |
| 69 $\frac{1}{2}$ | 60 $\frac{3}{4}$ | 51 | 35 $\frac{3}{4}$ | 34 $\frac{3}{4}$ | 26 $\frac{1}{4}$ | 21 $\frac{1}{4}$ 8 $\frac{1}{4}$ Elgin,* Cross. | |

Principal Objects of Interest.—10 $\frac{3}{4}$ m. Abbey. 23 $\frac{3}{4}$ m. Byth House. BANFF; Duff House, Bridge of Alvah. 37 $\frac{1}{2}$ m. Asylum. CULLEN; Cullen House. FOCHABERS; Gordon Castle. ELGIN; Cathedral. Macduff, Banff, Portsoy, and Cullen, are important centres of the fishing industry.

Hotels or Inns at places marked *, and at Inchgower.

259 ELLON TO NEWBYTH, &C.

Description.—Class II. This is a fair but hilly road, and though comparatively level to New Deer is somewhat rough. Thereafter it is a poor and very hilly road.

Gradients.—At 1m. 1 in 24; 4 $\frac{1}{2}$ m. 1 in 19; 15 $\frac{3}{4}$ m. 1 in 21; 15 $\frac{3}{4}$ m. 1 in 23; 18 $\frac{1}{2}$ m. 1 in 18-16-19; 19m. 1 in 19.

Measurements.

| | | | | | | |
|-------------------------|------------------|------------------|-------------------|--------------------|--|--|
| Ellon,* Square. | | | | | | |
| 8 Auchnagatt,* Station. | | | | | | |
| 12 $\frac{1}{2}$ | 4 $\frac{1}{2}$ | New Deer,* P.O. | | | | |
| 19 $\frac{3}{4}$ | 11 $\frac{3}{4}$ | 6 $\frac{1}{2}$ | Newbyth,* Square. | | | |
| 31 $\frac{1}{4}$ | 23 $\frac{1}{4}$ | 19 $\frac{3}{4}$ | 12 $\frac{1}{2}$ | Banff,* Town Hall. | | |

Principal Objects of Interest.—Fine views of the county after New Deer.

Hotels or Inns at places marked *.

260 FRASERBURGH TO METHLICK.

Description.—Class II. & III. As far as Strichen the road is exceptionally fine, but thereafter though of fair surface it is more hilly, the last section being rather poor.

Gradients.—At 12m. 1 in 18; 20 $\frac{1}{2}$ m. 1 in 21; 22 $\frac{1}{2}$ m. 1 in 24; 22 $\frac{3}{4}$ m. 1 in 22-19.

Milestones.—Measured from Fraserburgh Cross as far as Strichen; only odd ones thereafter.

Measurements.

Fraserburgh, * Cross.

8 $\frac{1}{2}$ Strichen, * Town Hall.

16 $\frac{1}{2}$ 7 $\frac{3}{4}$ New Deer, * Inn.

23 $\frac{1}{2}$ 14 $\frac{1}{2}$ 6 $\frac{1}{2}$ Methlick, * Church.

Principal Objects of Interest.—Pleasant road through agricultural land. Methlick; Haddo House.

Hotels or Inns at places marked *.

261 FRASERBURGH TO TURRIFF.

Description.—Class II. & III. This is a fine but undulating road all the way. The best part of the road is between Fraserburgh and Newbyth; thereafter the surface and gradients are not so favourable. This is the usual road to Banff (25 $\frac{1}{2}$ m.), joining Route 258 close to Pitsligo.

Gradients.—Hardly any of note; except 6m. 1 in 20, and 7 $\frac{1}{2}$ m. 1 in 15. The ascent up to Turriff is 1 in 20.

Milestones.—Measured from Fraserburgh Cross.

Measurements.

Fraserburgh, * Cross.

15 $\frac{1}{2}$ Newbyth, Square.

25 $\frac{3}{8}$ 9 $\frac{1}{2}$ Turriff, * High Street.

Hotels or Inns at places marked *, and at (Cuminestown).

262 FRASERBURGH TO BANFF, *Old Road.*

Description.—A fair road to Aberdour; thereafter it is a fearful and almost precipitous road till within a few miles of Macduff when it improves and is of good surface. As a through road between the two places it is almost never used—see previous route.

Gradients.—At 7 $\frac{3}{4}$ m. 1 in 6; 8 $\frac{1}{2}$ m. 1 in 9; 10m. 1 in 10; 11m. 1 in 11; 11 $\frac{3}{4}$ m. 1 in 7; 10 $\frac{1}{2}$ m. 1 in 16; 15 $\frac{1}{2}$ m. 1 in 11; thence mostly 1 in 20.

Milestones.—Measured from Fraserburgh Cross,—correct, and from Banff Cross—partly correct.

Measurements.

Fraserburgh, * Cross.

7 $\frac{3}{4}$ Aberdour.

13 $\frac{1}{2}$ 5 $\frac{3}{8}$ Protstonhill.

22 $\frac{3}{8}$ 14 $\frac{3}{8}$ 9 $\frac{1}{2}$ Banff, * Town Hall.

Principal Objects of Interest.—Fine cliff scenery.

Hotels or Inns at places marked *, and at (Gardenstown).

ROUTE 260. FRASERBURGH TO METHLICK.



ROUTE 261. FRASERBURGH TO TURRIFF.



ROUTE 262. FRASERBURGH TO BANFF (via Coast).



263 TURRIFF TO MINTLAW.

Description.—Class III. Care must be taken at the turn at Turriff Station. Thereafter the road is splendid to the fork at 2m., when the road becomes only fair, with some stiff hills to beyond Old Deer; where join Route 258.

Gradients.—At 6½m. 1 in 22; 7¼m. 1 in 18; 7¾m. 1 in 25; 9¼m. 1 in 22; 11m. 1 in 23; 11½m. 1 in 19-15-17; 14¾m. 1 in 22.

Measurements.

| | | | | | |
|-------------------------|---------------------|------------------|---------|---------------------|------------|
| Turriff, * High Street. | | | | | |
| 7 | Cuminestown, * P.O. | | | | |
| 13½ | 6½ | New Deer, * Inn. | | | |
| 15½ | 8½ | 2½ | Maud. * | | |
| 19½ | 12½ | 6½ | 3½ | Old Deer, * Church. | |
| 21½ | 14½ | 8 | 5½ | 1½ | Mintlaw. * |

Principal Objects of Interest.—Old Deer; Abbey.

Hotels or Inns at places marked *, and at Mintlaw Sta.

264 TURRIFF TO KEITH.

Description.—Class III. As far as Marnoch the surface is good, but the road is very hilly; thereafter it is poorer till joining the Keith-Banff road,—Route 271.

Gradients.—At ½m. 1 in 21-19; 2m. 1 in 24-19; 6¾m. 1 in 17; 7m. 1 in 21; 8¾m. 1 in 21; 14¾m. 1 in 15; 17½m. 1 in 22; 18m. 1 in 20; 18¼m. 1 in 24.

Milestones.—Continuation of those from Aberdeen.

Measurements.

| | | |
|-------------------------|-----------------------------|-----------------------|
| Turriff, * High Street. | | |
| 7½ | Aberchirder, * (Foggytone). | |
| 16 | 8½ | Rothiemay Crossroads. |
| 23½ | 15½ | 7½ Keith. * |

Principal Objects of Interest.—The road between Marnoch and Rothiemay is remarkably pretty.

Hotels or Inns at places marked *, and at (Rothiemay).

265 HUNTLY TO BANFF.

Description.—Class II. A remarkably good road, with comparatively easy gradients, in splendid condition.

Gradients.—At 5¼m. 1 in 24-22; 10¾m. 1 in 21; 13m. 1 in 24; 16¼m. 1 in 23; 18m. 1 in 18-17-23; 20m. 1 in 20.

Milestones.—Measured from Banff, High Street,—correct.

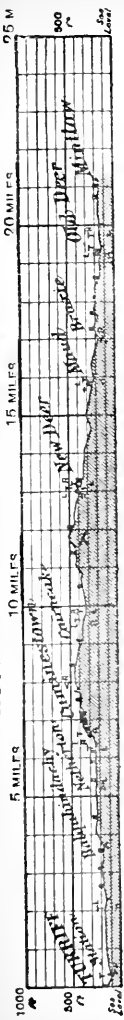
Measurements.

| | | |
|-------------------|---------------|------------------------|
| Huntly, * Square. | | |
| 6½ | Bogniebrae. * | |
| 11½ | 5½ | Aberchirder, * P.O. |
| 20½ | 14½ | 9½ Banff, * Town Hall. |

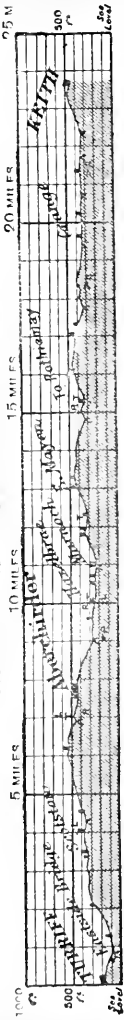
Principal Objects of Interest.—3½m. Lessendrum. 9m. Kinnairdy Castle. 18¾m. Bridge of Alvah. BANFF; Duff House, Museum, Castle.

Hotels or Inns at places marked *.

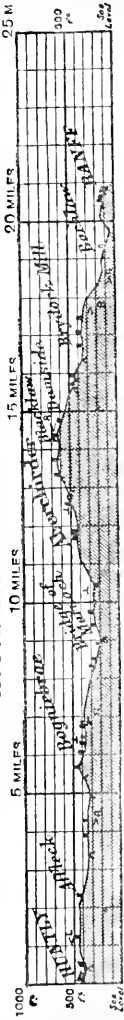
ROUTE 263. TURRIFF TO MINTLAW.



ROUTE 264. TURRIFF TO KEITH.



ROUTE 265. HUNTLY TO BANFF.



266 HUNTLY TO PORTSOY.

Description.—Class II. The surface is good till nearing Glenbarry, when it becomes rather poor for some miles; thence fair to Portsoy.

Gradients.—At 6m. 1 in 25.

Milestones.—At first measured from Banff; after Glenbarry, from Portsoy Square.

Measurements.

Huntly,* Square.

6 $\frac{3}{8}$ Rothiemay Crossroads.

10 $\frac{1}{4}$ 3 $\frac{3}{8}$ Glenbarry * Inn.

17 $\frac{7}{8}$ 11 7 $\frac{5}{8}$ Portsoy,* Square.

Principal Objects of Interest.—Knock Hill is very prominent near Glenbarry.

Hotels or Inns at places marked *, and at (Rothiemay).

267 HUNTLY TO CRAIGELLACHIE.

Description.—Class III. The surface is very fine for 2 $\frac{1}{2}$ m.; thereafter is poor and very hilly—very bad at the summit—until near Dufftown, thence good to Craigellachie. There is a more direct road—1 $\frac{3}{8}$ m. shorter—to Milltown by Cairnford Bridge. It has one slight hill.

Gradients.—At 8 $\frac{1}{2}$ m. 1/24; 9m. 1/17-23; 10 $\frac{1}{2}$ to 11 $\frac{1}{4}$ m. 1/17-23-12-19; 12 $\frac{1}{2}$ m. 1/13-15; 15m. 1/16; 17m. 1/19; 18m. 1/22.

Measurements.

Huntly,* Square.

8 $\frac{1}{4}$ Market Inn.*

15 $\frac{1}{4}$ 7 Dufftown,* Tower.

19 $\frac{3}{8}$ 11 $\frac{3}{8}$ 4 $\frac{3}{8}$ Craigellachie.*

Principal Objects of Interest.—Rather pretty up the banks of the Deveron. 16m. Balvenie Castle, ruin.

268 HUNTLY TO INVERURIE.

Description.—Class II. The road has a good surface, but is undulating as far as Kennethmont; thereafter the gradients are almost imperceptible, and the surface is extremely good. Route 245 is more direct, but this has the advantage of a much easier climb.

Milestones.—At first measured from Aberdeen *via* Alford,—correct; after Inch—continuation of those from Aberdeen.

Measurements.

Huntly,* Square.

5 $\frac{1}{4}$ Gartly,* Station.

8 2 $\frac{3}{4}$ Kennethmont.

14 $\frac{3}{8}$ 9 $\frac{1}{2}$ 6 $\frac{3}{8}$ Inch,* Station.

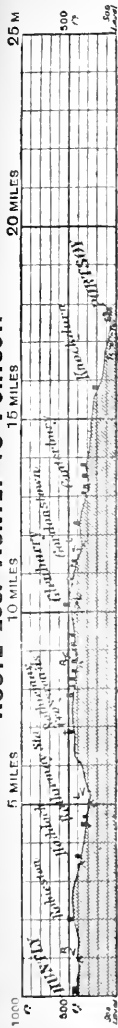
20 $\frac{3}{4}$ 15 $\frac{1}{2}$ 12 $\frac{3}{4}$ 6 $\frac{3}{8}$ Pitcaple.*

25 $\frac{1}{2}$ 20 $\frac{1}{2}$ 17 $\frac{1}{2}$ 11 $\frac{1}{2}$ 4 $\frac{1}{2}$ Inverurie,* Square.

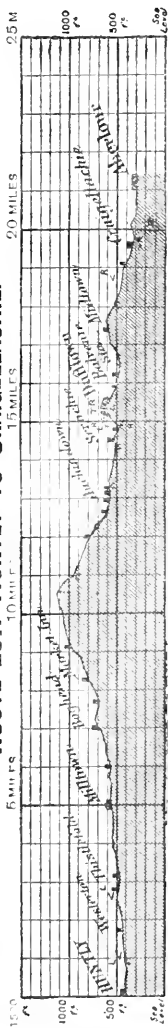
Principal Objects of Interest.—Rather monotonous scenery between Gartly and Inch.

Hotels or Inns at places marked *.

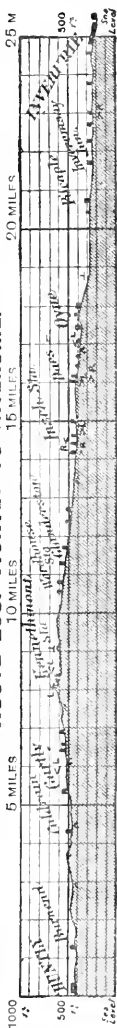
ROUTE 266. HUNTLY TO PORTSOY.



ROUTE 267. HUNTLY TO CRAIGELLACHIE.



ROUTE 268. HUNTLY TO INVERURIE.



269**HUNTLY TO ABOYNE.**

Description.—Class II. The road is undulating, with a very good surface to Gartly, after which it becomes hilly—with several stiff pulls—and has rather poor surface. Between Mossat Toll and Alford Bridge it is almost level, with fine surface; thereafter the surface degenerates considerably, and is very rough on the hills on both sides of Crossroads. After Roadside the surface is very good.

Gradients.—6m. 1 in 23·21; 9½m. 1 in 19; 11m. 1 in 19; 21¾m. 1 in 25; 30½m. 1 in 12.

Milestones.—Continuation of those to Alford, from Aberdeen.

Measurements.

Huntly,* Square.

5¼ Gartly,* Station.

9 3¾ Rhynie.

12¾ 7½ 3¾ Lumsden.

20¾ 15½ 11¾ 7½ Alford Bridge.*

28½ 23¼ 19½ 15¾ 8½ Crossroads.*

37 31¼ 28 24¾ 16¾ 8½ Aboyne,* Hotel.

Principal Objects of Interest.—11m. Craig Castle. Alford; Scene of Skirmish. 27m. Craigievar Castle. 31¾m. Peel bog. Pretty scenery near Alford.

Hotels or Inns at places marked *, and at (Alford).

270**KEITH TO CULLEN.**

Description.—Class II. The surface is very good as far as Grange Crossroads; thereafter for some miles it is rather poor, till nearing Cullen, when it becomes better.

Gradients.—At 3m. 1 in 21; 13m. 1 in 20·19.

Milestones.—Measured from Cullen Square,—correct.

Measurements.

Keith.*

4¼ Crossroads.*

9 4¾ Deskford P.O.

13 8¾ 4 Cullen,* Square.

Principal Objects of Interest.—Rather tame scenery at first. CULLEN; Cullen House.

Hotels or Inns at places marked *.

271**KEITH TO BANFF.**

Description.—Class II. The road has a very good surface to beyond Grange, but becomes slightly rough and hilly till near Cornhill, when the surface improves, and is very good nearing Banff.

Gradients.—At 20m. 1 in 16.

Milestones.—Measured from Banff.

Measurements.

Keith.*

9 Glenbarry Inn.*

11 $\frac{1}{2}$ 2 $\frac{1}{2}$ Cornhill,* Inn.20 $\frac{1}{4}$ 11 $\frac{1}{4}$ 8 $\frac{3}{8}$ Banff,* Town Hall.

Principal Objects of Interest.—Knock Hill is very prominent near Glenbarry. 17 $\frac{3}{8}$ m. Asylum. BANFF; Castle, Museum, Duff House, Bridge of Alvah.

Hotels or Inns at places marked*.

272

KEITH TO GLENLIVAT.

Description.—Class III. The road is fair, but very hilly to Dufftown; thereafter it gradually degenerates, and near the summit is very poor and soft.

Gradients.—At 6 $\frac{1}{2}$ m. 1 in 20-19; 9 $\frac{1}{2}$ m. 1 in 20-18; 10 $\frac{1}{2}$ m. 1 in 16-22-17; 12 $\frac{1}{4}$ m. 1 in 24; 13m. 1 in 17; 14 $\frac{1}{4}$ m. 1 in 23; 16m. 1 in 24; 16 $\frac{1}{2}$ m. 1 in 20; 18 $\frac{1}{4}$ m. 1 in 15.

Milestones.—Measured from Fife-Keith Square; after Dufftown, from the Tower at that place.

Measurements.

Keith.*

10 $\frac{7}{8}$ Dufftown,* Tower.19 $\frac{3}{8}$ 8 $\frac{1}{2}$ Craighead Inn.*21 $\frac{5}{8}$ 10 $\frac{3}{4}$ 2 $\frac{1}{4}$ Achbreck (Glenlivat).

Principal Objects of Interest.—Rather pretty scenery near Drummuir, and in Glen Rinnies. DUFFTOWN; Balvenie Castle, Auchindoun Castle.

Hotels or Inns at places marked*, and at Drummuir.

273

GRANTOWN TO ABERLOUR.

Description.—Class III. The road is comparatively level and has a fair surface to Dalvey; thereafter hilly and poor to Dalnashaugh. From this point the road is firmer but hilly, with a long steep descent to Aberlour.

Gradients.—At 13m. 1 in 21-19; 13 $\frac{3}{8}$ m. 1 in 16-15; 16 $\frac{1}{2}$ m. 1 in 24-21; 17 $\frac{1}{4}$ m. 1 in 22; 20 $\frac{1}{2}$ m. 1 in 19; 21 $\frac{1}{4}$ m. 1 in 17.

Milestones.—Measured from Bridge of Avon, southwards,—correct.

Measurements.

Grantown.*

4 $\frac{3}{8}$ Cromdale,* Inn.10 $\frac{1}{4}$ 5 $\frac{1}{2}$ Advie, P.O.14 9 $\frac{5}{8}$ 3 $\frac{3}{4}$ Dalnashaugh Inn.*21 $\frac{1}{4}$ 17 $\frac{3}{8}$ 11 $\frac{1}{2}$ 7 $\frac{3}{8}$ Aberlour,* Square.

Principal Objects of Interest.—Very fine scenery in the Spey valley and at Dalnashaugh. The scenery at Craigellachie Bridge is also very fine.

Hotels or Inns at places marked*.

274 GRANTOWN TO AVIEMORE.

Description.—Class II. A fine road with good surface and easy gradients the whole way. It is, however, somewhat rough for a few miles after Dulnan Bridge.

Gradients.—Nothing above 1 in 25.

Milestones.—Measured from Grantown Square,—correct to Kinveachy; thereafter from Inverness.

Measurements.

Grantown,* Square.

3½ Dulnan Bridge.

11 7½ Kinveachy.

15 11½ 4 Aviemore * Station.

Principal Objects of Interest.—Dulnan Bridge; Muckrach Castle. The Spey valley is finely wooded. Fine views of the Cairngorm range of mountains.

Hotels or Inns at places marked *, and at (Boat of Garten).

275 GRANTOWN TO AVIEMORE *via Nethybridge.*

Description.—Class III. A fair road at first but somewhat hilly; after Nethybridge rather soft in parts.

Gradients.—At 1¼m. 1 in 22; 13½m. 1 in 16.

Measurements.

Grantown,* Square.

1¾ Grantown (Spey Bridge) Station.

5½ 4½ Nethybridge * Hotel.

15¾ 14¾ 9¾ Coylumbridge.

17½ 16¼ 11¾ 1½ Aviemore * Station.

Principal Objects of Interest.—Fine woods near Nethy Bridge. Aviemore; Rothiemurchus Forest, and Loch-an-eilan.

Hotels or Inns at places marked *.

276 KINGUSSIE TO AVIEMORE *via Feshiebridge.*

Description.—Class III. The surface of the road is rather poor, and there are several rather dangerous hills, notably at Tromie and Feshie bridges.

Gradients.—No information obtainable. The steepest is 1 in 12, the others are about 1 in 15.

Measurements.

Kingussie,* Court House.

2¾ Tromie Bridge.

8½ 5½ Feshiebridge.

15½ 12¾ 6½ Aviemore * Station.

Principal Objects of Interest.—1¼m. Ruthven Barracks, ruin. 13m. Loch-an-eilan to E., and Rothiemurchus Forest. The road passes through very pretty scenery.

Hotels or Inns at places marked *.

277 Fochabers to Knockando.

Description.—Class III. The surface is very fine to Mosstodloch where the road becomes undulating, but with good surface to Rothes. After Dandaleith the road becomes very hilly, with rather poor surface.

Gradients.—At 8m.1 in 18; 12m.1 in 15-14; 12½m.1 in 21; 14½m.1 in 25; 16½m.1 in 24; 19m.1 in 25; 19½m.1 in 15.

Measurements.

| | | | | | |
|--------------------|----------------|-----------------|---------------------|--------------|------------------|
| Fochabers,* Hotel. | | | | | |
| 6 | Orton Station. | | | | |
| 9½ | 3½ | Rothes* Square. | | | |
| 12 | 6 | 2½ | Dandaleith Station. | | |
| 16½ | 10½ | 6½ | 4½ | Archiestown. | |
| 19½ | 13½ | 9½ | 7½ | 3½ | Knockando,* P.O. |

Principal Objects of Interest.—This is a pretty road up the left bank of the Spey; after Dandaleith it is high above the river.

Hotels or Inns at places marked *, and at (Craigellachie).

278 Ballindalloch to Tomintoul.

Description.—Class II. The road is fair at first, but there are some rather stiff hills in the first few miles. Thereafter the road is rather soft past Achbreck on to Tomnavoulin, where the long ascent begins; thence to Tomintoul is fair, sometimes rather rough.

Gradients.—At 1½m.1 in 16-15; 4½m.1 in 19; 8½m.1 in 21; 9½m.1 in 22; 10m.1 in 20; 11½m.1 in 19; 14½m.1 in 24.

Milestones.—Measured from Ballindalloch Station,—correct.

Measurements.

| | | | | | |
|------------------------|-------------------|---------|-----------|-------------------|--------------------|
| Ballindalloch Station. | | | | | |
| 1½ | Dalnashaugh Inn.* | | | | |
| 5 | 3½ | Downan. | | | |
| 7½ | 5½ | 2½ | Achbreck. | | |
| 10½ | 9½ | 5½ | 3½ | Knockandhu,* P.O. | |
| 15½ | 13½ | 10½ | 8½ | 4½ | Tomintoul,* Hotel. |

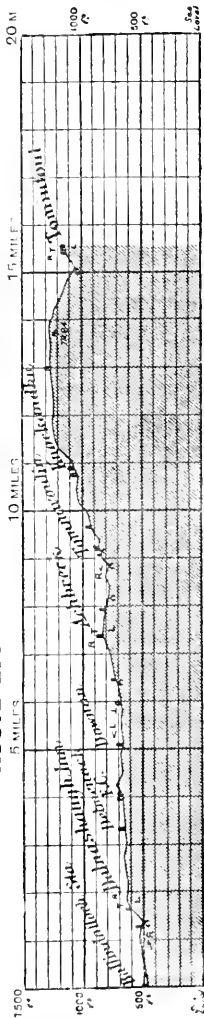
Principal Objects of Interest.—1½m. Ballindalloch Castle. 5½m. Drumin Castle. Glenlivet Distillery. Pleasant road up the valley, but dreary on the higher parts.

Hotels or Inns at places marked *.

ROUTE 277. FOCHABERS TO KNOCKANDO.

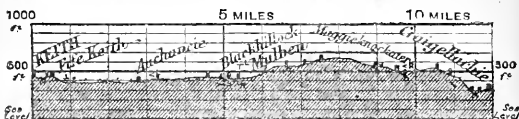


ROUTE 278. BALLINDALLOCH TO TOMINTOUL.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge, T indicates a sharp turn.
 The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

279 KEITH TO CRAIGELLACHIE.



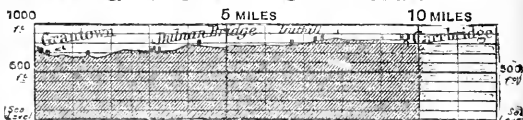
Description.—Class II. After Fife-Keith a fine smooth road as far as Mulben; thereafter hilly, with a steep descent to Craigellachie.

Gradients.—At 8½m. 1 in 25; 9½m. 1 in 16; 9¾m. 1 in 17; 11¼m. 1 in 14.

Measurements.—Keith.*
 5½ Mulben.
 11½ 6½ Craigellachie.*

Principal Objects of Interest.—Fine scenery approaching Craigellachie.

280 GRANTOWN TO CARRBRIDGE.



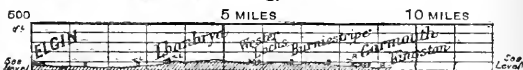
Description.—Class II. A fine undulating road all the way.

Milestones.—Measured from Grantown, after Dulnan Bridge from Carrbridge.

Measurements.—Grantown,* Square.
 3½ Dulnan Bridge.
 7¾ 4½ Duthil.
 9¾ 6½ 2½ Carrbridge,* Hotel.

Principal Objects of Interest.—The road is very pretty between Dulnan Bridge and Carrbridge.

281 ELGIN TO GARMOUTH.



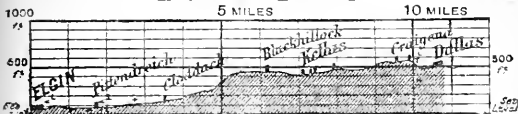
Description.—Class II. A very good undulating road.

Measurements.—Elgin * Cross.
 3½ Lhanbryd.
 8½ 5 Garmouth.*

Hotels or Inns at places marked*.

ELGIN TO DALLAS.

282



Description.—Class III. A fair undulating road.

Gradients.—At 5m. 1 in 18-22; 10m. 1 in 21.

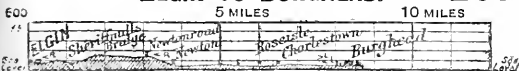
Measurements.—Elgin, * Cross.

7½ Kellas.

10½ 3½ Dallas, P.O.

ELGIN TO BURGHEAD.

283



Description.—Class II. A very good road.

Gradients.—At 1½m. 1 in 24.

Milestones.—Measured from Elgin Cross,—correct.

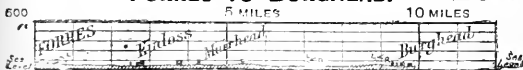
Measurements.—Elgin, * Cross.

8½ Burghead, * P.O.

Principal Objects of Interest.—Burghead; Roman Camp.

FORRES TO BURGHEAD.

284



Description.—Class III. A good undulating road.

Milestones.—Measured from Forres Court House.

Measurements.—Forres, * Court House.

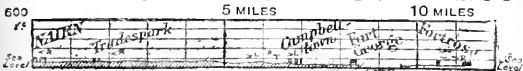
2½ Kinloss.

9½ 7 Burghead, * P.O.

Principal Objects of Interest.—½m. Sweno's Stone.

NAIRN TO FORTROSE.

285



Description.—Class II. A fine, smooth, and level road. Ferry at Fort George (1m.).

Milestones.—Measured from Nairn Cross,—correct.

Measurements.—Nairn, * Cross.

8½ Fort George, *

11½ 2½ Fortrose, * Cross.

Principal Objects of Interest.—Fort George; Old Fort. Fortrose; Cathedral.

286 ELGIN TO KEITH *via Mulben.*

Description.—Class II. Very good surface for several miles, then a fair undulating road to Orton. After the very steep hill past Boat of Brig, the road is good with slight undulations.

Gradients.—At 5m. 1 in 22; 10½m. 1 in 13-16-14-16.

Milestones.—Measured from Elgin Cross, and from Aberdeen.

| Measurements. | | | |
|-----------------|----------------|--------------|---------|
| Elgin, * Cross. | | | |
| 9¼ | Orton Station. | | |
| 12½ | 3½ | Mulben, P.O. | |
| 18½ | 9 | 5¾ | Keith.* |

Principal Objects of Interest.—Very pretty scenery in the Spey Valley.

Hotels or Inns at places marked *.

287 ELGIN TO ABERLOUR.

Description.—Class II. A fine undulating road to Rothes; thereafter level to Craigellachie, after which there is a short hill; thence level and very good to Aberlour.

Gradients.—At 1m. 1 in 25; 4¼m. 1 in 21-23; 8½m. 1 in 21; 9½m. 1 in 20-24; 13½m. 1 in 18.

Milestones.—Measured from Elgin Cross,—correct.

| Measurements. | | | |
|-----------------|-------------------|-----------------------|---------------------|
| Elgin, * Cross. | | | |
| 10 | Rothes, * Square. | | |
| 12¼ | 2½ | Craigellachie, * P.O. | |
| 14¾ | 4¾ | 2 | Aberlour, * Square. |

Principal Objects of Interest.—Very pretty scenery at Craigellachie.

Hotels or Inns at places marked *.

288 ELGIN TO FORRES *via Pluscarden.*

Description.—Class III. A fair undulating road to Pluscarden, then very steep; after Cantsford it is comparatively easy.

Gradients.—At 7¼m. 1 in 20-17-22; 8¼m. 1 in 13; 9¼m. 1 in 21; 10m. 1 in 16; 12¼m. in 20.

| Measurements. | | | |
|-----------------|-------------|------------------------|--|
| Elgin, * Cross. | | | |
| 6¼ | Pluscarden. | | |
| 15½ | 8½ | Forres, * Court House. | |

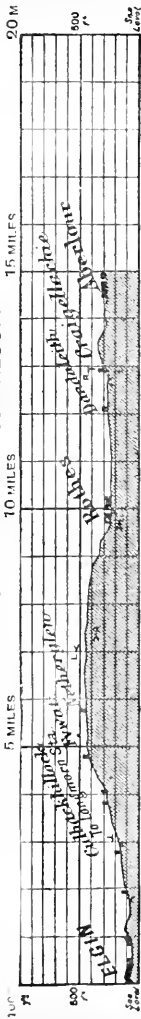
Principal Objects of Interest.—6¼m. Pluscarden Abbey, ruins. 12¼m. Blervie Castle. FORRES; Nelson Monument, Sweno's Stone.

Hotels or Inns at places marked *.

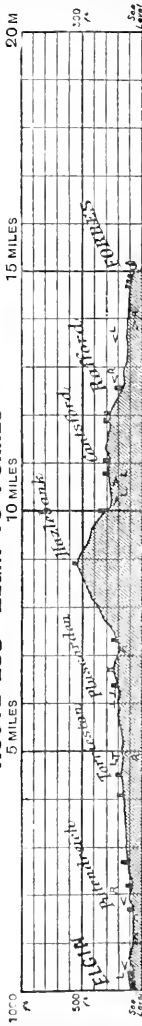
ROUTE 286. ELGIN TO KEITH via Muthen.



ROUTE 287. ELGIN TO ABERLOUR.



ROUTE 288. ELGIN TO FORRES via Puscawden.



289 FORRES TO DALNASHAUGH.

Description.—Class III. The road has a fair surface to Dallas, but there are some stiff hills; thereafter rather poor surface and steep hills. After Knockando the surface is better, but the road is undulating. Ferry across the River Spey at Blacksboat.

Gradients.—At 3m. 1 in 20; 6½m. 1 in 17; 8¾m. 1 in 19; 10½m. 1 in 15; 12¼m. 1 in 21; 13½m. 1 in 15; 15½m. 1 in 17; 18¾m. 1 in 17; 19½m. 1 in 11.

Measurements.

Forres,* Court House.

8 Dallas, P.O.

15½ 7½ Knockando, P.O.

19 11 3½ Blacksboat.

21½ 13½ 6¾ 2½ Dalnashaugh Inn.*

Principal Objects of Interest.—2½m. Elervie Castle. 7½m. Tor Castle. Moorland on the higher parts.

Hotels or Inns at places marked *, and at Rafford.

290 FORRES TO GRANTOWN.

Description.—Class II. This is a fine road with very steady and comparatively easy gradients. The surface is very fine to Dunphail, then becomes rather poorer, with loose stones past Dava till nearing Grantown, when it becomes very fine.

Gradients.—At 6¾m. 1 in 23; 8½m. 1 in 24; 8¾m. 1 in 19; 10m. 1 in 25; 14¾m. 1 in 14; 20¼m. 1 in 13.

Milestones.—Measured from Grantown Square,—incorrect between Dunphail and Dava.

Measurements.

Forres,* Court House.

7¾ Dunphail Station.

14½ 6¾ Dava Inn.*

21½ 14¼ 7¾ Grantown,* Square.

Principal Objects of Interest.—Nelson Monument above Forres. Remarkably fine road through Altyre Woods. 6m. Randolph's leap to W. Dava; Loch-an-dorb to W. Very dreary moorland after Dava. Grantown; Castle Grant.

Hotels or Inns at places marked *.

291 FORRES TO DUTHIL.

Description.—Class III. The first 6 miles of the Grantown road are very good; thereafter to Ferness is fair but hilly, after which the road becomes very bad with loose stones, and is in a dreadful state till quite near Duthil. This last part is almost disused.

Gradients.—At $6\frac{1}{4}$ m. 1 in 16-20-15; 7m. 1 in 23; $7\frac{1}{2}$ m. 1 in 20; 15m. 1 in 14-23-20; $18\frac{1}{4}$ m. 1 in 19; $20\frac{1}{2}$ m. 1 in 21; $22\frac{1}{4}$ m. 1 in 15; 24m. 1 in 24.

Milestones.—To Ferness, measured from Grantown; thereafter from Nairn (Route 292).

Measurements.

Forres, * Court House.

$7\frac{1}{4}$ Relugas.

11 $3\frac{1}{2}$ Ferness, Crossroads.

25 $17\frac{1}{4}$ 14 Duthil.

Principal Objects of Interest.—Very pretty near Relugas, dreary moorland after Burnside.

292

NAIRN TO DAVA.

Description.—Class III. The surface is good for the first eight miles; when the road descends steeply to Ferness Bridge with a corresponding ascent; easier thereafter, but with poor surface.

Gradients.—At $9\frac{1}{4}$ m. 1 in 23-16; 10m. 1 in 14-25; $13\frac{1}{2}$ m. 1 in 20.

Milestones.—Measured from Nairn County Buildings; after Ferness, from Grantown Square.

Measurements.

Nairn, * Cross.

5 Littlemill.

$10\frac{1}{2}$ $5\frac{1}{2}$ Ferness, Crossroads.

$15\frac{1}{2}$ $10\frac{1}{2}$ $5\frac{1}{2}$ Dava.

$23\frac{1}{2}$ $18\frac{1}{2}$ 13 $7\frac{3}{8}$ Grantown, * Square.

Principal Objects of Interest.—Very fine scenery at Ferness Bridge; very dreary thereafter.

Hotels or Inns at places marked *.

293

NAIRN TO DAVIOT.

Description.—Class III. As far as Cawdor the road is of good surface, with easy undulations; thereafter it is rather poor, with a stiff hill past Galcantry.

Gradients.—At 9m. 1 in 25-13; 12m. 1 in 22. There are short hills of 1 in 24.

Milestones.—Measured from Nairn, Straths Monument,—correct to Cawdor.

Measurements.

Nairn, * Cross.

$5\frac{3}{8}$ Cawdor, * Bridge.

$16\frac{3}{8}$ 11 Craggie Inn.*

$17\frac{1}{2}$ $12\frac{1}{8}$ $1\frac{1}{8}$ Daviot Church.

Principal Objects of Interest.—4m. Brackla Distillery. Cawdor; Castle. $7\frac{1}{2}$ m. Kilravock Castle.

Hotels or Inns at places marked *.

294 INVERNESS TO ELGIN.

Description.—Class I. The road is rather lumpy at first, but after Culloden Station the surface improves, and is exceptionally fine to Nairn. Thence to Forres is very good, after which the road becomes more undulating, with a slight hill before Elgin.

Gradients.—At 36½m. 1 in 24.

Milestones.—Measured from Inverness suburbs and Nairn Cross,—correct to Forres. Thereafter from Elgin Cross,—correct.

Measurements.

| | | | | | | |
|-------------------------|--|-----------------|---------------|------------------------|--------|-----------------|
| Inverness, * Town Hall. | | | | | | |
| 9½ | Lower Crossroads (to Fort George Station). | | | | | |
| 15½ | 6 | Nairn, * Cross. | | | | |
| 18½ | 8½ | 2½ | Auldearn P.O. | | | |
| 26½ | 16½ | 10½ | 8 | Forres, * Court House. | | |
| 32½ | 22½ | 16½ | 14½ | 6½ | Alves. | |
| 38 | 28½ | 22½ | 19½ | 11½ | 5½ | Elgin, * Cross. |

Principal Objects of Interest.—Culloden Station is some miles from the Battlefield. Auldearn; Battle, 1645. 22½m. Brodie Castle, Darnaway Castle. FORRES; Sweno's Stone. The Nelson Monument is very prominent on the hilltop. ELGIN; Cathedral.

Hotels or Inns at places marked *.

295 INVERNESS TO NAIRN via Culloden.

Description.—Class III. The first few miles of the Perth road are very good; thereafter it is steep and with poor surface to Culloden Cairn, when it improves and continues of fair surface to Nairn.

Gradients.—At 2¾m. 1 in 18; 3¼m. 1 in 16.

Measurements.

| | | | |
|-------------------------|-----------------|-------------|-----------------|
| Inverness, * Town Hall. | | | |
| 5½ | Culloden Cairn. | | |
| 12 | 6½ | Clephanton. | |
| 18 | 12½ | 6 | Nairn, * Cross. |

Principal Objects of Interest.—Culloden; Battlefield, 1746. 6½m. Cumberland Stone. 11½m. Kिरavock Castle.

296 INVERNESS TO KINGUSSIE.

Description.—Class II. The road is slightly rough at first but improves near Culcabock, and though the hills are long and very stiff, the surface is particularly good. The road is undulating with good surface past Moy, but after Freeburn Inn, becomes rather poor till nearing Carrbridge when it improves. Thence to Aviemore the road is

very good, after which it is undulating with fair surface to Kingussie. This road is peculiarly liable to change according to the season. The direct but steep road Inverness to Culcabock is $\frac{1}{2}$ m. shorter.

Gradients.—At 3m. mostly 1 in 16; 6 $\frac{1}{2}$ m. 1 in 23-20. 7 $\frac{3}{4}$ m. 1 in 25-13; 9m. 1 in 21-18; 19 $\frac{3}{4}$ m. 1 in 24; 24m. 1 in 23-16; 27 $\frac{1}{4}$ m. 1 in 18; 32 $\frac{1}{2}$ m. 1 in 18; 38 $\frac{3}{4}$ m. 1 in 22.

Milestones.—Measured from Inverness suburbs,—correct.

Measurements.

Inverness, * Town Hall.

7 $\frac{3}{8}$ Craggie Inn.*

11 $\frac{1}{8}$ 4 $\frac{1}{4}$ Moy, * Inn.

15 $\frac{3}{8}$ 8 3 $\frac{3}{4}$ Freeburn Inn.*

24 $\frac{1}{4}$ 17 $\frac{3}{8}$ 13 $\frac{1}{8}$ 9 $\frac{3}{8}$ Carrbridge, * Hotel.

32 24 $\frac{5}{8}$ 20 $\frac{3}{8}$ 16 $\frac{5}{8}$ 7 $\frac{1}{4}$ Aviemore Station.

34 $\frac{3}{8}$ 27 22 $\frac{3}{8}$ 19 9 $\frac{5}{8}$ 2 $\frac{3}{8}$ Lynwilg Inn.*

44 36 $\frac{5}{8}$ 32 $\frac{3}{8}$ 28 $\frac{5}{8}$ 19 $\frac{1}{4}$ 12 9 $\frac{5}{8}$ Kingussie, * Court House.

Principal Objects of Interest.—2 $\frac{3}{4}$ m. Culloden to E. Fine scenery in the valleys of the Rivers Nairn and Findhorn into which the road dips. Carrbridge; Old Bridge. Very picturesque scenery. Aviemore; Rothiemurchus Forest and Loch-an-eilan. 35m. Kinrara. 41 $\frac{3}{4}$ m. Belleville House. Kingussie; Ruthven Barracks.

Hotels or Inns at places marked *.

297 CRAGGIE INN TO INVERFARIGAIG.

Description.—Class II. This is a well made road with easy gradients, but the surface is only fair to Flichity Inn; thereafter it is very rough and stony.

Gradients.—At 12 $\frac{3}{4}$ m. 1 in 20; 13 $\frac{3}{4}$ m. 1 in 23; 14m. 1 in 21; 18m. 1 in 20-16-20-25-11.

Milestones.—Continuation of those from Inverness,—correct.

Measurements.

Inverness, * Town Hall.

... Craggie Inn.*

15 $\frac{3}{8}$ 8 $\frac{3}{8}$ Flichity Inn.*

22 $\frac{1}{8}$ 16 $\frac{1}{4}$ 7 $\frac{1}{2}$ Errogie Inn.*

27 $\frac{5}{8}$ 21 12 $\frac{1}{4}$ 4 $\frac{3}{4}$ Foyers Hotel.*

28 $\frac{1}{2}$ 21 $\frac{1}{8}$ 13 $\frac{1}{8}$ 5 $\frac{5}{8}$ $\frac{1}{2}$ Foyers Pier.

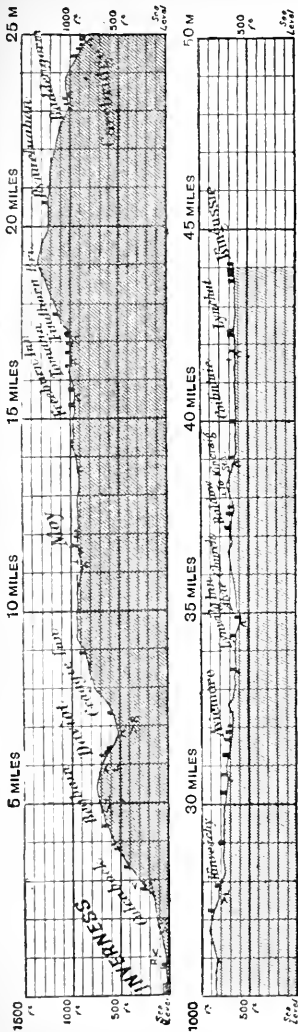
Principal Objects of Interest.—The scenery up Strath Nairn is very fine.

Hotels or Inns at places marked*.

298 INVERNESS TO FORT AUGUSTUS.

Description.—Class II. & III. At first the road has a good surface, but there are several slight hills to Dores. Thence along the shores of Loch Ness is undulating with fair surface to Inverfarigaig, when the road—leaving the

ROUTE 296. INVERNESS TO KINGUSSIE.



ROUTE 297. CRAGGIE INN TO INVERFARIGAIG.



Loch—rises rather steeply to Foyers Hotel. Thereafter the road gets worse and worse, and after Whitebridge is a loose mass of stones, with very steep hills, the descent to Fort Augustus being almost precipitous at several points. At times the surface from Whitebridge to Fort Augustus is little better than a watercourse.

Gradients.—At 3½m. 1 in 23; 6½m. 1 in 15-25; 16¼m. 1 in 11; 16½m. 1 in 17; 17m. 1 in 11-24. At 19m. is 1 in 8; 20m. 1 in 10. After Whitebridge the grades average about 1 in 20; but are 1 in 13 at 25½m., and 1 in 10 at 27m. The descent begins with 1 in 15-13, and is 1 in 7 at 29½m. and 31¼m., the rest being on an average about 1 in 11. These hills are of course highly dangerous.

Milestones.—Measured from Inverness suburbs,—correct to Foyers; thereafter from Fort Augustus,—correct.

Measurements.

| | | | | |
|-------------|------------|----------------|-------------------|-----------------|
| Inverness,* | Town Hall. | | | |
| 8 | Dores,* | Inn. | | |
| 18½ | 10½ | Foyers Hotel.* | | |
| 23¼ | 15¼ | 4½ | Whitebridge Inn.* | |
| 32½ | 24½ | 14 | 9½ | Fort Augustus.* |

Principal Objects of Interest.—2½m. Ness Castle. 19m. Fall of Foyers. The scenery about Foyers is very fine, and magnificent views are obtained of "Glen More."

Hotels or Inns at places marked*.

299 DORES TO WHITEBRIDGE.

Description.—Class III. This is a fearful road with very bad surface the whole way—stony at first, soft afterwards—the fine scenery is the only attraction.

Gradients.—At 1m. 1 in 13-9-26-15; 2½m. 1 in 25.

Milestones.—After Torness, measured from Inverness *via* Essich; afterwards from Errogie Inn.

Measurements.

| | | | | |
|-------------|------------|----------|---------------|-------------------|
| Inverness,* | Town Hall. | | | |
| 8 | Dores,* | Inn. | | |
| 14 | 6 | Torness. | | |
| 17½ | 9½ | 3½ | Errogie Inn.* | |
| 24½ | 16½ | 10½ | 6½ | Whitebridge Inn.* |

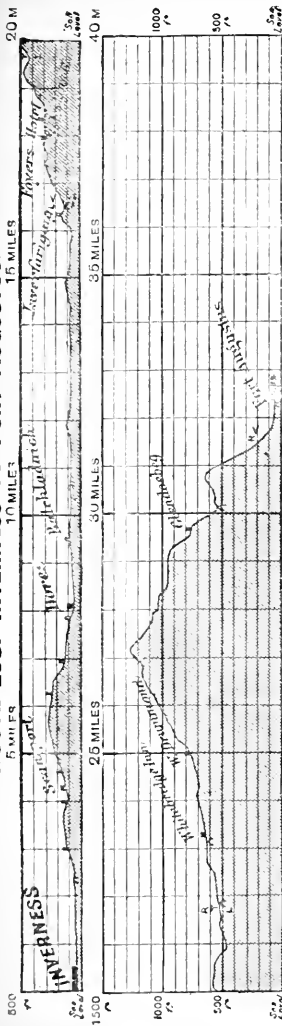
Principal Objects of Interest.—The road passes through very grand scenery.

Hotels or Inns at places marked*.

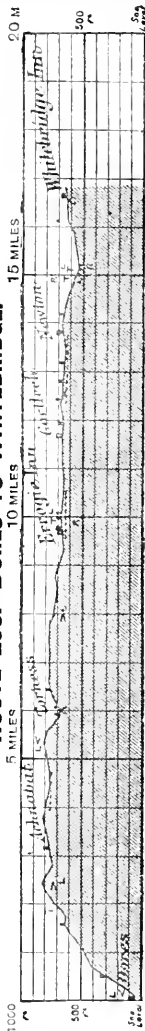
300 INVERNESS TO FORT WILLIAM.

Description.—Class II. A very undulating road with a number of rather abrupt turns. The road is undulating, but with comparatively easy hills at first, and has a fine surface as far as Drumnadrochit, when the hills become steeper and the road has a poorer surface. After Fort

ROUTE 298. INVERNESS TO FORT AUGUSTUS.



ROUTE 299. DORES TO WHITEBRIDGE.



Augustus the road is rather better, but again degenerates beyond Letterfinlay. After Spean Bridge the surface is very good, and the grades are easy. There is a more direct road (Class III.), $\frac{7}{8}$ m. shorter between Fort Augustus and Letterfinlay, along the east side of Loch Oich; it is soft and hilly.

Gradients.—At $2\frac{1}{2}$ m. $1/23$; $3\frac{3}{4}$ m. $1/24$; $10\frac{3}{4}$ m. $1/24$; $12\frac{1}{4}$ m. $1/22$; $16\frac{1}{4}$ m. $1/20$; $17\frac{1}{4}$ m. $1/20$; $18\frac{1}{2}$ m. $1/22$; 19 m. $1/13$; $19\frac{1}{4}$ m. $1/15$; $19\frac{1}{2}$ m. $1/21-10$; $25\frac{1}{4}$ m. $1/19$; $26\frac{1}{4}$ m. $1/23$; $31\frac{3}{4}$ m. $1/16$; 32 m. $1/22$; $33\frac{1}{2}$ m. $1/20$; $38\frac{1}{4}$ m. $1/17$; $39\frac{1}{4}$ m. $1/25$; $49\frac{1}{2}$ m. $1/14-23$; 50 m. $1/19-25$; $31\frac{3}{4}$ m. $1/25$; $55\frac{3}{4}$ m. $1/20-24$.

Milestones.—Measured from Invermorrison Inn, northwards, and southwards to Invergarry; thereafter north and south from Spean Bridge,—correct.

Measurements.

Inverness,* Town Hall.

| | | | | | | | |
|-----------------|-----------------|-----------------------|---------------------|-----------------|--------------------|----------------|----------------------|
| $6\frac{3}{4}$ | Lochend Inn.* | | | | | | |
| $14\frac{1}{2}$ | $7\frac{3}{4}$ | Drumnadrochit Hotel.* | | | | | |
| $27\frac{1}{4}$ | $20\frac{1}{2}$ | $12\frac{3}{4}$ | Invermorrison Inn.* | | | | |
| $33\frac{3}{8}$ | $27\frac{1}{8}$ | $19\frac{3}{8}$ | $6\frac{5}{8}$ | Fort Augustus.* | | | |
| $40\frac{7}{8}$ | $34\frac{1}{2}$ | $26\frac{3}{8}$ | $13\frac{3}{8}$ | 7 | Invergarry Hotel.* | | |
| $56\frac{1}{2}$ | $49\frac{3}{4}$ | 42 | $29\frac{1}{4}$ | $22\frac{5}{8}$ | $15\frac{5}{8}$ | Spean Bridge.* | |
| 66 | $59\frac{1}{4}$ | $51\frac{1}{2}$ | $38\frac{3}{4}$ | $32\frac{1}{2}$ | $25\frac{1}{8}$ | $9\frac{1}{2}$ | Fort William,* Pier. |

Principal Objects of Interest.—1m. Tomnahurich Cemetery. $5\frac{3}{4}$ m. Dochfour. $6\frac{3}{4}$ m. Lochend Castle. $16\frac{3}{4}$ m. Castle Urquhart. 22m. Ruskich Inn; Ferry to Foyers. Fort Augustus; Monastery. 64m. Inverlochy Castle. Fort William; Fort (ruins), Ben Nevis, and Glen Nevis. The Caledonian Canal is crossed at $1\frac{1}{4}$ m., $33\frac{3}{4}$ m., $38\frac{1}{2}$ m., & $43\frac{3}{4}$ m.

Hotels or Inns at places marked *, and at Ruskich, and Letterfinlay.

301 INVERMORRISTON TO CLUNIE INN.

Description.—Class III. The road is well engineered and has very easy gradients, but it is in rather poor condition.

Gradients.—Nothing above 1 in 25 worth noticing.

Milestones.—Measured from Invermorrison Inn in Inverness-shire; in Ross-shire probably from Glenelg.

Measurements.

| | | |
|--|---------------------|-----------------|
| | Invermorrison Inn.* | |
| | $8\frac{1}{4}$ | Torgoylc Inn.* |
| | $24\frac{1}{4}$ | 16 Clunie Inn.* |

Principal Objects of Interest.—Glen Morrison is finely wooded at first—rather bleak afterwards.

Hotels or Inns at places marked *.

302 INVERNESS TO DORNOCH.

Description.—Class I. & II. The road has a very fine surface almost the whole way to Bonar Bridge, and is generally in very fine condition. There are slight rises after Bogroy, near Evanton, before Tain, and after Edderton, but these are very slight. After Bonar Bridge the road is rather hilly, but the surface is fair. By crossing at the Meikle Ferry at 48½m., the distance between Tain and Dornoch is reduced to 9½m.

Gradients.—At 13½m. 1 in 25; 65m. 1 in 20; 65½m. 1 in 19; 66½m. 1 in 18; 66¾m. 1 in 20; 67¼m. 1 in 24; 68½m. 1 in 23; 69½m. 1 in 18.

Milestones.—Measured from Inverness suburbs to Beauly—correct; then from Beauly Hotel. In Rosshire, at first, from Dingwall, Old Court House; they then become variable, but latterly are from Tain, County Buildings.

Measurements.

Inverness, * Town Hall.

12½ Beauly, * Hotel.

15½ 3 Muir of Ord * P.O.

18½ 6½ Conon, * P.O.

21½ 8½ 2½ Dingwall, * Old Court House.

31½ 18½ 12½ 10½ Alness * P.O.

34½ 22½ 16½ 13½ Invergordon * P.O.

46½ 33½ 27½ 25½ 11½ Tain, * County Buildings.

61½ 48½ 42½ 40½ 26½ 15 Bonar Bridge.*

71 58½ 52½ 49½ 36½ 24½ 9½ Clashmore Inn.*

74½ 61½ 55½ 53½ 39½ 28 13 3½ Dornoch, * Co. Builds.

Principal Objects of Interest.—1m. Caledonian Canal. BEAULY; Priory, Kilmorack Falls. 25m. Fowlis Castle. Evanton; Glen Glass. Invergordon; Castle. 39½m. Tarbat Ho. 40½m. Balnagown Cas. DORNOCH; Cathedral, Castle.

Hotels or Inns at places marked *, and at Bogroy, Maryburgh, Evanton, Kildary, and Ardgay.

303 BEAULY TO INVERCANNICH, &C.

Description.—Class II. The road is somewhat hilly at first, but has a fair surface; it then becomes more level but is apt to be soft. The last section is rather poor.

Gradients.—1½m. 1 in 23; 4m. 1 in 22-13; 5m. 1 in 25; 5½m. 1 in 19-20.

Milestones.—Measured from Inverness suburbs,—correct.

Measurements.

Beauly, * Hotel.

10½ Struy, * Hotel.

17½ 7½ Invercannich Hotel.*

20 9½ 2½ Tomich.

Principal Objects of Interest.—2½m. Kilmorack Falls. 5½m. Druim Falls. Very fine scenery in Strath Glass.

Hotels or Inns at places marked *, and at Wellhouse.

304 INVERNESS TO INVERGORDON.

Description.—Class II. Good surface to Kessock Ferry ($\frac{3}{4}$ m.), thence the road is very good to Munlochy, after which it becomes poor and hilly. Ferry to Invergordon ($\frac{3}{4}$ m.). The road more usually followed is by Fortrose; see Route 305.

Gradients.—At $3\frac{1}{2}$ m. 1 in 25; 9m. 1 in 19-15; $10\frac{1}{2}$ m. 1 in 22-12-17; $14\frac{1}{2}$ m. 1 in 17; 15m. 1 in 22.

Milestones.—Measured from Dingwall.

Measurements.

Inverness, * Town Hall.

$6\frac{3}{4}$ Munlochy.

$18\frac{3}{4}$ 12 Invergordon, * Tower.

Hotels or Inns at places marked *, and at Kessock.

305 INVERNESS TO CROMARTY.

Description.—Class II. Good surface to Kessock Ferry ($\frac{3}{4}$ m.), thence the road is very fine, but slightly hilly to Avoch, where it becomes almost level. After Rosemarkie the surface is scarcely so good, and there are several stiff hills. A branch to Invergordon strikes off at $14\frac{3}{4}$ m., and is more generally used than Route 304.

Gradients.—At $3\frac{1}{2}$ m. 1 in 25. To Invergordon at $15\frac{1}{2}$ m. 1 in 17; $17\frac{1}{2}$ m. 1 in 14.

Milestones.—Measured from Dingwall.

Measurements.

Inverness, * Town Hall.

2 North Kessock, *

$6\frac{3}{4}$ $4\frac{3}{4}$ Munlochy P.O.

$12\frac{1}{4}$ $10\frac{1}{4}$ $5\frac{1}{2}$ Fortrose, * Cross.

22 20 $15\frac{1}{4}$ $9\frac{3}{4}$ Cromarty, * Pier; or,

22 20 $15\frac{1}{4}$ $9\frac{3}{4}$ Invergordon, * Tower.

Principal Objects of Interest.—Fortrose: Cathedral. Cromarty: "The Soutars," Cromarty House, Hugh Miller's Monument.

Hotels or Inns at places marked *.

306 CONON TO CROMARTY.

Description.—Class III. The road has a good surface at first, but is hilly till past Balblair, when it becomes almost level with good surface.

Gradients.—At $6\frac{1}{2}$ m. 1 in 22-17.

Measurements.

Conon * P.O.

$8\frac{3}{4}$ Druncudden Inn. *

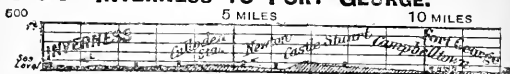
$12\frac{3}{8}$ $4\frac{1}{2}$ Balblair Inn. *

15 $6\frac{1}{4}$ $2\frac{1}{8}$ Jemimaville.

$19\frac{3}{4}$ 11 $6\frac{3}{8}$ $4\frac{3}{4}$ Cromarty, * Pier.

Principal Objects of Interest.—Cromarty; as Route 305.

Hotels or Inns at places marked *.

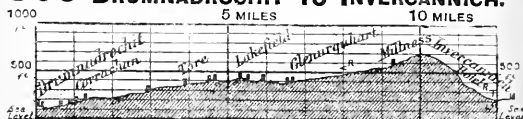
307 INVERNESS TO FORT GEORGE.

Description.—Class II. The road is rather lumpy at first, but improves after Culloden Station.

Milestones.—Measured from Inverness suburbs,—correct.

Measurements.—Inverness, * Town Hall.
 $3\frac{1}{2}$ Culloden Station.
 $10\frac{1}{2}$ $7\frac{1}{2}$ Campbeltown.
 $12\frac{1}{2}$ $8\frac{3}{4}$ $1\frac{1}{2}$ Fort George.*

Principal Objects of Interest.—Culloden Battlefield lies nearly 3 miles to the south of the station. $6\frac{1}{2}$ m. Castle Stuart. Fort George; Old Fort.

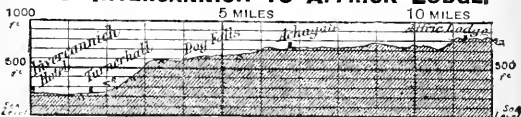
308 DRUMNADROCHIT TO INVERCANNICH.

Description.—Class III. As far as Glenurquhart the surface is good; but thereafter it is hilly and soft, with a dangerous descent to Strath Glass.

Gradients.—At $9\frac{3}{4}$ m. 1 in 13; $10\frac{1}{4}$ m. to $11\frac{3}{4}$ m. 1 in 21-13-9-23-19 (dangerous).

Milestones.—Continuation of those from Inverness.

Measurements.—Drumnadrochit Hotel.*
 $6\frac{1}{2}$ Glenurquhart P.O.
 $12\frac{1}{2}$ 6 Invercannich Hotel.*

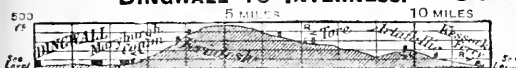
309 INVERCANNICH TO AFFRICK LODGE.

Description.—Class III. A fair undulating road for two miles, then a soft bad road most of the way.

Gradients.—At 3m. 1 in 12.

Measurements.—Invercannich Hotel.*
 $12\frac{3}{8}$ Affrick Lodge.

Principal Objects of Interest.— $2\frac{1}{2}$ m. Chisholm's Pass.
 $4\frac{1}{2}$ m. Dog Falls. Exquisite scenery in Glen Affrick.

DINGWALL TO INVERNESS. 310

Kessock to Inverness is shown on Route 304.

Description.—Class II. This road has a splendid surface. Ferry at Kessock ($\frac{3}{4}$ m.).

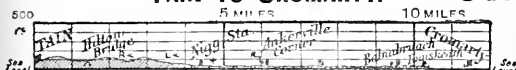
Gradients.—At $3\frac{1}{2}$ m. 1 in 21-25-19-16-20; $4\frac{1}{4}$ m. 1 in 16.

Milestones.—Measured from Dingwall.

Measurements.—Dingwall,* Old Court House.

11 $\frac{5}{8}$ N. Kessock.*

13 $\frac{3}{4}$ 2 Inverness,* Town Hall.

TAIN TO CROMARTY. 311

Description.—Class II. This road has a very fine surface, and is level after Nigg Sta. Ferry to Cromarty (1m.).

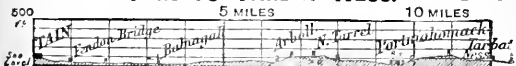
Milestones.—Continuation of those on Invergordon Road.

Measurements.—Tain,* County Buildings.

4 $\frac{3}{4}$ Nigg Station.

11 $\frac{3}{4}$ 7 Cromarty,* Pier.

Principal Objects of Interest.—CROMARTY; as Route 305.

TAIN TO TAREAT NESS. 312

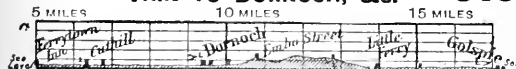
Description.—Class II. A fine smooth road.

Milestones.—At first from Tain, County Buildings.

Measurements.—Tain,* County Buildings.

9 $\frac{3}{4}$ Portmahomack,* Inn.

12 $\frac{1}{2}$ 3 $\frac{1}{2}$ Tarbat Ness Lighthouse.

TAIN TO DORNOCH, &c. 313

The first 5 miles are shown on Route 317.

Description.—Class II. To Meikle Ferry, as Route 317; thereafter a fine road to Dornoch. The continuation past Little Ferry is in poor condition. Little Ferry ($\frac{1}{2}$ m.).

Measurements.—Tain,* County Buildings.

9 $\frac{1}{2}$ Dornoch,* County Buildings.

17 $\frac{1}{8}$ 7 $\frac{3}{4}$ Golspie,* Hotel.

Principal Objects of Interest.—Dornoch; as Route 302. Golspie; as Route 333.

314 STRUY TO MONAR LODGE.

Description.—Class III. This is not a good road. The surface is fair at first, but soon becomes soft and bad, and at several points is very loose.

Gradients.—At 13 $\frac{3}{4}$ m. 1 in 17; is the only hill of note.

Milestones.—Continuation of those from Inverness.

Measurements.

Struy Hotel.*

14 $\frac{3}{4}$ Monar Lodge.

Principal Objects of Interest.—The scenery up this valley amply repays the tourist, but can hardly be considered equal to Strath Affric.

315 MUIR OF ORD TO STRATH CONON.

Description.—Class III. The road has a good surface as far as Clachuile Inn; but thereafter is slightly hilly, and with several rough parts. The driving road continues as far as Scardroy, 23 $\frac{3}{4}$ m. from Muir of Ord.

Gradients.—At 4m. 1 in 25; 10 $\frac{1}{2}$ m. 1 in 16-19.

Milestones.—Measured from Muir of Ord Post Office,—correct.

Measurements.

Muir of Ord,* P.O.

5 $\frac{1}{4}$ Clachuile Inn.*

15 $\frac{1}{2}$ 10 $\frac{1}{4}$ Strathconon Inn.*

Principal Objects of Interest.—The scenery in Strath Conon is pretty, but at first there is little noteworthy.

Hotels or Inns at places marked *, and at Milton.

316 ALNESS TO BONAR BRIDGE.

Description.—Class II. The road rises with a stiff gradient at first, with fair surface, and then is a long and steady ascent. After Sittenham the surface degenerates, and is very poor past Aultnamain, with a rough and steep descent to Fearn Lodge. Thereafter the road is very good to Bonar Bridge.

Gradients.—At 1m. 1 in 17-19. From 12m. to 13 $\frac{1}{2}$ m. the ruling gradient is 1 in 17; at 12 $\frac{1}{4}$ m. 1 in 13.

Milestones.—Measured from Bonar Bridge,—correct.

Measurements.

Alness P.O.

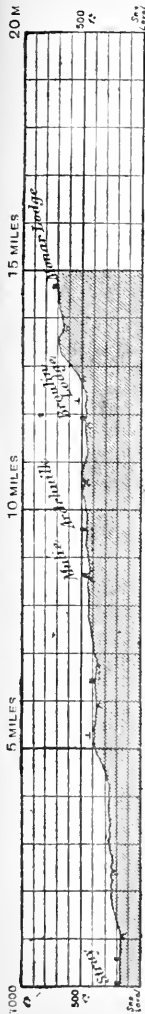
9 $\frac{1}{2}$ Aultnamain Inn.*

18 $\frac{1}{4}$ 9 $\frac{1}{2}$ Bonar Bridge.*

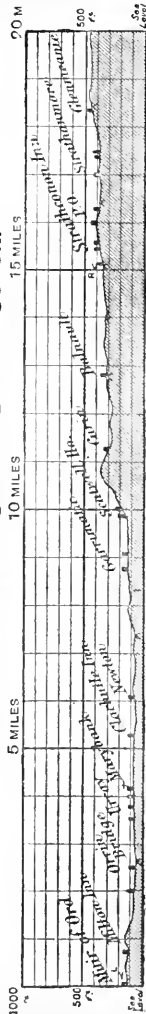
Principal Objects of Interest.—After Sittenham a very monotonous road. 3m. Ardross Castle to W.

Hotels or Inns at places marked *, and at Ardgay.

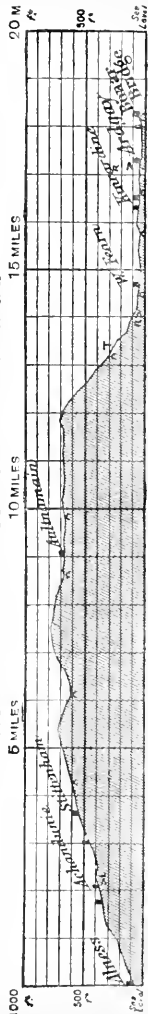
ROUTE 314. STRUY TO MONAR LODGE.



ROUTE 315. MUIR OF ORD TO STRATH CONON.



ROUTE 316. ALNESS TO BONAR BRIDGE.



317

TAIN TO WICK.

Description.—Class II. Leaving the Bonar Bridge road at 2½m., it is a rough track down to the Meikle Ferry pier, where ferry across (½m.). Thence the road has a very fine surface, but is somewhat hilly between Evelix and the Mound, and between Brora and Helmsdale. From Helmsdale to Latheron over “the Ord” is most trying, and with some particularly dangerous hills, on which the surface is rough, but the more level parts are decidedly good. After Latheron the surface is very good.

Gradients.—At 10¾m. 1 in 20; 13m. 1 in 25; 20m. 1 in 23; 28¾m. 1 in 18-23; 30¾m. 1 in 20; 34¾m. 1 in 21. The ascent of the Ord has varying grades, and is 1 in 14 at 37½m.; and 1 in 15 at 38m.; and 1 in 16 at 39¾m. Berriedale Hill S. side 1 in 10-9-12; N. side 1 in 12. Dunbeath S. 1 in 14-17; N. 1 in 17-19. Latheronwheel S. 1 in 18; N. 1 in 17. These hills are highly dangerous,—those at Berriedale and Dunbeath having most dangerous turns.

Milestones.—At first from Tain, County Buildings. In Sutherland, measured from Bonar Bridge *via* Dornoch,—tolerably correct. In Caithness, from Wick, County Buildings,—correct.

Measurements.

Tain, * County Buildings.

7½ Clashmore Inn.*

15½ 7¼ Mound Station.

19½ 11½ 3¾ Golspie,* Hotel.

25 17½ 9¼ 5¼ Brora,* Bridge.

36½ 29 21¼ 17¾ 11¼ Helmsdale,* Hotel.

56¾ 49¼ 41½ 37¾ 31¾ 20¼ Latheron,* P.O.

60¼ 52¾ 45 41¼ 35¼ 23¾ 3½ Lybster,* Portland Arms.

73¾ 65¾ 58½ 54¼ 48¾ 36¾ 16¾ 13½ Wick,* Co. Buildings.

Principal Objects of Interest.—12m. Skelbo Castle. 15m. “The Mound.” Sutherland Monument on hilltop. 20½m. Dunrobin Castle. Helmsdale; Castle ruin. Berriedale; Castle ruin. Dunbeath; Castle ruin. After Berriedale the country is almost treeless, and has a most monotonous appearance. At the coast, however, there is some fine cliff scenery. WICK; “Trams,” Harbour.

Hotels or Inns at places marked *, and at Meikle Ferry, Poles, Dunbeath, and Forse.

318

DORNOCH TO LAIRG.

Description.—Class III. A fine but hilly road at first, then fair surface past Rogart, but rather poor near Lairg.

Gradients.—1¼m. 1/24; 6¾m. 1/24; 7m. 1/19; 21m. 1/20.

Measurements.

Dornoch,* County Buildings.

6 $\frac{3}{4}$ Mound Station.10 $\frac{7}{8}$ 4 $\frac{1}{2}$ Rogart,* Station.21 $\frac{1}{2}$ 14 $\frac{3}{4}$ 10 $\frac{5}{8}$ Lairg,* Hotel.

Principal Objects of Interest.—4 $\frac{1}{2}$ m. Skelbo Castle.
6 $\frac{1}{2}$ m. "The Mound." Very dreary road after Rogart.

319 HELMSDALE TO MELVICH.

Description.—Class III. This is a well made, but narrow road, up Strath Ullie and down Strath Halladale. The surface throughout is pretty uniform—fair, inclining to be soft. This route is sometimes preferred to the more direct road to Thurso *via* Latheron, as it avoids the nasty hills.

Gradients.—At 9 $\frac{1}{2}$ m. 1 in 23; 23 $\frac{1}{2}$ m. 1 in 22; 27m. 1 in 15.

Measurements.

Helmsdale,* Hotel.

9 Kildonan Church.

24 $\frac{3}{8}$ 15 $\frac{3}{8}$ Forsinard Hotel.*40 $\frac{1}{4}$ 31 $\frac{1}{4}$ 15 $\frac{1}{2}$ Melvich,* Inn; or,43 $\frac{1}{4}$ 34 $\frac{1}{4}$ 18 $\frac{1}{2}$ Reay,* Inn.

Principal Objects of Interest.—After Kildonan a most monotonous and desolate road for about 20 miles.

Hotels or Inns at places marked*.

320 WICK TO JOHN O' GROATS.

Description.—Class II. A fine road with smooth surface and easy hills to Freswick; thereafter rather steeper, but with good surface past Canisbay. A more direct road to John o' Groats has been constructed lately, but it is steeper, and the surface is hardly formed yet.

Gradients.—At 10 $\frac{1}{2}$ m. 1 in 16; 11 $\frac{1}{2}$ m. 1 in 23; 12 $\frac{3}{4}$ m. 1 in 24.

Milestones.—Measured from Wick Cross,—correct.

Measurements.

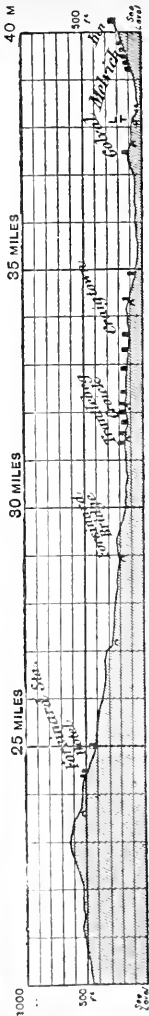
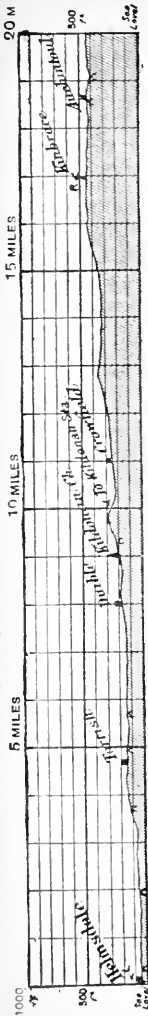
Wick,* County Buildings.

7 $\frac{3}{4}$ Keiss* Inn.17 $\frac{3}{8}$ 9 $\frac{5}{8}$ Huna* Inn.19 $\frac{1}{4}$ 11 $\frac{1}{2}$ John o' Groats* *via* Canisbay.16 $\frac{1}{2}$ 9 $\frac{1}{2}$ John o' Groats* direct.

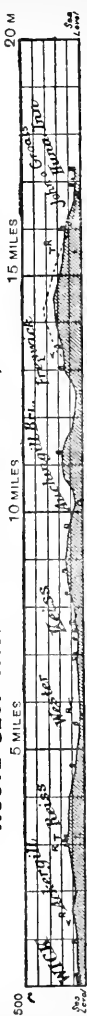
Principal Objects of Interest.—1 $\frac{1}{2}$ m. Ackergill Tower. Girnigoe; Castle. Keiss; Castle ruin. Freswick; Castle. 16 $\frac{1}{2}$ m. "John o' Groats House."

Hotels or Inns at places marked*.

ROUTE 319. HELMSDALE TO MELVICH.



ROUTE 320. WICK TO JOHN O' GROATS, OR HUNA INN.



The dotted line indicates the new road to John o' Groats.

321 WICK TO THURSO.

Description.—Of the two roads that *via* Watten (Class II.) is the preferable, as it is rather better than that *via* Castletown (Class III). On both roads the surface is good.

Milestones (*via* Watten).—Measured from Wick Town Hall. (*Via* Bower)—measured from Wick Cross.

Measurements.

Wick, * County Buildings.

7½ Watten Inn.*

11½ 3½ Dunn Inn.*

15 7½ 3½ Georgemas Inn.*

20½ 13 9½ 5½ Thurso, * Post Office.

Wick, * County Buildings.

10½ Thura Inn.*

15½ 5½ Castletown, * P.O.

20½ 10½ 5½ Thurso, * Post Office.

Principal Objects of Interest.—Both roads are somewhat dreary, the country being very flat.

322 THURSO TO JOHN O' GROATS.

Description.—Class III. A fine road to Castletown; thereafter rather soft, but improving before Canisbay, thence good to John o' Groats.

Measurements.

Thurso, * Post Office.

5½ Castletown, * P.O.

8½ 3½ Dunnet, * P.O.

12½ 7½ 4½ Berriedale Arms Inn.*

18½ 13½ 9½ 5½ Huna Inn *; or,

20½ 15 11½ 7½ John o' Groats Hotel.*

Principal Objects of Interest.—8½m. to Dunnet Head. 20½m. John o' Groats House.

323 THURSO TO LATHERON.

Description.—Class III. A good but narrow road with easy undulations. It is sometimes rather soft.

Gradients.—At 9m. 1 in 22; 23m. 1 in 21.

Milestones.—At first measured from Wick, County Buildings; after Georgemas, from Thurso.

Measurements.

Thurso, * Post Office.

5½ Georgemas Inn.*

10½ 5½ Mybster Inn.*

17½ 11½ 6½ Achavanich.*

23½ 17½ 12½ 6½ Latheron, * P.O.

Principal Objects of Interest.—A very dreary road.

Hotels or Inns at places marked*.

324 THURSO TO DURNESS.

Description.—Class II. & III. This is a fine road as far as Reay, but thereafter it becomes somewhat soft. At one or two points beyond Melvich the surface is fair, but the road is a constant succession of hills more and less steep with rough surface. Ferry at Tongue ($\frac{3}{4}$ m.). Thence to Hope Ferry is the long and arduous ascent of the Moine—rough and steep—after which, although the hills are not so long, the surface is not good till near Durness. The long round of Loch Ereboll may be shortened by 9 miles, by crossing at Heilem Ferry ($\frac{3}{4}$ m.).

Gradients.—At 13m. 1 in 23; 16m. 1 in 22; 16 $\frac{1}{2}$ m. 1 in 13; 17 $\frac{1}{2}$ m. 1 in 24; 18m. 1 in 23; 20m. 1 in 21-16; 21m. 1 in 13-23-17; 24m. 1 in 14 (dangerous); 25m. 1 in 13-15; 27 $\frac{1}{2}$ m. 1 in 19; 28 $\frac{1}{2}$ m. 1 in 15; 30 $\frac{1}{2}$ m. 1 in 16; 31m. 1 in 14-17; 34 $\frac{1}{2}$ m. 1 in 11; 36 $\frac{1}{2}$ m. 1 in 11; 38m. 1 in 14; 39 $\frac{1}{2}$ m. 1 in 16; 40 $\frac{1}{2}$ m. 1 in 18; 41 $\frac{3}{4}$ m. 1 in 16; 43m. 1 in 10-14; 46m. 1 in 17; 48 $\frac{1}{2}$ m. 1 in 17; 52m. 1 in 8-10; 52 $\frac{1}{2}$ m. 1 in 15; 53 $\frac{1}{2}$ m. 1 in 16; 53 $\frac{3}{4}$ m. 1 in 11; 54 $\frac{1}{2}$ m. 1 in 11; 55 $\frac{3}{4}$ m. 1 in 13; 57 $\frac{1}{2}$ m. 1 in 14; 66 $\frac{1}{2}$ m. 1 in 22; 69 $\frac{1}{2}$ m. 1 in 14; 69 $\frac{3}{4}$ m. 1 in 17; 72m. 1 in 15; 72 $\frac{1}{2}$ m. 1 in 15.

Milestones.—Measured from Thurso Post Office, as far as Melvich.

Measurements.

Thurso,* Post Office.

10 $\frac{1}{2}$ Reay Inn.*

17 $\frac{1}{2}$ 7 Melvich Inn.*

21 $\frac{1}{2}$ 11 $\frac{1}{2}$ 4 $\frac{1}{2}$ Strathy Inn.*

31 $\frac{1}{2}$ 20 $\frac{3}{4}$ 14 $\frac{3}{4}$ 10 $\frac{1}{2}$ Bettyhill Inn.*

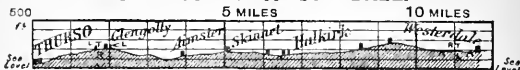
44 $\frac{3}{4}$ 33 $\frac{1}{2}$ 27 $\frac{1}{2}$ 23 $\frac{1}{2}$ 13 $\frac{3}{4}$ (Tongue Hotel).*

57 $\frac{1}{2}$ 50 $\frac{1}{2}$ 46 41 $\frac{1}{2}$ 26 15 Ereboll.

72 $\frac{3}{4}$ 65 $\frac{3}{4}$ 61 $\frac{3}{4}$ 57 $\frac{1}{2}$ 41 $\frac{3}{4}$ 30 $\frac{3}{4}$ 15 $\frac{3}{4}$ Durness Inn.*

Principal Objects of Interest.—The country through which this road passes is mostly moorland, with very frequent dips down into the different valleys. There being, of course, fine views of the coast from the more elevated parts. The Kyle of Tongue is rather pretty in contrast to the country just passed through, and is less barren than the neighbouring Loch Ereboll. The Smoo Cave at 71 $\frac{1}{2}$ m. should not be missed.

Hotels or Inns at places marked*.

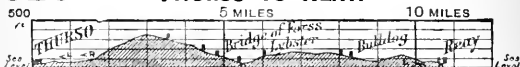
325 THURSO TO WESTERDALE.

Description.—Class III. An undulating road with good surface.

Measurements.—Thurso, * Post Office.

6½ Halkirk, * Inn.

11½ 5 Westerdale.

326 THURSO TO REAY.

Description.—Class III. A more hilly road than Route 324, but the surface is good.

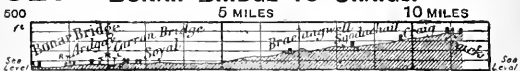
Gradients.—At 2m. 1 in 24; 5¾m. 1 in 22.

Milestones.—Measured from Thurso Post Office.

Measurements.—Thurso, * Post Office.

5¾ Bridge of Forss.

10¾ 5¾ Reay, * Inn.

327 BONAR BRIDGE TO CRAIGS.

Description.—Class III. We have no information as to the state of this road, but believe it to be somewhat rough.

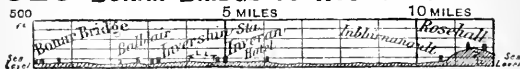
Milestones.—Measured from Ardgay Inn.

Measurements.—Bonar Bridge.*

1 Ardgay, * Inn.

9¾ 8¾ Craigs House.

11 10 1¼ Craigs Church.

328 BONAR BRIDGE TO ROSEHALL.

Description.—Class II. A fine road with slight undulations until just before Rosehall, when there is a stiff hill.

Gradients.—At 10¾m. 1 in 19-17.

Milestones.—At first measured from Bonar Bridge, afterwards from Invershin.

Measurements.—Bonar Bridge.*

3¼ Invershin Station.*

4¾ 1½ Inveran, * Hotel.

11¾ 8½ 7 Rosehall.*

Principal Objects of Interest.—Very pretty scenery between Bonar Bridge and Inveran, and at Rosehall.

BONAR BRIDGE TO LAIRG. 329



Description.—Class III. Although this is the direct road to Lairg, Route 334 is more generally followed. The surface is fair but the road is hilly.

Gradients.—At 4½m. 1 in 17; 5½m. 1 in 22.

Milestones.—Measured from Bonar Bridge, --correct.

Measurements.—Bonar Bridge.*

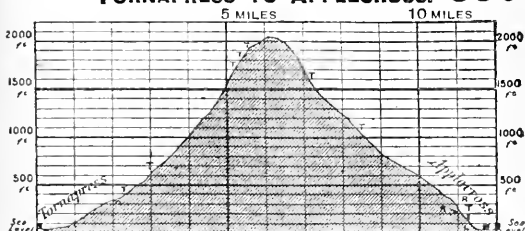
3¼ Invershin Station.*

8¾ 5½ Lairg Station.

10½ 7¾ 1¼ Lairg,* Hotel.

Principal Objects of Interest.—Very pretty scenery between Bonar Bridge and Invershin, dreary near Lairg Station.

TORNAPRESS TO APPLECROSS. 330



Description.—Class III. Although the road has been engineered by a series of zig-zags to ease the gradients as much as possible, nevertheless it is terribly steep, and the surface is wretched. There are a large number of dangerous turns at different points along the road. The road strikes off Route 346 at 10½m.

Gradients.—The gradients vary considerably, but in the first 3½m. are not above 1 in 15; up to 4½m. 1 in 11; at 5m. 1 in 7, then 1 in 10. The descent is at 7¼m. 1 in 8; at 8½m. 1 in 11; at 10½m. 1 in 16; at 11m. 1 in 9.

Measurements.—Tornapress.

12 Applecross,* Inn.

Principal Objects of Interest.—Magnificent view from the summit.

Hotels or Inns at places marked *.

331 DURNESS TO CAPE WRATH.

Description.—Class III. A good road to Keoldale, where Ferry ($\frac{1}{2}$ m.). Thence the road has a tolerable surface, but there are some very steep hills.

Gradients.—At $1\frac{1}{2}$ m. 1 in 17; 3m. 1 in 10; 5m. 1 in 10; $7\frac{3}{4}$ m. 1 in 20; 9m. 1 in 18; 10m. 1 in 15; 12m. 1 in 13; $12\frac{1}{2}$ m. 1 in 17.

Milestones.—Measured from Cape Wrath Lighthouse,—correct.

Measurements.

Durness,* Inn.

14 Cape Wrath Lighthouse.

Principal Objects of Interest.—Very fine cliff scenery at Cape Wrath.

332 DURNESS TO LAXFORD BRIDGE.

Description.—Class III. The road is fairly well engineered, and in good condition, except in the higher parts, and on the descent to Rhiconich; thereafter undulating but good surface to Laxford Bridge.

Gradients.—At $8\frac{1}{2}$ m. 1 in 19-20; 12m. 1 in 18; $13\frac{3}{4}$ m. 1 in 17; $15\frac{1}{2}$ m. 1 in 21; $16\frac{3}{4}$ m. 1 in 16; 17m. 1 in 23; 18m. 1 in 12.

Measurements.

Durness,* Inn.

$14\frac{1}{2}$ Rhiconich Inn.*

$19\frac{1}{2}$ 5 Laxford Bridge.

26 $11\frac{3}{4}$ $6\frac{3}{4}$ Scourie,* Hotel; or,

56 $41\frac{3}{4}$ $36\frac{3}{4}$ Lairg,* Hotel.

Principal Objects of Interest.—Characteristic Sutherlandshire loch scenery between Rhiconich and Laxford.

Hotels or Inns at places marked*.

333 BONAR BRIDGE TO GOLSPIE.

Description.—Class III. The ascent is very steep at first, but after passing the summit there is a long and comparatively easy descent to Mound, with rather soft surface; thence very good to Golspie.

Gradients.—At $\frac{1}{4}$ m. 1 in 10-16; 2m. 1 in 13; $3\frac{1}{2}$ m. 1 in 20; $4\frac{1}{2}$ m. 1 in 15-23; $11\frac{3}{4}$ m. 1 in 17.

Measurements.

Bonar Bridge.*

14 Mound Station.

$17\frac{1}{2}$ $3\frac{1}{2}$ Golspie,* Hotel.

Principal Objects of Interest.—A very dreary road. 14m. The "Mound." Golspie; Dunrobin Castle, Sutherland Monument on hilltop.

Hotels or Inns at places marked*.

334 BONAR BRIDGE TO TONGUE.

Description.—Class II. The surface is very good and the gradients are very easy for some distance past Lairg, but the road becomes rather rough and steep near the Crask, and on the descent to Aultnaharra. Thereafter the road is soft at first, very good along Loch Loyal, then poor with steep descent to Tongue.

Gradients.—At 23m. 1 in 23; 25½m. 1 in 20; 30m. 1 in 21; 32½m. 1 in 19; 33¾m. 1 in 18; 37m. 1 in 22-18-22; 47m. 1 in 22; 48m. 1 in 24; descent to Tongue Ferry or Hotel 1 in 10.

Milestones.—Measured from Bonar Bridge *via* Lairg Station,—correct.

Measurements.

| | | | | | |
|----------------|---------------------|----------------|---------|---------------------|-----------------|
| Bonar Bridge.* | | | | | |
| 3½ | Invershin Station.* | | | | |
| 10¾ | 7½ | Lairg,* Hotel. | | | |
| 23¾ | 20½ | 13 | Crask.* | | |
| 31½ | 28½ | 20¾ | 7¾ | Aultnaharra Hotel.* | |
| 47¾ | 44¾ | 37¾ | 24¾ | 16¾ | Tongue,* Hotel. |

Principal Objects of Interest.—Pretty scenery at first, but very barren moorland after Lairg until nearing Tongue, when a fine view is obtained.

335 AULTNAHARRA TO BETTYHILL.

Description.—Class III. This is a wretched road, badly kept, mostly on account of the absence of traffic. The last 5 miles nearing Bettyhill are in good order.

Gradients.—There are short hills but none of length.

Measurements.

| | |
|---------------------|-----------------|
| Aultnaharra Hotel.* | |
| 24¾ | Bettyhill Inn.* |

Principal Objects of Interest.—A bleak, barren, and lonely glen, once well populated, now a Deer Forest.

336 AULTNAHARRA TO EREBOLL.

Description.—Class III. A poor road with soft surface, and a very dangerous descent to Ereboll. A considerable river has to be ferried across or forded.

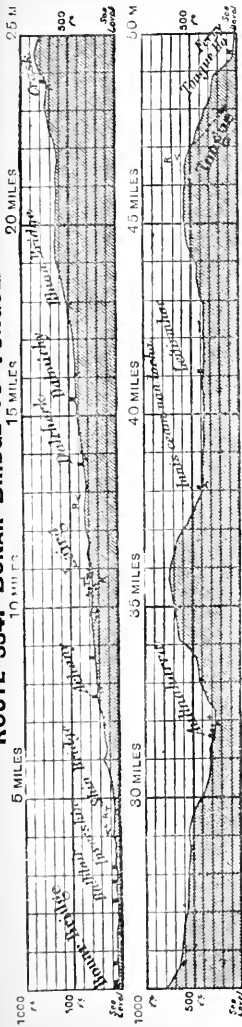
Gradients.—At 11m. 1 in 23-24-13-19; 16½m. 1 in 11; 17m. 1 in 13; 17½m. 1 in 15; 18m. 1 in 13; 19½m. 1 in 6, with some nasty double turns—exceedingly dangerous.

Measurements.

| | |
|---------------------|----------------------------------|
| Aultnaharra Hotel.* | |
| 20¾ | Ereboll. |
| 23½ | 3½ Heilem Inn.* |
| 35½ | Durness* <i>via</i> Laid. |

Principal Objects of Interest.—A moorland road.
Hotels or Inns at places marked*.

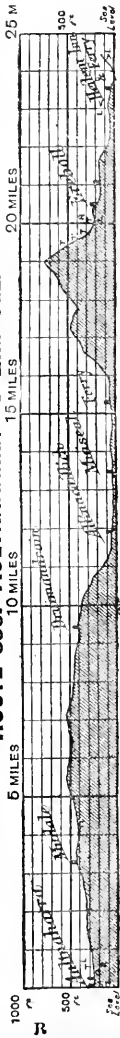
ROUTE 334. BONAR BRIDGE TO TONGUE.



ROUTE 335. AULTNAHARRA TO BETTYHILL.



ROUTE 336. AULTNAHARRA TO EREBOLL.



337**LAIRG TO SCOURIE.**

Description.—Class II. The road has a very fair surface throughout but is narrow, and at several points is rather soft. There is a steep hill before Kinloch and also before Scourie. Laxford Bridge is only a central point—there are no houses—and it lies a little to the north of the road.

Gradients.—At 25m. 1 in 22-16; 31½m. 1 in 20; 35½m. 1 in 19; 35½m. 1 in 17; 42½m. and 42½m. 1 in 9-10.

Milestones.—Measured from Lochmore Lodge,—correct.

Measurements.

Lairg,* Hotel.

15½ Overscaig Inn.*

36½ 21 Laxford Bridge.

43½ 27½ 6½ Scourie,* Hotel.

Principal Objects of Interest.—The road lies near Loch Shin at first and is bleak, but after passing Kinloch the character of the scenery changes and becomes more attractive. Ben Stack is very prominent.

338**LAIRG TO LOCHINVER.**

Description.—Class II. A narrow road like the most of the other Sutherland roads. Fair surface but long hill over to Rosehall; thereafter an undulating road, with surface inclining to be loose and gravelly according to season, almost the whole way to Lochinver. On the whole it is a very good road for this County. Care must be taken on the hill descending to Lochinver.

Gradients.—At 1m. 1 in 23; 2½m. 1 in 17; 3½m. 1 in 22; 6¼m. 1 in 17; 8½m. 1 in 12; thereafter numerous hills—mostly short—up to 1 in 15; the only one specially noticeable being that at Lochinver 1 in 13.

Measurements.

Lairg,* Hotel.

8½ Rosehall.*

15 6½ Oykell Bridge Inn.*

25½ 17 10½ Aultnacallagach Inn.*

32½ 24½ 17½ 7½ Inchnadamff,* Inn.

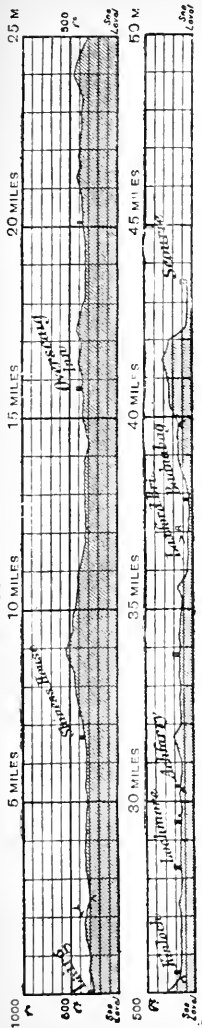
35 26½ 20 9½ 2½ Skiag Bridge.

46 37½ 31 20½ 13½ 11 Lochinver,* Hotel.

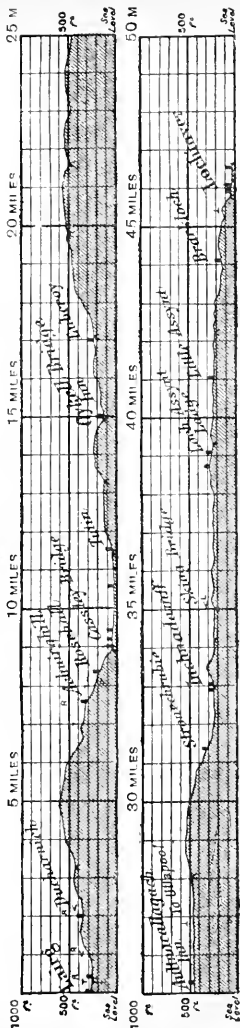
Principal Objects of Interest.—9m. Cassley Bridge; Falls. Near Aultnacallagach fine views of Suilven and the neighbouring hills. 34½m. Ardvreck Castle ruins. Charming scenery along Loch Assynt, and approaching Lochinver; also the extraordinary ridges of Suilven and Quinag.

Hotels or Inns at places marked*.

ROUTE 337. LAIRG TO SCOURIE.



ROUTE 338. LAIRG TO LOCHINVER.



339 DINGWALL TO KYLE AKIN.

Description.—Class II. This is a fine smooth road as far as Strathpeffer, then becoming rather poor over the hill to Contin, when the road continues of fair surface to Garve. Thereafter until near Lochcarron is pretty well divided between good and bad, there being several rather loose and stony parts which are compensated by others in fair order. Between Lochcarron and Strome the surface is good. Ferry at Strome ($\frac{3}{4}$ m.). Thence to Kyle, with the exception of the short and level part at Balmacara, is an exceedingly hilly road with very poor surface, especially after Balmacara. Ferry to Kyle Akin ($\frac{1}{2}$ m.). After Strome Ferry the hills are nearly all dangerously steep.

Gradients.—At $4\frac{3}{4}$ m. 1 in 17; 6m. 1 in 16; $17\frac{3}{4}$ m. 1 in 23; $19\frac{3}{4}$ m. 1 in 22; $39\frac{1}{2}$ m. 1 in 25; $55\frac{1}{2}$ m. 1 in 10; $56\frac{1}{4}$ m. 1 in 16; 58m. 1 in 10; 61m. 1 in 16-10; 65m. 1 in 10; 66m. 1 in 14; $66\frac{1}{2}$ m. 1 in 11.

Milestones.—Measured from Dingwall Old Court House, —correct to Auchnasheen, where there is a discrepancy, thence correct to Strome. Thereafter from Strome Ferry Post Office.

Measurements.

Dingwall,* Old Court House.

$4\frac{3}{4}$ Strathpeffer,* P.O.

$13\frac{1}{2}$ $8\frac{1}{2}$ Garve,* Hotel.

$29\frac{1}{2}$ $24\frac{1}{2}$ 16 Auchnasheen.*

$50\frac{1}{2}$ $45\frac{1}{2}$ 37 21 Lochcarron Inn * (Jeantown).

$55\frac{1}{2}$ $50\frac{3}{4}$ $41\frac{1}{2}$ $25\frac{1}{2}$ $4\frac{1}{2}$ Strome Ferry.*

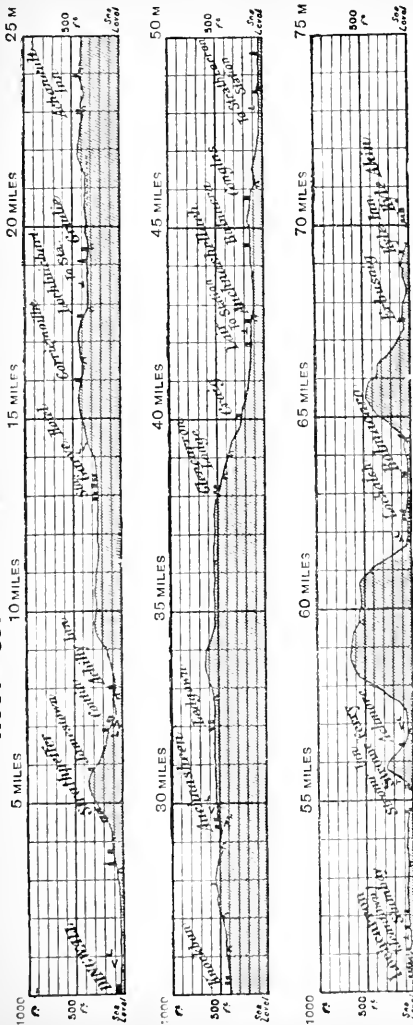
$63\frac{3}{4}$ $58\frac{1}{4}$ $49\frac{1}{2}$ $33\frac{1}{2}$ $12\frac{1}{2}$ $8\frac{1}{2}$ Balmacara,* Hotel.

$70\frac{3}{4}$ $65\frac{1}{4}$ $56\frac{1}{2}$ $40\frac{3}{4}$ $19\frac{1}{2}$ $15\frac{1}{2}$ 7 Kyle Akin,* Hotel.

Principal Objects of Interest.—Strathpeffer; Spa, View Rock. $9\frac{1}{4}$ m., to Rogie Falls. Between Garve and Craig Inn the road passes through rather desolate country, only broken by the change in scenery of some half dozen lochs which lie close to the road. Fine scenery thereafter, and there are fine views from the Strome Ferry and Kyle road. Kyle Akin; Castle Moil.

Hotels or Inns at places marked *, and at Achilty, Achanault, Craig, (Strathcarron), Strome, and Kyle.

ROUTE 339. DINGWALL TO KYLE AKIN.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, J Road Junction, O Bridge, T indicates a sharp turn.
 The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

340 GARVE TO ULLAPOOL.

Description.—Class II. The road branches off the Strome Ferry road $\frac{3}{4}$ m. beyond the Hotel, and has a fair surface as far as Altguish Inn, when it becomes looser, and on the summit is rather rough. Thereafter the surface improves a little, and is pretty fair on the steep descent from Braemore Lodge, when the road becomes undulating, with some sharp hills to Ullapool.

Gradients.—At 1m. 1 in 17; then a long and steady ascent; 20 to 21 $\frac{1}{4}$ m. 1 in 21-20-25-10-20-12-19; thereafter several short hills of 1 in 16; 31 $\frac{1}{2}$ m. 1 in 19.

Milestones.—Continuation of those from Dingwall, and measured from Dingwall Old Court House.

Measurements.

Dingwall,* Old Court House.

Garve Hotel.*

9 $\frac{3}{4}$ Aultguish Inn.*

20 10 $\frac{1}{4}$ Braemore Lodge.

25 $\frac{1}{4}$ 15 $\frac{1}{2}$ 5 $\frac{1}{4}$ Lochbroom P.O.

32 $\frac{1}{4}$ 22 $\frac{1}{2}$ 12 $\frac{1}{4}$ 7 Ullapool,* Hotel.

Principal Objects of Interest.—After the first dozen miles this is a very desolate moorland road through a large deer forest. Close to Braemore Lodge are the most extraordinary “Measach Falls,” which should not be missed, and here the change from the “Forest,” just passed through, is most noticeable. The road runs at a considerable elevation above Loch Broom, and affords some fairly extensive views.

Hotels or Inns at places marked *.

341 ULLAPOOL TO SCOURIE.

Description.—Class III. The road has a rough surface at first on the steep hills near Ullapool, then improves considerably, but with some sharp pitches past Auchendrean, when the surface degenerates, and is a little rough passing Elphin. The Lairg-Lochinver road, joined after Elphin, has a fair surface, but on turning off it at Skiag bridge the road becomes very steep, with bad surface almost the whole way to Kyle Sku Inn, where Ferry ($\frac{1}{4}$ m.). The road still continues rough, but steadily improves in quality, and though hilly, is fair near Scourie.

Gradients.—At 1½m. 1 in 16-12; 2½m. 1 in 16-11; 3½m. 1 in 20; 4½m. 1 in 12; 5m. 1 in 23; 7m. 1 in 12; 7½m. 1 in 22-13; 8½m. 1 in 18; 11m. 1 in 21-15-18; 14½m. 1 in 13; 22½m. 1 in 17; 25½m. 1 in 15; 26½m. to 28m. 1 in 13-16-12-17-12; 30½m. 1 in 12 (dangerous turn); 30¾m. 1 in 16; 31½m. 1 in 14; 32½m. 1 in 15; 33m. 1 in 10; 33½m. 1 in 10-19; 35m. 1 in 16-22-19-20; 37½m. 1 in 17; 37¾m. 1 in 13; 39½m. 1 in 18-14; 43m. 1 in 15.

Measurements.

| | | | | | | | | | |
|------------------|-----|----------------|---------------------|--------------------|---------------|----------------|------------------|--|--|
| Ullapool,* Pier. | | | | | | | | | |
| 7½ Auchendrean. | | | | | | | | | |
| 16½ | 8½ | Elphin School. | | | | | | | |
| (20 | 12½ | 3½ | Aultnacallagach *). | | | | | | |
| 24½ | 16½ | 8½ | ... | Inchnadamff,* Inn. | | | | | |
| 26½ | 18½ | 10½ | ... | 2½ | Skiag Bridge. | | | | |
| 34 | 26½ | 17½ | ... | 9½ | 7½ | Kyle Sku Inn.* | | | |
| 45½ | 37½ | 29½ | ... | 21½ | 19 | 11½ | Scourie,* Hotel. | | |

Principal Objects of Interest.—The altitude of the road at first permits some extensive views, but after the Auchendrean until nearing Inchnadamff the country is bleak and uninteresting. Along Loch Assynt, however, there is some charming scenery, but after leaving the Loch there is little else than the wild rocky scenery of Quinag and Glasven. From the road fine views are obtained of Kyle Sku—hemmed in with steep rocky mountains—and the numerous small islands in Eddrachillis Bay.

342 ULLAPOOL TO LOCHINVER.

Description.—Class III. As Route 341 for the first ten miles, where this road turns off. This is a fearful road, with soft loose stony surface and very steep hills, but improving in quality near Inverkirkaig. Its only recommendation is the magnificent and varied scenery it traverses. A much better road is by Inchnadamff—37½ miles.

Gradients.—As Route 341 for 10 miles, thence varying grades of 1 in 10 and 1 in 12. There are very numerous short but sharp hills. Dangerous descent to Lochinver.

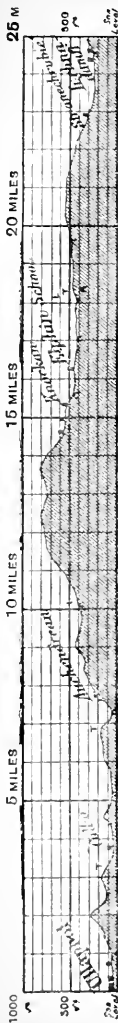
Measurements.

| | | |
|------------------|---------------|--------------------|
| Ullapool,* Pier. | | |
| 27½ | Inverkirkaig. | |
| 31½ | 3½ | Lochinver,* Hotel. |

Principal Objects of Interest.—As Route 341 for 10 miles; the remainder is most lonely, the only habitations visible for the next 17 miles being a couple of shepherd's cottages and a shooting lodge. The scenery is most varied, wild and beautiful alternately. A magnificent view of the fantastic peaks of Sulven, &c., is obtained.

Hotels or Inns at places marked*.

ROUTE 341. ULLAPOOL TO SCOURIE.



ROUTE 342. ULLAPOOL TO LOCHINVER (Route 341 for 10 miles.)



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, J Road Junction, O Bridge, T indicates a sharp turn.

The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

343 BRAEMORE TO DUNDONNELL.

Description.—Class III. The surface is good for several miles from Braemore Lodge, but then becomes very bad, even although the ascent is not very steep. This continues until within a few miles of Dundonnell Inn when it is very good.

Gradients.—At 2 $\frac{3}{4}$ m.1 in 24, and 4 $\frac{1}{2}$ m.1 in 17; these short pieces are the steepest part of the ascent on the east side. The long descent has several parts steeper than the rest, notably 8 $\frac{1}{2}$ m.1 in 16; 9 $\frac{3}{4}$ m.1 in 19; 10 $\frac{3}{4}$ m.1 in 15.

Measurements.

Braemore Lodge.
13 $\frac{1}{4}$ Dundonnell Inn.*

Principal Objects of Interest.—Braemore Lodge; the extraordinary "Measach Falls" are crossed just after the lodge. Thereafter the road is chiefly remarkable for the fine views of the mountains, and of Little Loch Broom, which are obtained from the higher parts and approaching Dundonnell.

Hotels or Inns at places marked*.

344 AUCHNASHEEN TO GAIRLOCH, &c.

Description.—Class II. The road at first is slightly undulating, then becomes steep to the summit, with a correspondingly steep descent to Kinlochewe; thereafter the road is undulating with pretty good surface along Loch Maree, but becoming hilly over to the Gairloch. The road has a tendency to be soft. The Torridon branch has a good surface throughout.

Gradients.—At 4 $\frac{1}{2}$ m.1 in 22; 5 $\frac{1}{4}$ m.1 in 17; 6 to 7m.1 in 15-23-12-17-12-20; 18 $\frac{1}{2}$ m.1 in 24; 22m.1 in 15-24; 25 $\frac{1}{2}$ m.1 in 19; 28m.1 in 22.

Milestones.—Continuation of those from Dingwall Court House,—correct till near Gairloch.

Measurements.

Auchnasheen.*
9 $\frac{1}{2}$ Kinlochewe Hotel.*
11 $\frac{3}{8}$ 2 $\frac{3}{8}$ Rhu Noa Pier.
19 $\frac{1}{2}$ 10 7 $\frac{3}{8}$ Loch Maree Hotel.*
28 $\frac{3}{8}$ 18 $\frac{1}{4}$ 16 $\frac{1}{2}$ 8 $\frac{1}{2}$ Gairloch,* P.O.,
29 $\frac{1}{4}$ 19 $\frac{3}{4}$ 17 $\frac{3}{8}$ 9 $\frac{1}{4}$ $\frac{3}{4}$ Gairloch Hotel.*

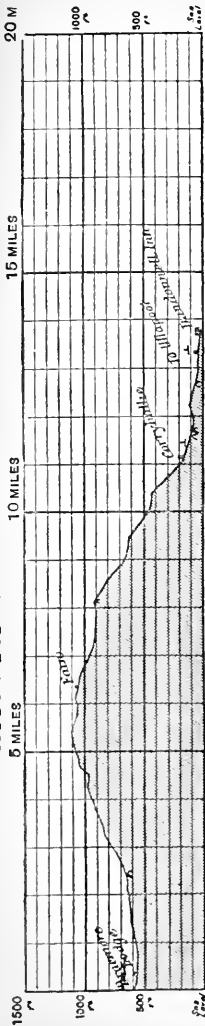
Torridon Branch.

Kinlochewe Hotel.*
10 $\frac{3}{8}$ Torridon,* Inn.

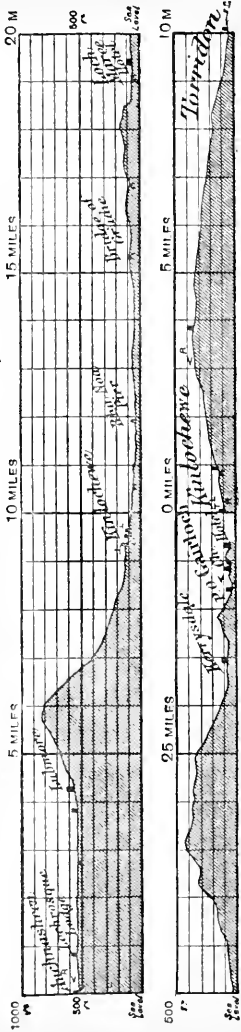
Principal Objects of Interest.—The scenery at Loch Maree is very fine. 25m. Falls. Gairloch; Flowerdale.

Hotels or Inns at places marked*.

ROUTE 343. BRAEMORE TO DUNDONNELL.



ROUTE 344. AUCHNASHEEN TO GAIRLOCH, OR TORRIDON.



345 GAIRLOCH TO ULLAPOOL.

Description.—Class III. This is a very hilly road, crossing the shoulders of ranges of hills no less than six times. The surface is pretty fair as far as Laid, but then becomes somewhat rough with severe gradients, then improves, and is very fair for some miles before Dundonnell Inn. Thereafter the road is abominable, with a precipitous descent to Loch Broom—certainly vicing with the Foyers road as being the worst in Scotland. Ferry to Ullapool (1½m.). The usual road to Ullapool is by Braemore, but this short cut—saving 19m.—is in common use.

Gradients.—At ½m. 1 in 14; ¾m. 1 in 15; 1½m. 1 in 12-13-20, 3½m. 1 in 15; 5m. 1 in 19; 5½m. 1 in 10-12; 7¾m. 1 in 14; 9½m. 1 in 15; 12¾m. 1 in 21-16; 13¾m. 1 in 15-20; 15¾m. 1 in 24-19; 16¾m. 1 in 17; 17¾m. 1 in 12; 18¾m. 1 in 8 (dangerous turn); 19m. 1 in 7-12 (dangerous turn); 20m. 1 in 13; 23½m. 1 in 12; 26½m. 1 in 19-16; 33 to 34m. 1 in 20-10-15-10-16; 30½m. 1 in 16; 36½ to 37½m. 1 in 16-6-9-5, this last being at the foot. There are several turns which make this a terribly dangerous hill to descend.

Milestones.—Measured from below Gairloch Free Church, —correctly placed.

Measurements.

| | | | | | |
|-----------------|------------------|----------------|-----------------|------------------|------------------|
| Gairloch * P.O. | | | | | |
| 7 | Gairloch Hotel.* | | | | |
| 6½ | 5½ | Poolewe,* Inn. | | | |
| (13½ | 12½ | 6½ | Aultbea,* Inn). | | |
| 31½ | 30½ | 24½ | 18½ | Dundonnell Inn.* | |
| 38½ | 37½ | 31½ | 25½ | 7 | Ullapool,* Pier. |

Principal Objects of Interest.—The view up Loch Marec just before Poolewe is remarkably fine; thereafter nothing beyond the fine coast scenery of Sutherlandshire.

Hotels or Inns at places marked *.

346 STRATHCARRON TO SHIELDAIG.

Description.—Class II. A good road as far as Lochcarron, then a precipitous hill followed by a long and easy descent; thereafter a fair undulating road to Shieldaig.

Gradients.—At 4½m. 1 in 9-16-14-19-16 (dangerous); 6m. 1 in 18; 11½m. 1 in 21; 14½m. 1 in 20; 15m. 1 in 20-17.

Measurements.

| | | | | | |
|-------------------------|-------------------|--------------|------------------|--|--|
| Strathcarron,* Station. | | | | | |
| 3½ | Lochcarron,* Inn. | | | | |
| 8½ | 5½ | Kishorn P.O. | | | |
| 18½ | 15½ | 10½ | Shieldaig,* Inn. | | |

Hotels or Inns at places marked *.

347 INVERGARRY TO BALMACARA.

Description.—Class II. An undulating road with good surface as far as Tomdoun, then a wretched road—covered with loose stones—to Clunie Inn. Thereafter down Glen Shiel and on to Inverinate the surface is fair—good near Shiel Inn—but approaching Dornie there is a tremendous climb with a steep descent to that village. Thereafter it is a fine level road to Balmacara. Ferry at Dornie ($\frac{1}{2}$ m.).

Gradients.—At $1\frac{1}{2}$ m. 1 in 12-23. The ascent from Tomdoun at $17\frac{1}{4}$ m. is $1/17$; 18m. -21m. mostly $1/21$, in parts $1/16$ & 13; 24m. $1/20$; 26 $\frac{3}{4}$ m. $1/17$; 27 $\frac{3}{4}$ m. $1/13$; 38 $\frac{1}{4}$ m. $1/14$; 39 $\frac{3}{4}$ m. $1/12$; 40 $\frac{1}{2}$ m. $1/11-16$; 41 $\frac{1}{2}$ m. $1/10$; 42 $\frac{1}{2}$ m. $1/13$, both dangerous.

Milestones.—Continuation of those in “Glenmore” from Invermorrison as far as Cluny Inn; thereafter measured seemingly from Glenelg.

Measurements.

Invergarry.

$\frac{1}{2}$ Invergarry Hotel.*

10 $\frac{3}{4}$ 10 $\frac{3}{4}$ Tomdoun Inn.*

21 $\frac{3}{8}$ 20 $\frac{3}{8}$ 10 $\frac{1}{2}$ Clunie Inn.*

33 32 $\frac{1}{2}$ 22 $\frac{1}{2}$ 11 $\frac{5}{8}$ Shiel Inn.*

42 $\frac{5}{8}$ 42 $\frac{1}{2}$ 31 $\frac{3}{4}$ 21 $\frac{1}{4}$ 9 $\frac{5}{8}$ Dornie Inn.*

47 $\frac{1}{2}$ 46 $\frac{3}{8}$ 36 $\frac{1}{4}$ 25 $\frac{1}{4}$ 14 $\frac{1}{2}$ 4 $\frac{1}{2}$ Balmacara,* Hotel.

Principal Objects of Interest.—Pretty scenery in Glen Garry, but most desolate between Clunie and Tomdoun. 27 $\frac{1}{4}$ m. Battlefield 1719. The scenery at Loch Duich is very pretty. Dornie; Eilan Donan Castle ruin.

348 SHIEL INN TO BROADFORD.

Description.—Class III. “Mam Ratachan” with its double turns is a most dangerous hill. The surface is abominable till within a few miles of Glenelg when it becomes good. Ferry at Kyle Rhea ($\frac{2}{3}$ m.). Thereafter another fearful ascent with a long steady descent—a very rough road also—as far as Lusa Bridge, whence it is a good road to Broadford.

Gradients.—“Mam Ratachan” 1 in 15-10-7-10-8-17, descent mostly 1 in 12. From Kyle Rhea between 1 in 12 and 1 in 19, but 1 in 8 near summit, descent 1 in 15 at 17 $\frac{1}{4}$ m.

Milestones.—From Glenelg?; in Skye from Broadford.

Measurements.

Shiel Inn.*

10 $\frac{3}{4}$ Kyle Rhea Inn.*

11 $\frac{3}{8}$ $\frac{5}{8}$ Kyle Rhea Inn* (Skye).

18 $\frac{1}{2}$ 7 $\frac{3}{8}$ 6 $\frac{1}{4}$ Lusa Bridge.

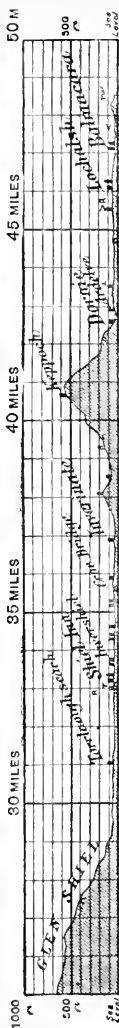
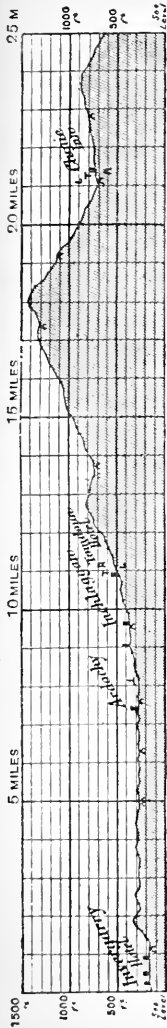
22 $\frac{1}{2}$ 11 $\frac{3}{8}$ 10 $\frac{3}{4}$ 4 Broadford,* Hotel.

Glenelg,* Hotel is $\frac{5}{8}$ m. distant at 8 $\frac{1}{2}$ m.

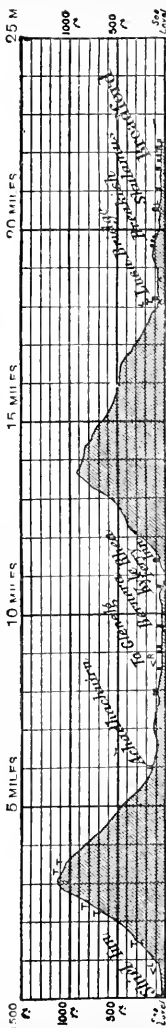
Principal Objects of Interest.—Fine views of Loch Duich and the Sound of Sleat. Bernera; Old Barracks.

Hotels or Inns at places marked*.

ROUTE 347. INVERGARRY TO BALMACARA.



ROUTE 348. SHIEL INN TO BROADFORD.



349 TOMDOWN TO KINLOCHHOURN.

Description.—Class III. A fair but narrow undulating road, with a very dangerous descent to Kinlochhourn. Carriages usually remain at the top.

Gradients.—13½m. 1 in 12; 15m. 1 in 10-9.

Milestones.—Continuation of those from Invergarry.

Measurements.

Tomdown Inn.*

9½ Quoich Bridge.

15½ 6 Kinlochhourn.

Principal Objects of Interest.—Magnificent scenery at Loch Hourn with its precipitous sides. The upper parts of Glen Garry are of no particular interest.

Hotels or Inn at places marked*.

350 PORTREE TO KYLE AKIN.

Description.—Class II. & III. A good road to Sligachan; thereafter there are some fearful hills—on which the surface is wretched—alternated with strips of good road. After Broadford, undulating but good surface.

Gradients.—At 9m. 1 in 22-19; 15m. 1 in 22-11-14; 16m. 1 in 8; 19m. 1 in 21-12; 20¾m. 1 in 17; 32½m. 1 in 23.

Milestones.—At first measured from Sligachan Inn, afterwards from Broadford Bridge. Near Kyle Akin measured from the Pier.

Measurements.

Portree.*

9½ Sligachan Inn.*

25 15½ Broadford,* Hotel.

29 19½ 4 Lusa Bridge.

32½ 23½ 7½ 3½ Kyle Akin,* Hotel.

Principal Objects of Interest.—The country is moorland, but the magnificent outline of the Cuillin Hills, and the "Inner Sound" with its numerous Islands backed by the Applecross Mountains, make attractive what would be a somewhat dreary road.

Hotels or Inns at places marked*.

351 BROADFORD TO ARMADALE.

Description.—Class II. A fair road but inclining to be soft.

Gradients.—At 2½m. 1 in 22; 4½m. 1 in 24; 5½m. 1 in 18-22; 11m. 1 in 12; 14m. 1 in 23; 15½m. 1 in 17; 16½m. 1 in 12.

Milestones.—Measured from Broadford P.O.,—tolerably correct.

Measurements.

Broadford,* Hotel.

(9½ Isle Ornsay,* Pier).

17½ 8½ Ardavasar Inn.*

Hotels or Inns at places marked*.

352 SLIGACHAN TO DUNVEGAN.

Description.—Class II. A hilly road, poor at first, but with fair surface between Bracadale and Dunvegan.

Gradients.—At $\frac{1}{2}$ m. 1 in 16; 6m. 1 in 13-21; $6\frac{1}{2}$ m. 1 in 14-15; $7\frac{3}{4}$ m. 1 in 23; 11m. 1 in 17; 12m. 1 in 11 (dangerous); $14\frac{1}{2}$ m. 1 in 15; 17m. 1 in 23; $17\frac{3}{4}$ m. 1 in 18; 20m. 1 in 15.

Milestones.—Measured from Dunvegan Hotel.

Measurements.

| | | |
|------------------|------------------|------------------------------|
| | | Sligachan Hotel.* |
| 14 $\frac{1}{2}$ | | Struan Inn.* |
| 24 $\frac{3}{8}$ | 10 $\frac{1}{4}$ | Dunvegan,* Hotel. |
| 25 | 10 $\frac{7}{8}$ | $\frac{1}{2}$ Dunvegan Pier. |

353 PORTREE TO DUNVEGAN.

Description.—Class II. As far as Skeabost the road has easy gradients and good surface, but thereafter it is very hilly, with some rather stony parts after Edinbain.

Gradients.—At $2\frac{1}{2}$ m. 1 in 20; 8m. 1 in 21; 9m. 1 in 20; 10m. 1 in 19-15; $10\frac{1}{2}$ m. 1 in 15; $11\frac{3}{4}$ m. 1 in 20; 16m. 1 in 16-24; 17m. 1 in 14; $18\frac{1}{2}$ m. 1 in 14; $18\frac{3}{4}$ m. 1 in 20; $20\frac{3}{4}$ m. 1 in 19; $22\frac{1}{2}$ m. 1 in 15.

Milestones.—Measured from Portree as far as Tayinlone; thereafter from Edinbain Bridge.

Measurements.

| | | |
|------------------|------------------|--------------------------------------|
| | | Portree.* |
| 4 $\frac{1}{2}$ | | Schoolhouse. |
| 10 $\frac{1}{4}$ | 6 $\frac{1}{2}$ | Tayinlone Inn.* |
| 14 $\frac{1}{2}$ | 10 | 3 $\frac{3}{8}$ Edinbain Inn.* |
| 22 $\frac{1}{4}$ | 18 $\frac{1}{2}$ | 12 8 $\frac{1}{2}$ Dunvegan,* Hotel. |

Principal Objects of Interest.—Dunvegan; Castle.

354 PORTREE TO THE QUIRANG.

Description.—Class II. & III. A good road with easy gradients till near Uig, then very hilly with dangerous descent to Staffin. The latter part is rather rough.

Gradients.—At $2\frac{1}{2}$ m. 1 in 20; 15m. 1 in 21-19-17; $16\frac{1}{2}$ m. 1 in 20-18 (dangerous turn); $21\frac{1}{2}$ m. 1 in 11 (dangerous turns); 23m. 1 in 14-18-12.

Milestones.—Measured from Portree.

Measurements.

| | | |
|------------------|------------------|--|
| | | Portree.* |
| 4 $\frac{1}{2}$ | | Schoolhouse. |
| 6 $\frac{3}{4}$ | 2 $\frac{3}{8}$ | Kensaleyre Inn.* |
| 15 | 10 $\frac{7}{8}$ | 8 $\frac{1}{4}$ Uig,* Inn. |
| 24 $\frac{1}{2}$ | 20 $\frac{3}{8}$ | 17 $\frac{1}{4}$ 9 $\frac{1}{2}$ Staffin Inn.* |

Principal Objects of Interest.—Moorland road. 9 $\frac{1}{2}$ m. Kingsburgh Ho. Uig; Falls. $21\frac{1}{2}$ m. Path to the Quirang.

Hotels or Inns at places marked*.

355 UIG TO DUNTULM, &c.

Description.—Class III. Rather a rough road, with a nasty turn $1\frac{1}{2}$ m. from Uig, and very hilly after Kilmaluag.

Gradients.—At $1\frac{1}{2}$ m. 1 in 23-20-18-23 (dangerous); $2\frac{3}{4}$ m. 1 in 20; $7\frac{1}{4}$ m. and $7\frac{3}{4}$ m. 1 in 13; $8\frac{3}{4}$ m. 1 in 17; $9\frac{1}{4}$ m. 1 in 16; $10\frac{1}{2}$ m. 1 in 14; $12\frac{1}{4}$ m. 1 in 15-19; $13\frac{3}{4}$ m. 1 in 13; 13m. 1 in 19; $13\frac{1}{2}$ m. 1 in 17.

Measurements.

Uig, * Inn.

 $5\frac{1}{2}$ Kilvaxter Inn.* $10\frac{1}{2}$ 5 Kilmaluag,* Inn. $(16\frac{3}{4}$ $11\frac{3}{4}$ $6\frac{3}{4}$ Staffin Inn*). $24\frac{1}{4}$ $18\frac{3}{4}$ $13\frac{1}{4}$... Uig,* Inn.

Principal Objects of Interest.— $7\frac{1}{2}$ m. Flora Macdonald's Grave. 9m., to Duntulm Castle.

356 FORT WILLIAM TO ARISAIG.

Description.—Class II. This is a very fine smooth road as far as the head of Loch Eil, but then becomes rather soft, and beyond Loch Shiel is pretty hilly nearly the whole way to Arisaig.

Gradients.—At $17\frac{3}{4}$ m. and $18\frac{1}{2}$ m. 1 in 16; $19\frac{3}{4}$ m. 1 in 21; $21\frac{1}{2}$ m. 1 in 15-22-14-18; $28\frac{3}{4}$ m. 1 in 9; 29m. 1 in 13 (dangerous); $30\frac{1}{4}$ m. and $30\frac{1}{2}$ m. 1 in 15; $31\frac{1}{4}$ m. 1 in 19-12-17; 33m. 1 in 14; $34\frac{1}{2}$ m. 1 in 17; $35\frac{1}{4}$ m. 1 in 20; $36\frac{3}{4}$ m. 1 in 23.

Milestones.—Continuation of those from Fort William,—correct after Lochy Bridge.

Measurements.

Fort William,* Pier.

 $3\frac{1}{4}$ Banavie Hotel.* $4\frac{3}{8}$ $1\frac{1}{2}$ Corpach Hotel.* $18\frac{3}{8}$ $15\frac{1}{8}$ 14 Glenfinnan Inn.* $27\frac{7}{8}$ $24\frac{3}{8}$ $23\frac{1}{2}$ $9\frac{1}{2}$ Kinloch Aylort Inn.* $38\frac{1}{4}$ 35 $33\frac{3}{4}$ $19\frac{1}{4}$ $10\frac{3}{4}$ Arisaig,* Inn.

Arisaig Landing-place is $3\frac{3}{8}$ miles from the Inn.

Principal Objects of Interest.— $1\frac{3}{4}$ m. Inverloch Castle. $3\frac{1}{4}$ m. Caledonian Canal. $17\frac{3}{8}$ m. Prince Charlie's Monument. Magnificent scenery nearly the whole way.

357 FORT WILLIAM TO LOCH ARKAIG.

Description.—Class II. This is a fairly good road as far as Bunarkaig, beyond that it is rather poor.

Gradients.—Nothing very steep.

Milestones.—Continuation of those as Route 356.

Measurements from Fort William,* Pier.

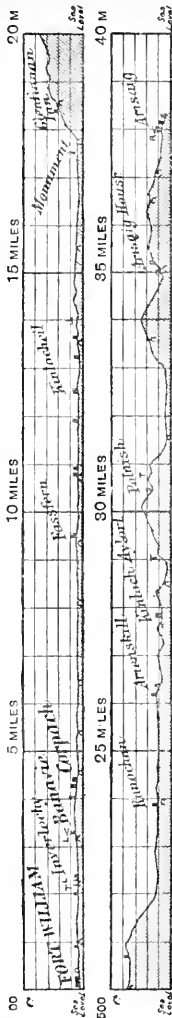
 $3\frac{1}{4}$ m. Banavie.* $12\frac{1}{4}$ m. Bunarkaig. $15\frac{3}{8}$ m. Loch Arkaig foot. $9\frac{5}{8}$ m. Gairloch Inn.* Spean Bridge* (by this road) $13\frac{1}{4}$ m. $12\frac{1}{2}$ m. Achnacarry P.O.

Hotels or Inns at places marked*.

ROUTE 355. UIG TO DUNTULM, &C.



ROUTE 356. FORT WILLIAM TO ARISAIG.



ROUTE 357. FORT WILLIAM TO LOCH ARKAIG.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∅ Bridge, † indicates a sharp turn.
 The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

358 FORT WILLIAM TO KINGUSSIE.

Description.—Class II. A fine smooth undulating road as far as Roy Bridge, when it becomes scarcely so good, and with a number of short hills, till past Laggan Inn. Thereafter the surface is very good, but with several short hills near Cluny Castle, after which it is smooth to Kingussie.

Gradients.—16½m. 1 in 25; 42¼m. 1 in 18.

Milestones.—Measured from Spean Bridge in both directions.

Measurements.

Fort William,* Pier.

9½ Spean Bridge.*

12¾ 3¼ Roy Bridge,* Hotel.

23 13½ 10¼ Moy.

31½ 22½ 18¾ 8½ Loch Laggan Inn.*

38¾ 29½ 25¾ 15½ 7 Laggan Bridge.

46¾ 37¼ 34 23¾ 15½ 8½ Newtonmore,* P.O.

49½ 40 36¾ 26½ 17¾ 10½ 2¼ Kingussie,* Court House.

Principal Objects of Interest.—2m. Inverlochy Castle ruin. 3¾m. Inverlochy Castle. Roy Bridge; Parallel Roads of Glen Roy to North. The rocky course of the River Spean and views of Ben Nevis should be noticed. 41m. Cluny Castle. The western end of Loch Laggan is rather tame, but there is pretty scenery near the Inn and near Laggan Bridge. Kingussie; Ruthven Barracks ruin.

Hotels or Inns at places marked *.

359 ARDGOUR TO MORVERN.

Description.—Class II. We believe this road is in good order as far as Lochaline, but pretty stony near Loch Uisge; thereafter poor surface and hilly.

Gradients.—At 7¼m. 1 in 11; 17¼m. 1 in 11-20; 21½m. 1 in 15-22-18; 25¼m. 1 in 13; 29¾m. 1 in 13; 32¼m. 1 in 21; 33½m. 1 in 17; 39¾m. 1 in 10-12.

Milestones.—Measured from Ardgour P.O.; after Cloun-laid from Lochaline Pier.

Measurements.

Ardgour Hotel.*

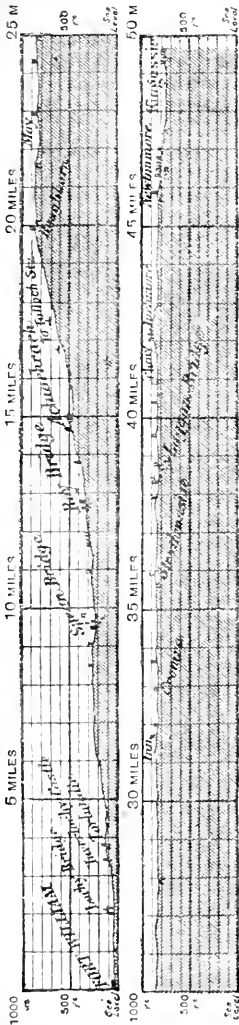
16½ (Kingairloch).

31¾ ... (Lochaline Pier).

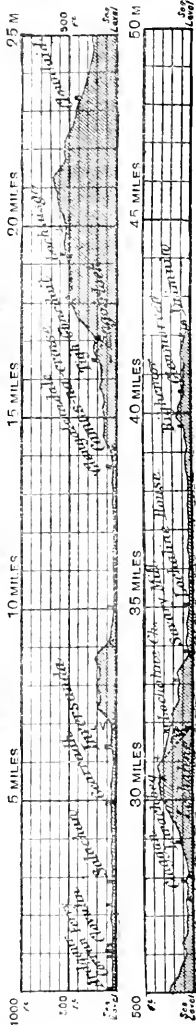
42¼ Drimnin P.O.

Hotels or Inns at places marked *.

ROUTE 358. FORT WILLIAM TO KINGUSSIE.



ROUTE 359. ARDGOUR TO MORVERN.



360 ARDGOUR TO MOIDART.

Description.—Class II. This is a fair road as far as Salen, then hilly and rough to Kinloch Moidart.

Gradients.—At $7\frac{1}{2}$ m. 1 in 17; 9m. 1 in 18-24; 12m. 1 in 23; 15m. 1 in 16; 16m. 1 in 18; then other short hills pretty steep till 25m. 1 in 23-18; $26\frac{1}{4}$ m. 1 in 13-23; $30\frac{1}{4}$ m. 1 in 15; $32\frac{1}{4}$ m. 1 in 13; $32\frac{3}{4}$ m. 1 in 14-17.

Milestones.—Measured from Ardgour Post Office,—correct.

Measurements.

| | | | | | |
|--------------------------------|-----------------|------------------|----------------|-------------------|--------------|
| Ardgour,* Hotel (Corran Pier). | | | | | |
| $6\frac{3}{8}$ | Inversanda. | | | | |
| $14\frac{5}{8}$ | $8\frac{1}{2}$ | Strontian,* Inn. | | | |
| $24\frac{1}{2}$ | $18\frac{5}{8}$ | $9\frac{7}{8}$ | Salen,* Inn. | | |
| $27\frac{7}{8}$ | $21\frac{1}{2}$ | $13\frac{1}{4}$ | $3\frac{3}{8}$ | Shielbridge Inn.* | |
| $33\frac{1}{4}$ | $26\frac{3}{8}$ | $18\frac{5}{8}$ | $8\frac{1}{2}$ | $5\frac{3}{8}$ | Moidart P.O. |

Principal Objects of Interest.—The scenery at Loch Sunart is charming. Ben Resipol is very noticeable.

Hotels or Inns at places marked *.

361 TOBERMORY TO SALEN BY ULVA.

Description.—Class II. & III. The road is very hilly, and there are a large number of abrupt and sharp turns for some miles on the north side of Dervaig, at which the greatest care should be taken. The road is somewhat easier between Dervaig and Calgary, and between Killiechronan and Salen; but the surface is only tolerable. Salen is known to the Post Office as Aros.

Gradients.—At $\frac{1}{4}$ m. 1 in 8; then 1 in 13. Thereafter numerous and very variable grades, the most noteworthy of which are $4\frac{1}{4}$ m. 1 in 10-17; $5\frac{1}{2}$ m. 1 in 15-19-16; $7\frac{1}{2}$ m. 1 in 20-14-12-14-11-12; $12\frac{3}{4}$ m. 1 in 15; 15m. 1 in 18; 16m. 1 in 20-10-19; $17\frac{1}{4}$ m. 1 in 14; $18\frac{1}{2}$ m. and $18\frac{3}{4}$ m. 1 in 10; 26m. 1 in 14.

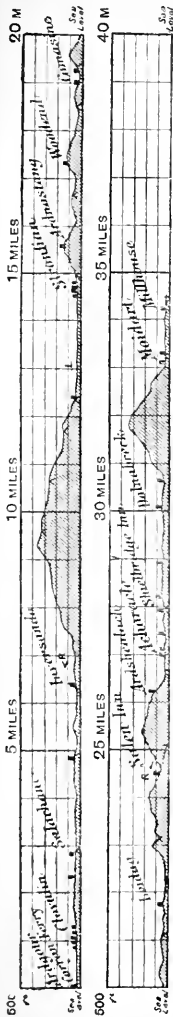
Measurements.

| | | | | | |
|-------------------|-----------------|-------------------|-------------------|--------------|--|
| Tobermory,* Pier. | | | | | |
| 8 | Dervaig,* Inn. | | | | |
| 19 | 11 | Kilninian Church. | | | |
| $24\frac{7}{8}$ | $16\frac{7}{8}$ | $5\frac{7}{8}$ | Ulva Schoolhouse. | | |
| $34\frac{1}{4}$ | $26\frac{1}{4}$ | $15\frac{1}{4}$ | $9\frac{3}{8}$ | Salen,* Inn. | |
| 33 | 25 | 14 | $8\frac{1}{2}$ | Knock. | |

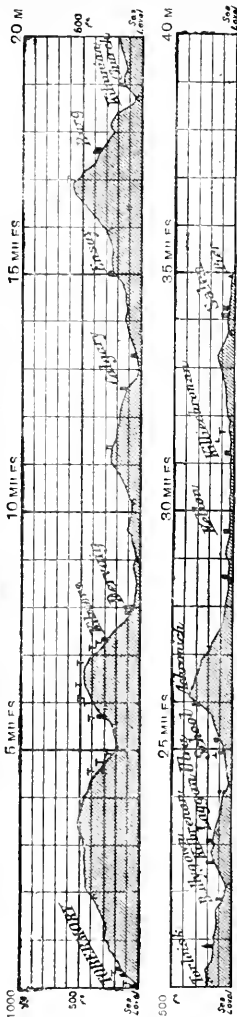
Principal Objects of Interest.—Tobermory; Falls, Glen-gorm Castle, Bloody Bay. $12\frac{3}{4}$ m. Calgary Castle. There are magnificent views from this road, and the scenery of Ulva and Loch-na-Keal, with the numerous islands is very fine.

Hotels or Inns at places marked *, and on (Ulva Island).

ROUTE 360. ARDGOUR TO MOIDART.



ROUTE 361. TOBERMORY TO SALEN BY DERVAIG.



362**SALEN TO IONA.**

Description.—Class III. This is a fair undulating road, but although it does not rise very high in many parts, there are a large number of short steep hills that are trying. After Pennyghael these are more so, although none are of any great length. Ferry to Iona $\frac{3}{4}$ m. The steamer calls at Iona Pier—not at Fionphort.

Gradients.—It is impossible to detail the numerous gradients accurately, but the ascent at 12 $\frac{1}{2}$ m. is about 1 in 14; 33 $\frac{1}{2}$ m. 1 in 13-17. The others are steep but none are of any great length.

Measurements.

| | | | | | | | |
|------------------|------------------|---------------------|------------------|--------------------|------------------|-----------------|---------------|
| Salen,* Inn. | | | | | | | |
| 3 $\frac{3}{4}$ | Knock. | | | | | | |
| 16 $\frac{1}{2}$ | 12 $\frac{5}{8}$ | Kilfinichen Church. | | | | | |
| 21 $\frac{1}{4}$ | 17 $\frac{7}{8}$ | 5 $\frac{1}{4}$ | Kinloch Inn.* | | | | |
| 23 $\frac{1}{4}$ | 19 $\frac{3}{8}$ | 6 $\frac{1}{4}$ | 1 $\frac{1}{2}$ | Pennyghael Bridge. | | | |
| 33 $\frac{1}{4}$ | 29 $\frac{3}{8}$ | 16 $\frac{1}{4}$ | 11 $\frac{1}{2}$ | 10 | Bunessan,* Pier. | | |
| 39 | 35 $\frac{1}{8}$ | 22 $\frac{1}{2}$ | 17 $\frac{1}{4}$ | 15 $\frac{1}{4}$ | 5 $\frac{3}{4}$ | Fionphort Pier. | |
| 40 | 36 $\frac{1}{8}$ | 23 $\frac{1}{4}$ | 18 $\frac{1}{4}$ | 16 $\frac{3}{8}$ | 6 $\frac{1}{4}$ | 1 | Iona,* Hotel. |

Principal Objects of Interest.—3 $\frac{3}{4}$ m. Glenforsa House. Magnificent views of Loch-na-Keal, Ulva, Staffa, and further on of Loch Scridan. Iona; Cathedral. Ben More, the highest mountain in Mull, is very prominent near Bunessan.

Hotels or Inns at places marked *.

363**TOBERMORY TO SALEN, &C.**

Description.—Class II & III. This is probably the best road in the island, and though it is pretty hilly, taken as a whole the surface is not bad; the best part is between Tobermory and Lochdonhead.

Gradients.—At $\frac{1}{4}$ m. 1 in 9; 4 $\frac{1}{4}$ m. 1 in 15; 5m. 1 in 16-21; 8m. 1 in 21-14-12; 17 $\frac{3}{4}$ m. 1 in 14; 22m. 1 in 18; 23 $\frac{1}{4}$ m. 1 in 16-14; 34 $\frac{3}{4}$ m. 1 in 20.

Measurements.

| | | | | | | | |
|-------------------|------------------|------------------|------------------|----------------|--|--|--|
| Tobermory,* Pier. | | | | | | | |
| 10 $\frac{1}{8}$ | Salen,* Inn. | | | | | | |
| 21 $\frac{3}{8}$ | 11 $\frac{1}{2}$ | Craignure. | | | | | |
| 24 $\frac{1}{8}$ | 14 | 2 $\frac{1}{2}$ | Lochdonhead. | | | | |
| 40 $\frac{1}{2}$ | 30 $\frac{3}{8}$ | 18 $\frac{3}{8}$ | 16 $\frac{3}{8}$ | Kinloch,* Inn. | | | |

Principal Objects of Interest.— $\frac{1}{4}$ m. Falls. 1 $\frac{3}{4}$ m. Aros House. 8 $\frac{1}{2}$ m. Aros Castle ruin.

Hotels or Inns at places marked *.

364

ROUND ARRAN.

Description.—Class III. At first there is a splendid stretch of level road to Sannox, when the surface begins to degenerate and is pretty rough on both sides of the hill over to Loch Ranza. Thence to Blackwaterfoot the road is undulating with fair surface, but there are some nasty and rough hills—short but very steep—cropping up at different points. Between Blackwaterfoot and Whiting Bay the road is rough and exceedingly hilly, with some most dangerous descents with sharp turns; but thereafter the surface is better, although both hills on the road between Brodick and Lamlash are dangerous to descend.

Gradients.—At 8m. 1 in 17; 10m. 1 in 16-10-11-21; 12m. mostly 1 in 14, maximum 1 in 11; 23½m. 1 in 10 (?); 37m. 1 in 15; 39m. 1 in 14; 39½m. 1 in 14; 46½m. 1 in 15; 51m. 1 in 13; 52¾m. 1 in 11; 55½m. 1 in 10. These represent only the steep parts of the longer hills.

Milestones.—Measured from Brodick Old Pier round the island by Lamlash and Pirnmill, the last at Brodick Old Pier is therefore short.

Measurements.

Brodick,* Pier.

6½ Corrie,* Hotel.

14¾ 8½ Lochranza,* Pier.

20¾ 14½ 6 Pirnmill.

32 25¾ 17½ 11½ Blackwaterfoot Inn.*

39½ 32¾ 24¾ 18¾ 7½ Lagg Inn.*

48½ 41¾ 33¾ 27¾ 16½ 9 Whiting Bay.

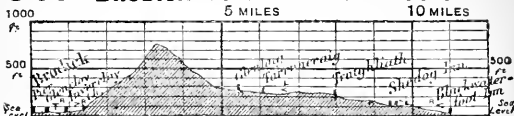
52½ 46½ 37¾ 31¾ 20½ 13¾ 4¾ Lamlash,* Pier.

55½ 49¾ 40¾ 34¾ 23¾ 16½ 7½ 3½ Brodick,* Pier.

The above is a recent Measurement by P. Jenkins, Esq., the Road Surveyor.

Principal Objects of Interest.—The road skirts the foot of the hills almost the whole way, so that no really fine views of the Arran Mountains are obtained, except perhaps at Glen Sannox, and descending to Brodick from Lamlash. 2½m. Brodick Castle. Corrie; Glen Sannox. Lochranza; Fairy Dell. There is some rather pretty scenery about Lagg Inn. 4¼m. Kildonan Castle. Lamlash; Fort, fine view Holy Island. Brodick; Glen Rosa, Goat Fell, Glen Cloy, Brodick Castle.

Hotels or Inns at places marked*.

365 BRODICK TO BLACKWATERFOOT.

Description.—Class II. This road although fairly well engineered, is very rough and stony on the hill, but improves near Blackwaterfoot.

Gradients.—Ascent at first 1 in 10-19-13, then 1 in 9. Descent 1 in 14-18-10-16-14.

Milestones.—Measured from Brodick Old Pier—near Brodick Castle.

Measurements.

Brodick, * Pier.

9 $\frac{3}{4}$ Shedog Inn. *

11 1 $\frac{3}{8}$ Blackwaterfoot, * Inn.

Principal Objects of Interest.—The road affords fine views of Goat Fell and the neighbouring mountains.

Hotels or Inns at places marked *.

366**BUTE.**

The roads in this island are all in very good order, but they are pretty narrow and undulating.

The milestones are measured from Rothesay County Buildings.

The following are the distances from Rothesay, * Pier:—

Mount Stuart Lodge, 3 $\frac{3}{4}$ m. Kilehattan, * Pier, 8 $\frac{1}{2}$ m.

Kilehattan, * Pier, by Loch Fad, 5m.

Port Bannatyne Pier, 2 $\frac{1}{2}$ m (see Route 143).

Hotels or Inns at places marked *.

367**GREAT CUMBRAE.**

The road round this island is pretty soft at several points. The distance round the island is 10 miles exactly.

APPENDIX ROUTES.

368. Edinburgh to Innerleithen, 28 $\frac{7}{8}$ m.

Turning off Route 7 at 13 $\frac{1}{2}$ m. the road shortly becomes grass grown, but improves on the Peebles side about 6m. from Innerleithen.

369. Gifford to Duns.

Longformacus, * 13 $\frac{3}{4}$ m. Duns, * 20 $\frac{1}{4}$ m. This is a fearful road, with one hill 1 in 6, and another 1 in 9, but it is tolerable after Longformacus.

370. Grants House to Duns, 9 $\frac{3}{4}$ m.

A moorland road with poor surface, and very hilly.

371. Lockerbie to Eskdalemuir.

Boreland Inn, 6½m.; Eskdalemuir, 14m. The surface at first is fair, but after Boreland the road is rough and hilly.

372. Moffat to Lockerbie (*Old Road*).

Wamphray Church, 7½m.; Lockerbie Town Hall, 16¼m. This is the old Carlisle road, and it is undulating, but has good surface.

373. Dumfries to Castle Douglas (*Old Road*).

Lochfoot, 5½m.; Haugh of Urr, 12½m.; Castle Douglas, 16¾m. The old military road; surface fair, but very hilly.

374. Maybole to Newton Stewart.

Crosshill, 2¾m.; Bargrennan, 25m. A good road until some miles beyond Crosshill, when the surface is wretched all the way to Rowantree. The hills are long and steep (1 in 11).

375. Strathavon to Muirkirk, 13¼m.

A good road, but with steep descent to Muirkirk, thereafter to Sanquhar (29¼m.), is all grass-grown and disused.

376. Paisley to Greenock.

Port Glasgow, 13½m.; Greenock 16½m. This is the best road between these towns, and is quite level to the junction with the Glasgow Road.

377. Drymen to Rowardennan, 10¾m.

A fair road, but with numerous short hills.

378. Helensburgh to Luss, 9¼m.

A good road, but with a somewhat steep hill (1 in 15), at Helensburgh.

379. Ardrishaig to Port Sonachan.

Ford, 14m.; Portinsherrick, 23½m.; Port Sonachan, 31¾m. A good road as far as Ford, thereafter rough and hilly.

380. Loch Katrine.

Loch Katrine Pier; Brenachoil, 2¾m.; Portnellan, 8¼m.; Stronachlachar, 12m. The cart road on the north side of the loch extends as far as Portnellan, but it is dreadfully rough and hilly; thereafter it is only a footpath, almost impassable in wet seasons. There is no road whatever on the south side of the loch.

381. Balquhiddier.

Kingshouse Inn to Balquhiddier Church, 1¾m.; Craigrue, 4¾m.; Rob Roy's House 8½m. Good to Balquhiddier, then only fair to Craigrue, after which it is rough.

382. Callander to Comrie, 15½m.

This is only a cart road for about 3m. at the Callander end, and 7m. at the Comrie end; between the two is only a rough sheep track. The summit (1145 ft.) is reached at 5¾m.

383. Comrie to Ardeonaig, 12¼m.

A cart track for about 6m., the remainder is only an ill marked footpath. The summit (1700 ft.) is reached at 9¼m.

384. Glen Tilt.

Blair Athole to Forest Lodge, 7 $\frac{1}{2}$ m.; Summit (1647 ft.), 15 $\frac{1}{4}$ m.; Bynack Lodge, 11 $\frac{1}{2}$ m.; Braemar, 28 $\frac{1}{2}$ m. The carriage road is private as far as Forest Lodge; thereafter it is only a footpath to Bynack Lodge, when a rough driving road is joined.

385. Ballater to Clova.

Falls of Muick, 5 $\frac{3}{4}$ m.; Spital of Muick, 9m.; Summit (2275 ft.), 13 $\frac{1}{4}$ m.; Clova Inn, 18 $\frac{1}{2}$ m. A slightly rough road to the Spital, then a mere track to Glen Clova; a rough road is joined at 14 $\frac{1}{2}$ m.

386. Ellon to Old Deer, 11 $\frac{1}{2}$ m.

The old Fraserburgh road. Poor at first, but improving near Old Deer; the hills are long and stiff.

387. Braemar to Grantown.

Reinloan, 12 $\frac{1}{2}$ m.; Corgarff, 20 $\frac{3}{4}$ m.; Summit (2091 ft.) 22 $\frac{3}{4}$ m. Tomintoul, 30m.; Grantown, 42 $\frac{3}{4}$ m. Ballater to Reinloan, 6 $\frac{1}{2}$ m. From both Braemar and Ballater to Reinloan (after striking off the Aberdeen road), is rough, then a fearful road almost all the way to Grantown, although the latter section is not quite so bad as the rest. The ascent northwards from Corgarff, known as "the ladder," is 1 in 8.

388. Glentromie and Glenfeshie.

Fair roads run up these glens leading to the shooting lodges.

389. Dalwhinnie to Fort Augustus (*Corrieyarrick Pass*).

Laggan Br., 8 $\frac{1}{2}$ m.; Summit (2543 ft.), 23 $\frac{1}{4}$ m.; Fort Augustus, 32 $\frac{1}{2}$ m. To Laggan Bridge is steep and with rough surface, thereafter to Fort Augustus is only the remains of a road. There were once 12 zig-zags, on which the grade was 1 in 8, to take the road up the face of almost a precipice, but these are almost all washed away now as the road has been abandoned since 1830.

390. Balmacara to Invercannich.

Carnach Lodge, 15 $\frac{1}{2}$ m.; Summit (1095 ft.), 18 $\frac{1}{2}$ m.; Lub-na-damph, 25m.; Invercannich, 38 $\frac{1}{2}$ m. A good road for 4m., then pretty rough to Carnach, from which there is a footpath to Lub-na-damph, where a rough road is joined once more.

391. Auchnashellach to Kinlochewe.

Torridon Road, 8 $\frac{1}{2}$ m.; Kinlochewe, 11 $\frac{1}{4}$ m. Long, stiff ascent at first, then easy descent, but the road is somewhat rough (it is really private).

392. The Larig Pass.

Aviemore to Coylumbridge, 1 $\frac{1}{2}$ m.; Summit (2771 ft.), 9 $\frac{1}{2}$ m.; Derry Lodge, 17 $\frac{1}{4}$ m.; Braemar, 27 $\frac{3}{4}$ m. Good road to Coylumbridge, then only a path among the woods and heather until the summit, when it simply lies across the rocks at the bottom of the pass. A rough driving road, leading to Braemar, is joined at Derry Lodge.

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Railway Rates

FOR CONVEYANCE OF :—

| Distances. | Bicycles. | | | Tricycles. | | |
|--|-------------------------|------------------|----------------|-------------------------|------------------|----------------|
| | As Passenger's Luggage. | As Owner's Risk. | As Coy's Risk. | As Passenger's Luggage. | As Owner's Risk. | As Coy's Risk. |
| Up to 12 miles .. | 6d. | 9d. | 1/- | 1/- | 2/- | 3/- |
| 12 to 25 " .. | 9d. | 1/2 | 1/6 | 1/6 | 3/- | 4/6 |
| 25 to 50 " .. | 1/- | 1/6 | 2/- | 2/- | 4/- | 6/- |
| 50 to 75 " .. | 1/6 | 2/3 | 3/- | 3/- | 6/- | 9/- |
| 75 to 100 " .. | 2/- | 3/- | 4/- | 4/- | 8/- | 12/- |
| 100 to 150 " .. | 2/6 | 3/0 | 5/- | 5/- | 10/- | 15/- |
| 150 to 200 " .. | 3/- | 4/6 | 6/- | 6/- | 12/- | 18/- |
| 200 to 250 " .. | 3/6 | 5/3 | 7/- | 7/- | 14/- | 21/- |
| 250 to 300 " .. | 4/- | 6/- | 8/- | 8/- | 16/- | 24/- |
| 300 to 350 " .. | 4/6 | 6/9 | 9/- | 9/- | 18/- | 27/- |
| 350 to 400 " .. | 5/- | 7/6 | 10/- | 10/- | 20/- | 30/- |
| Each additional 50 miles and portion thereof | 6d. | 9d. | 1/- | 1/- | 2/- | 3/- |

Tandems. 50 per cent. additional per seat.

Ferries and Ferry Charges.

This list has been made up in response to numerous requests, but as the Author's Memoranda relating to some of the Ferries have been mislaid, it is not quite complete.

Owing to some oversight in the Local Government Act of 1889, the Ferries are no longer under responsible control, and travellers may be mulcted of a somewhat higher sum than that given below. The prices also at the same Ferry may vary considerably, but this refers mostly to those in the out-of-the-way parts. It is right, however, to state that many of these are patronised so seldom, and so irregularly, that there is no inducement for young and strong men to take it up as a permanent occupation, and the work is therefore left to the old men, boys, and loungers who are willing to earn occasional small sums. This is in explanation of much of the seeming extortion that is indulged in. The busier ferries have no excuse whatever for higher rates, and in fact are the least troublesome. The ferrymen also, on the longer crossings, do not care about single passengers, and often delay in the hope of having a full boat-load.

Passengers before 6 a.m. and after 9 p.m. are usually charged double.

The summer service of steamers usually extends from 15th May to 15th September. Some are earlier, some later.

The term "Irregular Ferry" denotes a ferry that is only occasionally used.

On comparing notes with tourists we find a considerable variation in the rates charged; those noted below must therefore be considered approximate; but usually the fare in boat ferries is 2d. to 6d. per passenger, and 6d. for bicycle. Chain pontoons are usually $\frac{1}{2}$ d. and 1d. per passenger, and 1d. or 2d. for bicycle. As a cycle is not an article on the tariff boards, the charge is variable.

The Author would therefore feel obliged for further information and details. Parties so doing will receive a copy of the revised List.

Disused Ferries.—The following ferries marked on many maps are now disused:—Achnacloch (Loch Etive) and Ardehatten; Keills and Lagg (Jura); Strachur, across Loch Tyne; Dalpatrick, over River Earn, near Crieff; Knockdown, across Cree, near Creetown.

Alloa and South Alloa.—Steam launch nearly every half-hour, 3d.; Bic. 3d.

Ballachulish Ferry.—Boats of various sizes on both sides, 6d.

Blackboat (River Spey), Route 289.—Chain boat for vehicles.

Boat of Garten (River Spey).—Chain boat for vehicles.

Bonawe (Loch Etive).—Boats of various sizes at the Bonawe side.

Broughty Ferry—Tayport.—Steamer. *See* Railway Time Tables. Fare, 6d. and 4d.; Bic. 6d.

Burntisland.—*See* Granton.

Colintraive.—Boats of various sizes.

Coulport Ferry.—Boats. Probably closed this year.

Connel Ferry.—Boats at both sides, 2d.; minimum, 3d.; Bic. 6d.

Corran Ferry.—Boats at both sides.

Cregan Ferry (Loch Etive).—Boats at northern side.

Cromarty Ferry.—Boats.

Cromarty—Invergordon.—Steam launch 3 times daily, 1s.; Bic.

- Dornie Ferry.**—Boats, 6d.
Dornie—Totaig Ferry.—Boat usually at Totaig, but often at Dornie, 1s.
Dundee—Newport.—Steamer every hour, Fare, 4d. & 3d.; Bic. 2d.
Durness Ferry.—Boats, 1s.
Erskine Ferry (River Clyde).—Steam Ferry boat.
Fort George—Chanonry (for Fortrose).—Boat at Chanonry Point, 1s.
Foyers—Ruskich.—Boat.
Granton—Burntisland.—Steamer 6 times daily. *See* Railway Time Tables. Fare, 10d. and 5d.; Bic. 6d.
Greenock—Helensburgh.—Steamer eight times daily. *See* Railway Time Tables.
Heilens Ferry.—Boat, 1s.
Helensburgh—Greenock—Steamer eight times daily. *See* Railway Time Tables.
Hope Ferry.—Chain boat, 4d.
Inveraray—St. Catherine's Ferry.—Mail steamer twice daily. Ferry boats at all times.
Invergordon—Newhall Ferry.—Boat, 6d.; Bic. 6d.
Invergordon—Cromarty.—Steam launch 3 times daily, 1s.; Bic.
Inversnaid (across Loch Lomond).—Boats at Inversnaid only. Irregular Ferry.
Kessock Ferry.—Boat every hour, Bic. 6d.
Kincardine—Higginsneuk Ferry.—Boat 8 times daily. *See* Railway Time Tables. 6d.; at any time on hoisting signal on south side, 1s.
Kyle and Kyle Akin Ferry.—6d. In connection with Railway.
Kyle Rhea Ferry.—Boats on both sides, 1s. Irregular Ferry.
Kyle Sku.—Boats at south side, 6d.
Lismore—Appin Ferry.—Boats on both sides.
Little Ferry.—Boats, 6d.
Logierait.—Chain pontoon from north side, 2d.
Meikleour Ferry (River Tay)—Chain pontoon for vehicles, 2d.
Meikle Ferry.—Boats on north side, Bic. 6d.
Newburgh and Errol.—No information.
Newport and Dundee.—Steamer every hour. Fare, 4d. and 3d.; Bic. 2d.
Otter Ferry.—Boats at both sides. Irregular Ferry.
Parton Ferry (across Loch Ken).—Chain pontoon for vehicles.
Portincaple Ferry (across Loch Long).—Boats at Portincaple. (No road to Lochgoilhead)
Port Askaig (Islay).—Boat.
Port Sonachan—Taychreggan.—Boats, and steamer during summer. Fare,
Queensferry and North Queensferry.—Steamer six times daily. Fare, 4d.; Bic. 6d.
Renfrew—Yoker (River Clyde).—Steam Ferry, $\frac{1}{2}$ d.
Row—Roseneath Pier.—Boat, 2d.; Bic. 6d.
Rowardennan to Inverbeg (Loch Lomond).—Boat.
Strome Ferry.—Boats at north side, summoned by horn, 6d.
Shian Ferry.—Boats at north side, summoned by semaphore, 3d.; Minimum, 6d.; Bic. 6d.
Tayport.—*See* Broughty Ferry.

- Tobermory Drimnin.—Mail steamer daily.
 Tongue Ferry.—Boats, 6d.
 Totaig—Dornie (Ardelve).—Ferry boat at Totaig, summoned by horn, if at Dornie, 1s.
 Torridon and Shieldaig.—No Ferry; hire fishing boat.
 Ullapool Ferry.—Irregular Ferry; hire fishing boat, 1s. to 2s. 6d.
 Tummel Ferry (east end of Loch Tummel).—Chain pontoon for vehicles, 2d.; and boat.

STEAMERS ON LOCHS, &c. (See Railway Time Tables.)

- Loch Awe.—Summer service four times daily between Loch Awe station and Port Somaichan; twice daily to Ford.
 Loch Eck.—Summer service only in connection with coach.
 Loch Etive.—Summer service twice daily.
 Loch Katrine.—Summer service 6 times daily. Fare, 2/6; Bic. 1/-.
 Loch Lomond.—In summer three times daily; thrice a week in the winter months. Fares, 6d. to 3s.; Bic. 6d. and 1s. Note there is no road to Balloch Pier, from which the steamer starts; train must be taken to or from Balloch station, half a mile off.
 Loch Maree.—Summer service.
 Loch Ness and Caledonian Canal.—Summer service of fast steamers three times daily; winter service of fast steamer (on Loch Ness only) once daily, and of slow steamers twice a week.
 Loch Tay.—Four times daily in summer; twice daily in winter. Fares, 3s.; B c. 1s. 6d.
 Crinan Canal.—Summer service. Cycles are not taken on the steamer.

THE CLYDE.—There is a splendid service of steamers all the year round between the various points. See Railway Time Tables.

THE FORTH.—In addition to the Granton and Queensferry ferries, there are summer steamers from Leith to Stirling, Queensferry, Aberdeen, Kirkcaldy, Elie, and North Berwick.

THE TAY.—A summer steamer runs between Dundee, Newburgh, and Perth.

BEAULY FIRTH.—A summer steamer runs between Inverness and Fortrose; and to Cromarty and Invergordon.

WESTERN HIGHLANDS.—Service of steamers all the year round between all islands.

ORKNEY AND THURSO.—Mail steamer daily.

PIER DUES.

At nearly all the Piers there is a Pier charge of a 1d., and usually 2d. for a Bicycle. At several piers the toll is as high as 4d.

The Rates for Cycles by Maebrayne's Steamers are:—

| | Bicycles | Tricycles. | | Bicycles. | Tricycles. | |
|-----------------|----------|------------|--|------------------|------------|------|
| Up to 10 miles, | 1 - | 1/6 | | Up to 100 miles, | 4/- | 6/- |
| „ 20 „ | 1/6 | 2/6 | | „ 200 „ | 6/6 | 9/- |
| „ 50 „ | 2/6 | 4/- | | „ 300 „ | 7/6 | 10/- |

Cyclists should note that on most steamers scarcely any care or protection is given to their machines notwithstanding the high rates charged. In time this may be remedied, but the matter is notorious.

Lamp=Lighting Tables.

(See Index of Towns on next page.)

The time of sunset for each date varies from year to year, these Tables therefore are not absolutely exact, but give an average which is never more than a few minutes out, on any date.

To use the Tables.—Find the district required on the next page, and add the time allowance to the column named, and opposite the required date. For example, the average time for lighting lamps at Edinburgh on June 21 is obtained as follows:—Edinburgh, add 13 minutes to column B on June 21, which is 9.41. The average hour for lighting lamps is therefore 9.54 p.m.

For dates not in Table take the proportion between the two nearest.

| 55° 56° 56½° 57° 58° | | | | | | 55° 56° 56½° 57° 58° | | | | | |
|----------------------|------|------|------|------|------|----------------------|------|------|------|------|------|
| A B C D E | | | | | | A B C D E | | | | | |
| Date. | P.M. | P.M. | P.M. | P.M. | P.M. | Date. | P.M. | P.M. | P.M. | P.M. | P.M. |
| Jan. 1 | 4.35 | 4.28 | 4.25 | 4.21 | 4.13 | July 2 | 9.32 | 9.39 | 9.42 | 9.46 | 9.54 |
| " 9 | 4.47 | 4.40 | 4.37 | 4.33 | 4.26 | " 11 | 9.26 | 9.32 | 9.35 | 9.39 | 9.46 |
| " 15 | 4.57 | 4.50 | 4.47 | 4.44 | 4.37 | " 18 | 9.19 | 9.25 | 9.28 | 9.31 | 9.38 |
| " 20 | 5.6 | 5.0 | 4.58 | 4.55 | 4.49 | " 23 | 9.11 | 9.17 | 9.19 | 9.22 | 9.28 |
| " 24 | 5.14 | 5.9 | 5.6 | 5.3 | 4.57 | " 28 | 9.4 | 9.9 | 9.11 | 9.14 | 9.20 |
| " 28 | 5.22 | 5.18 | 5.16 | 5.13 | 5.3 | Aug. 1 | 8.57 | 9.1 | 9.3 | 9.6 | 9.11 |
| Feb. 1 | 5.30 | 5.25 | 5.23 | 5.21 | 5.16 | " 5 | 8.50 | 8.54 | 8.56 | 8.58 | 9.3 |
| " 4 | 5.37 | 5.33 | 5.31 | 5.29 | 5.25 | " 8 | 8.42 | 8.46 | 8.48 | 8.50 | 8.54 |
| " 8 | 5.44 | 5.40 | 5.39 | 5.37 | 5.32 | " 12 | 8.35 | 8.39 | 8.40 | 8.42 | 8.47 |
| " 11 | 5.51 | 5.47 | 5.46 | 5.44 | 5.40 | " 15 | 8.27 | 8.31 | 8.32 | 8.34 | 8.38 |
| " 14 | 5.57 | 5.54 | 5.53 | 5.51 | 5.47 | " 18 | 8.20 | 8.24 | 8.25 | 8.27 | 8.31 |
| " 17 | 6.3 | 6.1 | 6.0 | 5.58 | 5.54 | " 21 | 8.14 | 8.16 | 8.17 | 8.19 | 8.23 |
| " 19 | 6.9 | 6.7 | 6.6 | 6.4 | 6.2 | " 24 | 8.6 | 8.9 | 8.10 | 8.12 | 8.14 |
| " 22 | 6.15 | 6.13 | 6.12 | 6.11 | 6.8 | " 27 | 7.59 | 8.2 | 8.3 | 8.4 | 8.7 |
| " 25 | 6.21 | 6.19 | 6.18 | 6.17 | 6.14 | " 30 | 7.52 | 7.54 | 7.55 | 7.56 | 7.59 |
| " 28 | 6.27 | 6.25 | 6.24 | 6.23 | 6.21 | Sept. 2 | 7.46 | 7.48 | 7.49 | 7.50 | 7.52 |
| Mar. 2 | 6.32 | 6.30 | 6.29 | 6.28 | 6.27 | " 4 | 7.39 | 7.41 | 7.42 | 7.43 | 7.44 |
| " 5 | 6.37 | 6.35 | 6.35 | 6.34 | 6.32 | " 7 | 7.33 | 7.34 | 7.34 | 7.35 | 7.37 |
| " 7 | 6.42 | 6.41 | 6.41 | 6.40 | 6.39 | " 10 | 7.26 | 7.27 | 7.27 | 7.28 | 7.29 |
| " 10 | 6.47 | 6.46 | 6.46 | 6.45 | 6.44 | " 12 | 7.19 | 7.20 | 7.20 | 7.21 | 7.22 |
| " 13 | 6.52 | 6.51 | 6.51 | 6.50 | 6.50 | " 15 | 7.12 | 7.13 | 7.13 | 7.14 | 7.14 |
| " 15 | 6.58 | 6.57 | 6.57 | 6.57 | 6.56 | " 17 | 7.5 | 7.6 | 7.6 | 7.6 | 7.7 |
| " 18 | 7.2 | 7.2 | 7.2 | 7.2 | 7.2 | " 20 | 6.59 | 6.59 | 6.59 | 6.59 | 6.59 |
| " 20 | 7.7 | 7.7 | 7.7 | 7.7 | 7.7 | " 22 | 6.53 | 6.53 | 6.53 | 6.53 | 6.53 |
| " 23 | 7.13 | 7.12 | 7.12 | 7.12 | 7.12 | " 25 | 6.46 | 6.46 | 6.46 | 6.46 | 6.46 |
| " 25 | 7.17 | 7.18 | 7.18 | 7.18 | 7.19 | " 28 | 6.40 | 6.30 | 6.39 | 6.39 | 6.38 |
| " 28 | 7.22 | 7.23 | 7.23 | 7.24 | 7.24 | " 30 | 6.33 | 6.32 | 6.32 | 6.31 | 6.31 |
| " 30 | 7.27 | 7.29 | 7.29 | 7.30 | 7.31 | Oct. 3 | 6.26 | 6.25 | 6.25 | 6.24 | 6.23 |
| April 2 | 7.33 | 7.34 | 7.34 | 7.35 | 7.36 | " 5 | 6.19 | 6.18 | 6.18 | 6.17 | 6.16 |
| " 5 | 7.38 | 7.39 | 7.39 | 7.40 | 7.42 | " 8 | 6.12 | 6.11 | 6.11 | 6.10 | 6.8 |
| " 7 | 7.42 | 7.44 | 7.45 | 7.46 | 7.47 | " 11 | 6.7 | 6.5 | 6.4 | 6.3 | 6.2 |
| " 10 | 7.47 | 7.49 | 7.50 | 7.51 | 7.53 | " 13 | 6.0 | 5.58 | 5.57 | 5.56 | 5.54 |
| " 13 | 7.53 | 7.54 | 7.55 | 7.56 | 7.59 | " 16 | 5.54 | 5.51 | 5.50 | 5.49 | 5.46 |
| " 15 | 7.58 | 8.1 | 8.2 | 8.3 | 8.6 | " 19 | 5.47 | 5.44 | 5.43 | 5.42 | 5.39 |
| " 18 | 8.4 | 8.6 | 8.7 | 8.9 | 8.11 | " 22 | 5.41 | 5.38 | 5.37 | 5.35 | 5.33 |
| " 21 | 8.10 | 8.12 | 8.13 | 8.15 | 8.19 | " 25 | 5.33 | 5.31 | 5.30 | 5.28 | 5.24 |
| " 24 | 8.15 | 8.18 | 8.19 | 8.21 | 8.25 | " 27 | 5.27 | 5.24 | 5.23 | 5.21 | 5.17 |
| " 27 | 8.21 | 8.25 | 8.26 | 8.28 | 8.32 | " 30 | 5.21 | 5.17 | 5.15 | 5.14 | 5.10 |
| May 1 | 8.27 | 8.31 | 8.32 | 8.34 | 8.39 | Nov. 3 | 5.14 | 5.10 | 5.9 | 5.7 | 5.2 |
| " 4 | 8.34 | 8.38 | 8.40 | 8.42 | 8.46 | " 6 | 5.7 | 5.3 | 5.1 | 4.59 | 4.55 |
| " 8 | 8.41 | 8.45 | 8.47 | 8.49 | 8.54 | " 9 | 5.0 | 4.56 | 4.54 | 4.52 | 4.47 |
| " 11 | 8.47 | 8.52 | 8.54 | 8.57 | 9.2 | " 13 | 4.54 | 4.50 | 4.48 | 4.45 | 4.40 |
| " 16 | 8.54 | 8.59 | 9.1 | 9.4 | 9.10 | " 17 | 4.47 | 4.42 | 4.40 | 4.37 | 4.31 |
| " 20 | 9.1 | 9.7 | 9.9 | 9.12 | 9.18 | " 21 | 4.41 | 4.35 | 4.33 | 4.30 | 4.24 |
| " 25 | 9.9 | 9.15 | 9.18 | 9.21 | 9.28 | " 26 | 4.35 | 4.29 | 4.26 | 4.23 | 4.16 |
| " 31 | 9.18 | 9.24 | 9.27 | 9.31 | 9.38 | Dec. 2 | 4.29 | 4.23 | 4.20 | 4.16 | 4.9 |
| June 10 | 9.28 | 9.35 | 9.38 | 9.42 | 9.50 | " 11 | 4.24 | 4.17 | 4.14 | 4.10 | 4.2 |
| " 21 | 9.34 | 9.41 | 9.45 | 9.49 | 9.57 | " 21 | 4.26 | 4.18 | 4.14 | 4.10 | 4.2 |

Index of Towns—Lamp-lighting Tables.

(See previous page.)

| Town. | Minutes. | Co. | Town. | Minutes. | Co. |
|--------------------|-------------|-----|-----------------------------------|--------------|-----|
| Aberdeen, .. | .. add 8 to | D | Huntly, .. | .. add 11 to | D |
| Aberfeldy, .. | 15 .. | C | Inverary, .. | 20 .. | B |
| Airdrie, .. | 16 .. | B | Inverness, .. | 17 .. | E |
| Alloa, .. | 15 .. | B | Irvine, .. | 19 .. | B |
| Amman, .. | 13 .. | A | Islay, .. | 25 .. | B |
| Arbroath, .. | 10 .. | C | Jedburgh, .. | 10 .. | A |
| Arrossan, .. | 10 .. | B | Johnstone, .. | 18 .. | B |
| Arran, .. | 21 .. | B | Kelso, .. | 10 .. | A |
| Ayr, .. | 18 .. | A | Kilmarnock, .. | 18 .. | B |
| Ballater, .. | 12 .. | D | Kingussie, .. | 16 .. | D |
| Banff, .. | 10 .. | E | Kinross, .. | 14 .. | B |
| Bathgate, .. | 14 .. | B | Kirkcaldy, .. | 13 .. | B |
| Beauly, .. | 18 .. | D | Kirkcudbright, .. | 10 .. | A |
| Berwick, .. | 8 .. | B | * Kirkwall (<i>Orkney</i>), .. | 12 .. | E |
| Blairgowrie, .. | 13 .. | C | Kirriemuir, .. | 12 .. | C |
| Brechin, .. | 10 .. | C | Lanark, .. | 15 .. | A |
| Callander, .. | 17 .. | B | Langholm, .. | 12 .. | A |
| Campbeltown, .. | 22 .. | A | Largs, .. | 19 .. | B |
| Carlisle, .. | 11 .. | A | Lauder, .. | 11 .. | B |
| Castle Douglas, .. | 16 .. | A | † Lerwick (<i>Shetland</i>), .. | 5 .. | E |
| Coatbridge, .. | 16 .. | B | Linlithgow, .. | 14 .. | B |
| Coldstream, .. | 0 .. | A | Lockerbie, .. | 13 .. | B |
| Crieff, .. | 15 .. | C | Lossiemouth, .. | 13 .. | E |
| Cumnock, .. | 17 .. | A | Mauchline, .. | 17 .. | A |
| Cupar Angus, .. | 13 .. | C | Maybole, .. | 18 .. | A |
| Cupar, .. | 12 .. | B | Melrose, .. | 11 .. | A |
| Dingwall, .. | 18 .. | E | Moffat, .. | 14 .. | A |
| Dollar, .. | 15 .. | B | Montrose, .. | 10 .. | C |
| Dumbarton, .. | 18 .. | B | Motherwell, .. | 16 .. | B |
| Dunfries, .. | 14 .. | A | Muirkirk, .. | 16 .. | A |
| Dunbar, .. | 10 .. | B | Nairn, .. | 15 .. | D |
| Dunblane, .. | 15 .. | B | New Galloway, .. | 17 .. | A |
| Dundee, .. | 12 .. | C | Newton Stewart, .. | 18 .. | A |
| Dunfermline, .. | 14 .. | B | North Berwick, .. | 11 .. | B |
| Dunkeld, .. | 14 .. | C | Oban, .. | 22 .. | C |
| Dunoon, .. | 20 .. | B | Peebles, .. | 13 .. | A |
| Earlston, .. | 11 .. | A | Perth, .. | 14 .. | C |
| Edinburgh, .. | 13 .. | B | Peterhead, .. | 7 .. | D |
| Elgin, .. | 13 .. | E | Pitlochry, .. | 15 .. | C |
| Falkirk, .. | 15 .. | B | Portree, .. | 25 .. | D |
| Forfar, .. | 11 .. | C | Rothsay, .. | 20 .. | B |
| Forres, .. | 14 .. | E | St. Andrews, .. | 11 .. | B |
| Fort Augustus, .. | 19 .. | D | Sanquhar, .. | 16 .. | A |
| Fort William, .. | 20 .. | D | Selkirk, .. | 11 .. | A |
| Fraserburgh, .. | 8 .. | E | Stirling, .. | 15 .. | B |
| Galashiels, .. | 11 .. | A | Stonehaven, .. | 9 .. | D |
| Girvan, .. | 19 .. | A | Stornoway (<i>Leves</i>), .. | 25 .. | E |
| Glasgow, .. | 17 .. | B | Stranraer, .. | 20 .. | A |
| Grangemouth, .. | 15 .. | B | Tain, .. | 16 .. | E |
| Grantown, .. | 14 .. | D | † Thurso, .. | 14 .. | E |
| Greenock, .. | 19 .. | B | Tobermory, .. | 24 .. | C |
| Haddington, .. | 11 .. | B | Troon, .. | 19 .. | B |
| Hamilton, .. | 16 .. | B | Turriff, .. | 10 .. | D |
| Hawick, .. | 11 .. | A | Ullapool, .. | 20 .. | E |
| Helensburgh, .. | 19 .. | B | ‡ Wick, .. | 12 .. | E |
| Helmsdale, .. | 14 .. | E | Wigtown, .. | 18 .. | A |

* Add 3 min. in Jan., 21 min. in June. † Deduct 14 m. in Jan., add 19 m. in June.
 ‡ Add 9 m. in Jan., 19 m. in June. § Add 7 m. in Jan., 17 m. in June.

Suggested Tour.

The following suggested Tour will cover the leading points of interest, and the best scenery, in the course of about three weeks, and those following it will get a very fair idea of the prettier parts of the country. The average day's ride should not exceed 40 miles, especially for Photo-cyclists. This tour is divided into comfortable stages; tourists may often find it convenient to adopt other stopping-places from those mentioned.

DAY.

1. Edinburgh to Doune, 43½m., Routes 15 and 170, visiting Linlithgow Palace, Stirling and Castle, &c., Doune Castle.
2. Doune to Callander and the Trossachs, back to Callander, 27m., Routes 170-171; splendid scenery.
3. *Callander to Crieff, 44m., Routes 170 and 199, visiting Pass of Leny, Strathyre, Rob Roy's Grave, along the beautiful shores of Loch Earn to St. Fillans and Crieff.
4. Crieff to Perth and Dunkeld, 32½m., Routes 199-200; uninteresting to Perth; very pretty near Dunkeld.
5. Dunkeld to Pitlochry (Falls of Tummel), Queen's View of Loch Tummel, back through the Pass of Killiecrankie to Blair Athole, where train to Kingussie, 28½m., Routes 200 and 211
6. Kingussie to Inverness, 44m., Route 296.
8. Inverness to Fall of Foyers, 18½m., Route 298, thence steamer to Laggan Lock, whence ride to Fort William, 21m., Route 300; fine scenery, total, 39½m.
9. Fort William to Ballachulish, thence visit Glencoe, returning to Ballachulish, 24½m., Route 166, whence ride to Appin, 16½m., Routes 158 and 161, and take steamer to Oban.
10. Oban: numerous excursions in vicinity.
11. Oban, through the wild Pass of Brander, to Dalnally, 26m., Route 157, where train to Crianlarich, thence ride to Arrochar, 18½m., Routes 131-132, visiting Falls of Falloch. Beautiful road along Loch Lomond.
12. Arrochar to Helensburgh, 17½m., Route 140, either by Loch Long or Loch Lomond, 19m., Routes 131, 378. Sail on the Clyde by steamer.
13. Cross to Greenock, and ride by fine coast road to Ayr, 49m., Routes 107, 102.
15. Ayr: visit Burns' Haunts, Burns' Cottage, Alloway Kirk, &c., on to Barhill by Maybole and Girvan, 34½m., Routes 96, 94, and 91.
16. Barhill to Newton Stewart, 21½m., visiting Loch Trool; rather pretty scenery.
17. Newton Stewart to Dumfries, 51½m., Route 70, visiting Dirk Hatteraick's Cave and Threave Castle; fine scenery to Gatehouse.
18. Dumfries: visit Burns' Mausoleum, &c., thence to Moffat, 21m., Route 65.
19. Moffat to Selkirk, 34½m., Route 45, by St. Mary's Loch (visit if possible the Grey Mare's Tail); a charming road alongside the Loch, and through "Yarrow."
20. Visit Abbotsford, Melrose Abbey, and Dryburgh Abbey, and return to Edinburgh, 50m., Routes 55, 46, and 33.

* An alternative road, quite as pretty, is to go from Callander to Killin, thence by Loch Tay, Kenmore, and Aberfeldy, to Dunkeld

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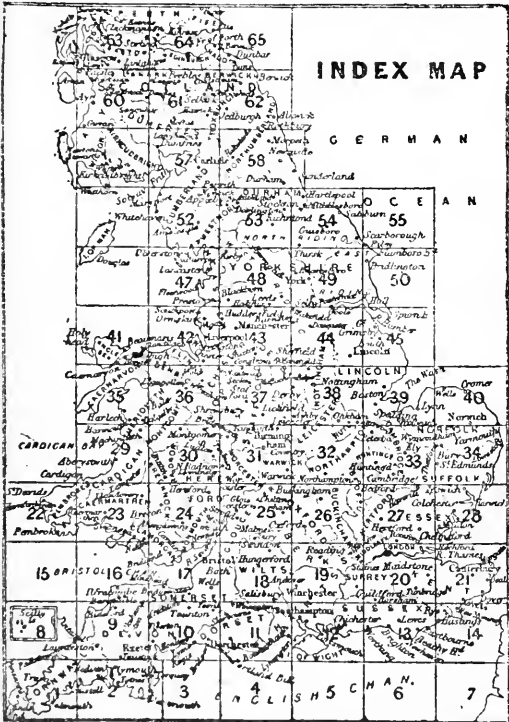
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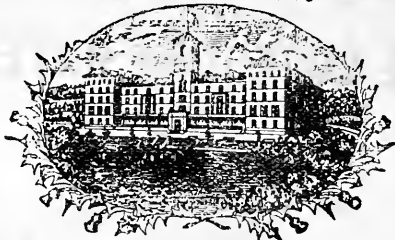
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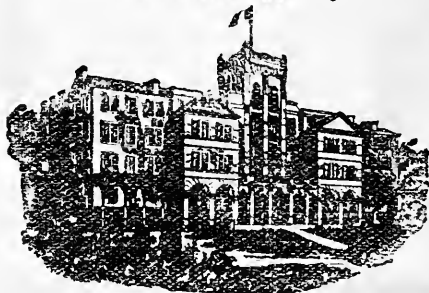
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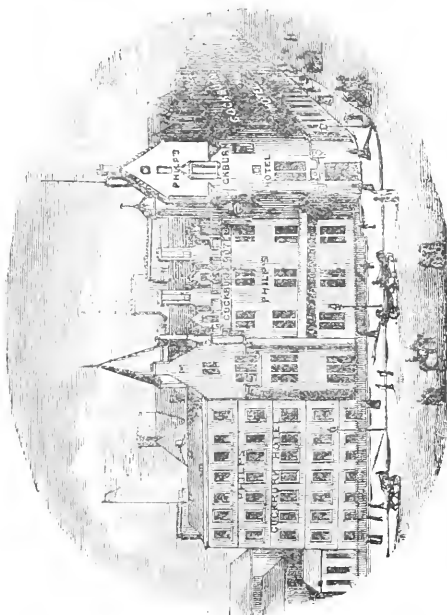
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300 Zm } 66
↳
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↳
to Ambros } 27

Monroe }
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Dunce } 29 1/2 good

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