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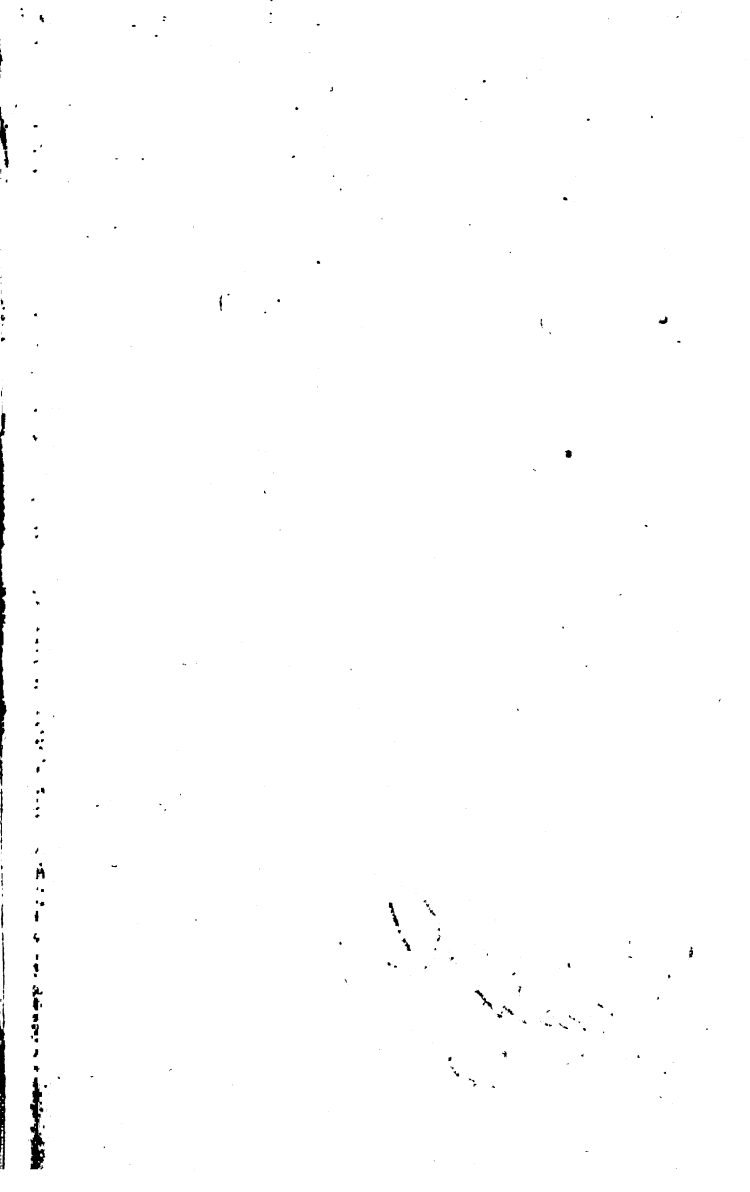
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\* \* In this edition half-inch maps are for the first time given of the whole coast between Hartland and the Land's End. A plan of Penzance has also been added, as well as a map of the Isles of Scilly.

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## Introduction.

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**The district described** in this volume extends from West Somerset along the north coast of Devon and Cornwall to the Scilly Islands. Instead of treating Devon and Cornwall in two volumes, each limited to a county, it has been considered as more likely to suit the convenience of tourists to have a separate guide to each of the sea-boards. The pleasure resorts of both counties are mainly along their coasts, and in the case of Cornwall wholly so. A visit to either North or South Devon may obviously lead the traveller to cross the Cornish border, whereas there are comparatively few tourists who during a single holiday visit both coasts of so broad a shire as Devon. The reason that has led us thus to divide our work has also limited the breadth of the district treated in detail. This has, with the exception of Exmoor, been confined to such portions of the two counties as fall within an easy walk from the coast. In the case of Cornwall the breadth of its western part is so small that the whole of it is equally accessible from either shore, and accordingly we have included the Land's End, the Lizard, and the Scilly Isles in our itinerary. The eastern side of the Lizard promontory we have treated briefly, and for details must refer the tourist to our *South Devon and South Cornwall*. Under the head of "Approaches" will be found hints to the pedestrian who desires to commence his walk at such inland points as Dulverton, South Molton, or Launceston, and from stations on the beautiful Exe Valley line.

**The Scenery.** Extending, as our limits do, along a coast-line of some hundred and fifty miles as the bird flies, they embrace a great diversity of scenery. That portion of West Somerset and North Devon with which we are concerned is a country of deep wooded combs and glens, and bright trout-streams, and the thirty odd miles from Minehead, by Lynton, to Ilfracombe are at least equal in beauty to any like distance in Great Britain. On the one hand is a coast-line singularly rich in colouring and varied in outline, and on the other for many miles the high rolling hills of Exmoor. Exmoor itself is wild and desolate. Speaking generally, its central parts are also uninteresting, but, in spite of the absence of beauty of detail, a walk or drive across it from Porlock, or Lynton, to South Molton, or from Lynmouth to Dulverton will be enjoyed by those who

can appreciate a breezy moorland intersected by deep, occasionally well wooded and always stream-gladdened combes. Its outskirts are on all sides delightful, and the views to be had from such points as Porlock Hill, Dunkery Beacon and Ridge Head are not only wide but very beautiful.

The last-named height is climbed by the road between Simonsbath and South Molton, and from it the prospect, especially in autumn, across Central Devon to Dartmoor is one that well repays the trouble of even a special excursion to get sight of it:

“ Rivers that gleam, the red decay  
 Of woods upon their russet floors ;  
 Highlands and hills that, far away,  
 Rise blue and quiet from the moors ;  
 Slopes red with fallows, green with leas,  
 Lands roll'd and slanted ; field and flood ;  
 White halls and, over villages,  
 Towers, here and there, of God.”

Exmoor is the home of the Red deer which still roam wild over it. They are most abundant in the woods and combes about Dunkery Beacon, but the Badgeworthy valley and especially the Doone valley are as likely spots as any for a sight of them by those who do not join in their pursuit.

About Barnstaple and Bideford the valleys of the Taw and Torridge abound in river scenes of rich and quiet beauty, and then, as we near Clovelly, we get the charms of an abrupt coast, clothed with woodland to the verge of the cliffs. Westward of this, wood is comparatively scarce, and interest and beauty are mainly limited to the iron-bound coast—but to such a coast as amply compensates for the lack of inland picturesqueness. It must not, however, be supposed that the northern sea-board of Cornwall has no gentler prospects than that of its tempest-weathered rocks and precipices. The pedestrian who follows its coast-line will in every few miles come across “mouths” and “porths” that form the openings seaward of as delightful “bottoms” as the pilgrim need require to tempt him to delay his onward course. As far as Newquay and for a few miles beyond it, there is no portion of the shore-line that from a scenic point of view is unremunerative, and the greater part of it is of a high order. A few miles West of Newquay are Perran sand-dunes, but from Perranporth it is a fine coast-walk to Gwithian, on St. Ives Bay which under favourable skies is one of the most beautiful around our shores.

The Land's End district and that of the Lizard are, with slight exceptions, in common with Cornwall as a whole, devoid of picturesque *inland* scenes, but possess a coast-line generally beautiful and often sublime. Of mountains it cannot be said that either Devon or Cornwall contains any, but such granite districts as are included in our survey, namely the Bodmin Moors—culminating in Brown Willy and Row Tor—and the neighbourhood of the Land's End, rise into hills of considerable elevation and not unfrequently of rugged and picturesque outline. It seemed necessary to include in this volume a description of the ascent of Brown Willy and its neighbour, because there are among tourists some who are not content until they have stood a few feet higher than their fellows, but these hills, finely shaped as they appear from the routes that skirt them, are incapable of yielding satisfaction to those whose object is to gain a fine prospect. Nothing can be imagined more dreary than the view they afford, and the way to their summits necessitates some dexterity to avoid the disagreeables of boggy ground.

The Luxulian Valley (p. 106) is as beautiful as it is geologically interesting.

**Accommodation.** Those who desire to make some one point their head-quarters have an abundant choice. *Minehead, Porlock, Lynton, or Lynmouth, Ilfracombe, Woolacombe, Clovelly, Hartland Quay, Bude, Boscastle, Tintagel, Newquay, St. Ives, Penzance*, all offer fair, and some of them excellent, accommodation to visitors; and in the vicinity of each of them will be found abundant excursions and rambles to fill up pleasantly the few weeks that constitute the summer holiday. The Hotels are, generally speaking, good, and fairly moderate in their charges. The pedestrian, content with sound but simple treatment at a modest price, will appreciate the inns to be found in the East Lyn valley, and at Hartland, Mawgan, Padstow, Perranporth, and Portreath. Along the north coast from St. Ives to St. Just there is but primitive sleeping accommodation, but plenty of wayside houses at which to refresh, while at the latter place the "Commercial" is an unpretending but very fair resting-place. At Sennen, the "First and Last" is of the same character, and at the Land's End there is an hotel.

**Fishing.** This is confined, as regards fresh water, to the North Devon district, for, with the exception of the Camel, between Camelford and Wadebridge, and the two

brooks that enter the sea at Mawgan Porth and St. Colomb Porth, near Newquay, North Cornwall has no angling waters. The Taw and Torridge, and the Lyns all yield good sport, but the angling waters of the first-named stream do not fall within the limits we have prescribed to this book. For the Torridge, Torrington offers good head-quarters, and for the Lyns, Lynmouth and Brendon. For sea-fishing, Minehead, Lynmouth, Clovelly, Newquay, St. Ives, and Penzance are the most convenient stations.

**Climate.** The climate of North Devon and North Cornwall is not, as is often supposed, relaxing. On the contrary, in many parts it is distinctly bracing. The winters are as a whole less cold, and the summers less hot, than in the central and south-east parts of England. The rainfall varies from 35 in. to 45 in. per annum, but this, though much more than the average of the Home counties for instance, must not lead the intending visitor to expect any serious inconvenience during the spring or summer from wet weather. When, for example, it rains on Exmoor it rains in earnest, and after that perhaps for some weeks the weather is unbroken. Even in those seasons that are showery there is the compensating advantage of seeing the green and ferny combes and glens at their very best.

Devonshire should certainly be visited during the interval from May to October, as its beauties are largely those of wood and fern. North Cornwall on the other hand, even in winter, retains its characteristic attractions unimpaired.

**Cyclists.**—The *British Road Book*, Part I., published by the Cyclists' Touring Club (47 Victoria Street, S.W.), gives full particulars as to distances and gradients, and has a good map. Price to non-members, 10s. 6d. net.

**Concluding Remarks.**—We have purposely abstained in these pages from geological or botanical details. The fern collector will as naturally arm himself with one of the portable volumes which deal with the objects of his search as with a trowel (in the use of which we implore him to observe moderation) for their uprooting. Of objects of archæological or antiquarian interest the district treated of has few, except camps and barrows, until we reach its western limits, an inscribed stone at Spire Cross (*p.* 6) and the half-dozen stones (*p.* 44) on Tom's Hill, being the only examples of their kind. Amongst the most noteworthy are Tintagel and Launceston Castles; St. Michael's Mount; the old oratories of Sts. Piran and Gwi-

thian, recovered from the sand, the frequent "cliff castles" on the Cornish coast, and the numerous cromlechs, hill forts and stone circles within reach of Penzance. The pedestrian will find himself little hampered by notices that "trespassers will be prosecuted," and with hardly an exception the sights to be seen are free from "lock and key." The natives of both counties we have always found civil and obliging. We have endeavoured as far as possible to anticipate the inquiries of the tourist as to "the way" and "the distance." Opened up as Devon and Cornwall now are by two great railway companies, it need scarcely be said that local peculiarities are fast disappearing, but many an out-of-the-world spot yet remains, especially in the north of both counties, and the people still retain much of their folklore and superstition as well as their simple habits. The tourist who wanders out of beaten tracks may still, if belated, find a farm-house welcome, and chance to sup on "squab-pie," and break his fast next morning on "white pot." "Junket," and "clouted cream," are in such homes (which in accommodation are primitive enough) reserved for festivals or for "the quality," should a visit be expected. But we can spare them for once in a way, even in Devonshire, for do not

Mutton, onions, apple and dough,  
Make as good pie as any I know?

N.B.—The distances given in walks along the coast, or in rambles, otherwise than on roads or good paths, are only approximate. They have been estimated by time (say 3 miles an hour), and, where practicable, by pedometer. We have endeavoured not to understate the distances in such cases.

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#### NOTE TO THE SEVENTH EDITION.

The enormous increase of late years in the number of holiday visitors to Devon and Cornwall has wrought many changes—some unalloyed improvements, others in which loss and gain are mingled. At one extremity of our district, Minehead, not so long ago a none too savoury village, has developed into a comely little seaside town most enjoyable as a base from which to explore the lovely scenes of West Somerset. At the other extremity, prosperous, "twenty shillings in the £," Penzance has added to its commercial area an attractive "West End" of bright streets and pretty gardens hard by its beautiful bay and fine esplanade. Intermediate between these far-distant places,

the changes have been well nigh as marked, if not always as happy. Sweet little Porlock has extended itself eastward after a somewhat vulgar fashion. Lynmouth, which twenty years ago was a coast gem, has been sadly disfigured as a village by the erection of quite needlessly ugly monstrosities, though its neighbourhood is happily still intact in its loveliness. Lynton, never remarkable as a village, has not been improved by its efforts to become a town. In each of these cases the increase of accommodation—good it must be allowed—has been dearly purchased.

Ilfracombe, as was inevitable, has grown into a large place, its recent development being chiefly remarkable for the multiplication of huge boarding-houses. It is useless to quarrel with commercial enterprise of this sort. The noble coast hereabouts and the relatively bracing character of the climate are natural advantages that were bound to be turned to local profit.

Of modern Woolacombe we have given a sufficient account elsewhere. The growing demand for seaside quarters has invaded Croyde Bay and Saunton Sands, but these are never likely to become populous resorts. Westward Ho! holds its own because of its perfect golf-links (18 holes), but it does not appear to grow greatly in favour with the public at large.

Clovelly is still Clovelly, and that is enough—long may it escape the ravages of the builder—and half the charm of Hartland Quay will be spoilt should villas invade it. Further down the coast, in and about Bude, Boscastle and Tintagel, there has been increase of lodgings, but no harm has been done in providing it, because it is the cliff-line that is the chief *raison d'être* of these places as tourist rendezvous. Between Tintagel and Newquay there are no signs that the coast is more frequented than formerly, and Padstow—half-way—is slumberously bemoaning its departed ship-building business.

Of Newquay we have rewritten our description to make it correspond with the facts. Of coast places further west there is nothing new to be said until we reach St. Ives. It and its small neighbour, Carbis Bay, are deservedly growing in popular esteem.

Speaking generally, the increase of accommodation has tended to lower prices, or perhaps we ought to say, there has been, in all the larger places, provision made for "inclusive terms" at popular prices. "Cheap excursions to all places in the neighbourhood" has naturally come to form part of hotel and boarding-house programmes.

## APPROACHES.



The district of which we write is served by some of the best and fastest train services in the kingdom, both from London and from the central and northern counties. (All trains are 1st, 2nd, and 3rd class.) The best points for beginning a tour are:—Minehead (for Lynton and Lynmouth); Barnstaple (for Lynton and Lynmouth); Ilfracombe; Bideford (for Clovelly and North Cornwall), and Holsworthy, for Cornwall west from Bude. Exeter is on the L. & S.W.R. route to the North coast. G.W.R. passengers may be reminded of the Company's picturesque Exe Valley line to Dulverton. Those who wish to visit the western part of Cornwall only, commencing at Boscastle or Tintagel, may with advantage take train to Camelford. The quickest way to Newquay is by G. W. R. The L. & S. W. R. route is by rail to Wadebridge and on by coach, a dull drive of 16½ miles. Appended is a summary of the distances and times from London and (as a focus of the central counties) Birmingham by the best trains :

	<i>m.</i>		<i>hrs. (approx.)</i>
<i>London (Paddington) to Minehead . . . .</i>	<i>183½</i>	<i>. . . .</i>	<i>5</i>
<i>" " Dulverton . . . .</i>	<i>178½</i>	<i>. . . .</i>	<i>5</i>
<i>" " Barnstaple . . . .</i>	<i>203½</i>	<i>. . . .</i>	<i>6</i>
<i>" " Ilfracombe. . . .</i>	<i>219</i>	<i>. . . .</i>	<i>7</i>
<i>" " Exeter . . . . .</i>	<i>194</i>	<i>. . . .</i>	<i>4</i>
<i>" " Newquay . . . .</i>	<i>269</i>	<i>. . . .</i>	<i>7¾</i>
<i>" " St. Ives . . . . .</i>	<i>319½</i>	<i>. . . .</i>	<i>8¾</i>
<i>" " Penzance . . . .</i>	<i>320½</i>	<i>. . . .</i>	<i>8¾</i>
<i>" (Waterloo) Exeter . . . . .</i>	<i>171½</i>	<i>. . . .</i>	<i>3¾</i>
<i>" " Barnstaple . . . .</i>	<i>211</i>	<i>. . . .</i>	<i>5½</i>
<i>" " Ilfracombe. . . .</i>	<i>225½</i>	<i>. . . .</i>	<i>5½</i>
<i>" " Bideford . . . . .</i>	<i>220</i>	<i>. . . .</i>	<i>6</i>
<i>" " Holsworthy . . . .</i>	<i>218</i>	<i>. . . .</i>	<i>6</i>
<i>" " Launceston . . . .</i>	<i>223½</i>	<i>. . . .</i>	<i>6</i>
<i>Birmingham (Midland) to Minehead . . . .</i>	<i>162</i>	<i>. . . .</i>	<i>5</i>
<i>" " Dulverton . . . .</i>	<i>158½</i>	<i>. . . .</i>	<i>4¾</i>
<i>" " Barnstaple . . . .</i>	<i>182</i>	<i>. . . .</i>	<i>5¾</i>
<i>" " Ilfracombe . . . .</i>	<i>198</i>	<i>. . . .</i>	<i>7½</i>
<i>" " Exeter . . . . .</i>	<i>168</i>	<i>. . . .</i>	<i>4</i>



## London (Paddington) to Minehead or Barnstaple and Ilfracombe by the Great Western Railway.

*London to Swindon, 77 m.; Bath, 107 m.; Bristol, 118½ m.; Taunton, 163½ m.; Minehead, 188 m.; Dulverton, 184½ m.; South Molton, 198 m.; Barnstaple, 208 m.; Ilfracombe, 224 m.*

The best scenery on the Great Western line between London and Bristol is that along the Thames Valley between Slough and Reading, and along the Avon and its tributaries from the Box tunnel to Bristol, a distance of 18 miles. Near **Slough** (18½ m.), Windsor Castle comes into view on the left. There is a particularly pleasing stretch of river-scenery where the line crosses the Thames at **Maidenhead** (24 m.). Very pretty views of the Thames valley are also obtained to the north of the line near **Reading** [36 m; *Ref. Rm.*; *Hotels: Great Western, Vastern* (Temp.), both close to the stations (G.W., S.W. and S.E.R.)], between which town and Swindon we get a pretty view of the Thames, right, at *Pangbourne* (41½ m.; *Elephant and Castle*), and then pass no object of greater natural interest than the undulating chalk downs of Berkshire and Wilts. At **Swindon** (77 m.; *Ref. Rms.*) the G.W.R. has bought up the concession under which trains had to stop 10 min. Several expresses now run through.

At **Chippenham** (94 m.) we cross the Avon, and 5 miles further enter the *Box tunnel* (22 m. beyond Swindon; 1½ m. long). Hence to within a mile of Bristol we thread a narrow valley, flanked by graceful slopes abundantly wooded. A third of the way down, after re-entering the valley of the Avon between *Box* (102 m.) and *Bathampton* (104½ m.), just where the river issues from the beautiful *Warleigh valley* on the left hand, we reach **Bath**, (107 m.; *Ref. Rm.*; *Hotels: Grand Pump Room, York House, White Lion*), the terraces and crescents of which Pallasian city are seen to very fair advantage from the railway on both sides of the station.

Between Bath and Bristol the railway, running parallel for some distance with the road, the river, and the Bath extension of the Midland system, affords a succession of very pleasing views, especially in the neighbourhood of *Kelston Park*, on the right, where the beautifully timbered lower slopes of *Lansdown* descend to the river-side. Then, after quitting the river for a while, between *Saltford* (111 m.) and *Keynsham* (114 m.), we rejoin it in a narrow ravine, of which very pretty glimpses are obtained from the short intervals between a succession of tunnels which mark the approach to **Bristol** (118½ m.). *For continuation of rail to Taunton, see p. 4.*

## GREAT WESTERN RAILWAY.

### Bristol.



*And Refr. Rms. Hotels:* *George*, opposite station; *Royal Talbot*,  $\frac{1}{2}$  m. from sta., in Victoria St., on tram-route to the centre of the city; *Royal*, 1 m. from Sta., in College Green, close to Cathedral, also on tram-route.

**Cabs:** 1s. first mile, 6d. per  $\frac{1}{4}$  m. addit.; 2s. 6d. first hour, 6d. per  $\frac{1}{4}$  hr. addit.

The old city of Bristol, at one time second to London only in importance, is far away from the district described in this book, but as travellers, especially third-class by the "West of England" expresses of the Midland Company from the north, may choose to break their journey there, a brief notice of the chief objects of interest is given below.

These are the church of St. Mary Redcliffe, the Cathedral, and the Clifton Suspension Bridge. **St. Mary Redcliffe** is reached (6 min. from Sta.) by turning to the left from the railway bridge, which crosses the main street close to the station, into Pile St. It is one of the most beautiful parish-churches in England and was rebuilt between the latter part of the 14th and the first half of the 15th cent. by two mayors, father and son, whose tombs are in the S. aisle of the nave and the S. transept. The style is rich, Perpendicular, and the modern restoration has been admirably effected. The *reredos* and *Lady Chapel* are especially noticeable and, of the exterior, the modern *spire* (285 ft.) and the *N. porch*.

The **Cathedral**, a mile from the Station, is reached (tram-route) by Victoria St. and Bristol Bridge. When over the latter turn, left, along Baldwin St. to the Draw Bridge and beyond that left again, following the tram-line to College Green. The present building is mainly Decorated (nave rebuilt in 1868), but the *Chapter House* is late Norman; the *Elder Lady Chapel*, Early English; the *Cloisters* and *Tower*, Perpendicular. Notice the E. window of Choir. Bp. Butler (d. 1752), of the *Analogy*, is buried in the Choir.

To the W. of the Cathedral is **College Gate**, Norman, part of the original abbey.

The **Clifton Suspension Bridge** is two miles from the station and one mile beyond the Cathedral, and the pleasantest way to it is up the steep hill called Park-street, which connects Bristol and Clifton. In returning, tram-cars running along the low-level of the river are available.

**Bristol to Taunton.**—Issuing from Bristol and its suburb Bedminster, we obtain almost at once, on the right, a distant view of the Suspension Bridge. Nothing further of interest is encountered till we reach Yatton ( $130\frac{1}{2}$  m.), where the branch to Clevedon (*Royal, Rock*) diverges on the right, and that to Cheddar and Wells on the left. The Mendip Hills now come into view on the latter side, and four miles further we pass almost within a stone's throw of the popular watering-place **Weston-super-Mare** (*Grand Atlantic*), the town spreading over the plain south of Worle Down. (Its station is on a loop-line.) South of it Brean Down projects far into the sea, continued at a few miles' interval by the singular rock-girdled islet called the Steep Holm. The sea itself is not in sight.

As we proceed, if the day be clear, a sudden break in the line of the Mendips is noticeable far away to the left. This marks the position of the famous Cheddar cliffs, the loftiest abrupt face of limestone rock in the kingdom. Then we continue over the wide alluvial strath of the Parrot for several miles, the only variation from the dead level being produced by Brent Knoll, which rises green and isolated close at hand on the left. Beneath it is East Brent, the benefice of Archdeacon Denison. At *Highbridge Station* ( $145\frac{1}{2}$  m.) we cross the Somerset and Dorset railway, on its way from Burnham (lighthouse, with gilt vane), which is only a mile or so west of our route. Then after passing *Bridgwater* ( $152$  m.) the Quantock Hills relieve the monotony of the scene on the same side, coming nearer and nearer to us as we approach **Taunton** ( $163\frac{1}{2}$  m.; *Ref. Rms.* Hotels: *London, Castle*; *Railway*, opposite Sta.). At Taunton station, if bound for Minehead, we change carriages (through carriages to Ilfracombe by certain trains), and, time permitting, the well-built town is worth a visit. The tower of *St. Mary's Church* is one of the finest in Somersetshire, and that of *St. James* is also good. In the *Castle* (11th to 15th cent.) is the Archæological Museum (adm. 2d.).

**Taunton to Minehead,  $24\frac{1}{2}$  m.** Quitting the main line of railway at *Norton Fitzwarren*, 2 miles beyond Taunton, the Minehead branch enters the rich and beautiful vale which lies between the Quantock hills on the east, and the Brendon hills, an eastern extension of Exmoor, on the west. *Bishop's Lydeard* (5 m.) has a noticeable Perpendicular church. Beyond it and *Crowcombe Heathfield* (9 m.) we pass on the left *Stogumber* (11 m.), a village given to the production of "hygienic ales." Then come *Williton* (15 m.) and the straggling but not unpicturesque little seaport of **Watchet** (17 m. Hotel: *West Somerset*), formerly the terminus of the line. *St. Decuman's Church* is seen high up on the hill-side. After skirting the shore with its alabaster deposits, for a little distance, the line sweeps inland to *Washford* (19 m.; *Inn*), the station for the interesting Cistercian ruin, *Cleeve Abbey* (p. 24),  $\frac{1}{4}$  m. south of the line.

From Watchet by Washford a mineral line, 6 or 7 miles in length, runs up into the Brendon Hills to *Combe Roue*, and affords a picturesque approach to the country south of Dunster, &c., see p. 26.

From Washford the rail again turns seaward to the little watering-place **Blue Anchor** (21 m.), of which a pleasantly situated *inn* is the main feature. On the left of the line we now catch sight of the majestic pile of *Dunster Castle* (p. 25), and beyond it the tower on *Conegar* (p. 24). The view of

these from the line as we approach **Dunster** (23 m. ; p. 24) is particularly fine, and behind them and their encircling woods rise the eastern heights of Exmoor, with Dunkery Beacon to the west. Between the rail and the sea stretches a rich tract of meadow land, and in 2 m. further the terminus of the branch is reached at **Minehead** (p. 23) close to the shore. *For Coach to Lynton see p. 27.*

**Taunton to Barnstaple, &c.** *Taunton to Dulverton, 21 m. ; South Molton, 34 m. ; Barnstaple, 44½ m.*

— *Dulverton Station (by road) to Simonsbath, 16 m. ; Lynmouth, 25½ m.*

— *South Molton (by road) to North Molton, 3½ m. ; Simonsbath, 10 m. ; Lynton, 20 m.*

This branch, the Devon and Somerset, leaves the main line at the same point as the Minehead branch, *Norton Fitzwarren*, and a few miles further reaches the southern slopes of Exmoor, which it skirts nearly all the rest of the way to Barnstaple, without anywhere encroaching on the uncultivated part of the moor. Pedestrians wishing to cross Exmoor may with advantage leave the train at Dulverton for Exford, Winsford, Porlock, Simonsbath and Lynton, or at South Molton, for Simonsbath and Lynton only.

The views obtained from the line are at first extensive and richly Devonian in character, though the county of Devon is not finally\* entered till Dulverton Station has been passed. They extend from the Quantock Hills in the north to the Black Downs, which lie on the confines of Somerset and Devon in the south. Conspicuous on the latter is the Wellington Monument, which crowns a spur of the range a few miles from the town of Wellington. The scenery is particularly pleasing in the neighbourhood of *Wiveliscombe* (9 m.), where the line makes a long sweep to the right and back again, entering a little way further the *Venn Cross Tunnel*. Hence nearly all the way to Barnstaple it follows a long, shallow depression in the hills, affording no distant views except an occasional glimpse of moorland to the north and rich woodland to the south, from points where it crosses the various streams issuing from Exmoor. Chief amongst these are the *Eze* and the *Barle*, both of which are crossed just short of Dulverton Station. *For coach to Lynmouth, see p. 6.*

**Dulverton** (Hotels: *Carnarvon Arms* at Sta., *Red Lion* in the town. An omnibus from the town meets all trains). The town of Dulverton is 1½ miles north of the station, on the banks of the *Barle*, just where that stream, after several miles through a silvan glen, enters a more open district. There is nothing in the town itself to detain the tourist, but the picturesque neighbourhood, including *Pixton Park* (Dowager Countess of Carnarvon),

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\* Venn Cross and Morebath Stations are in Devon; Dulverton in Somerset.

affords many delightful rambles. The town is a favourite resort of anglers, and, in the autumn, of hunting men, who have within reach not only some good meets of foxhounds but also many of those of the Devon and Somerset staghounds. A branch line runs *viâ* Tiverton from Exeter to Dulverton, *see* p. 14.

From Dulverton we may reach either Minehead, or Lynton. (i.) **To Minehead.** We have a choice of routes as far as *Timberscombe*. (a) *Best.* From the top of Back Street turn to the right to the Exe at Hele Bridge (425 ft.), and take the road up stream to *Bridgetown* (6 m.; Inn; hence to **Exton** is  $\frac{1}{2}$  m. by the upper road). At *Coppleham Cross* ( $6\frac{1}{2}$ ) the road to **Winsford** ( $1\frac{1}{2}$ ; *Royal Oak*) crosses the Quarme; but we ascend its east bank for nearly 3 miles, and then mount to *Wheddon Cross* (950 ft.; 10; Inn). Hence, bearing left, we descend by the valley of the Avill to *Timberscombe* (250 ft.;  $13\frac{3}{4}$ ; Inn)—the pedestrian can go N. over Hopcott Common to Minehead in  $3\frac{1}{4}$ —and **Dunster** ( $16\frac{1}{2}$ ; p. 24), where to the left for **Minehead** ( $18\frac{3}{4}$ ; p. 23). (b) At *Hele Bridge* ( $1\frac{1}{2}$ ; see above) keep straight on to "Clump of Firs" ( $1\frac{1}{2}$ ), and there to the left. At a fork, at Lyddon's Hill (1020 ft.;  $3\frac{1}{4}$ ), keep to the left, and at White Post cross-roads (954 ft.; 4) straight on to *Heath Poulit Cross* (1307 ft.;  $7\frac{1}{2}$ ; Inn, 100 yds. to the right). Here also keep straight on, steadily downhill, past *Couple Cross* (1016 ft.;  $9\frac{1}{2}$ ), and *Beazley* (706 ft.;  $10\frac{1}{2}$ ), to *Timberscombe* (250 ft.;  $11\frac{3}{4}$ ; Inn). Onward to Minehead *see* (a).

(ii.) **To Simonsbath, 16 m., and Lynmouth, 25 $\frac{1}{2}$**  from Dulverton Station. *These distances and those below will be 2 m. less from the town.* The journey over Exmoor is most enjoyable in fine weather; the descent of the East Lyn valley to Lynmouth, the most beautiful 3 miles in the district. We follow the Barle nearly to Marsh Bridge (500 ft.; 3), and there enter a drive, right, which leads to Higher Combe Farm ( $4\frac{1}{2}$ ), and thence ascends to *Mounsey Hill Gate* (1178 ft.; 6—the divergence, left, a few yards further, for Tarr Steps, *see below*). We now ascend Winsford Hill to *Spire Cross*; note the inscribed stone [1205 ft.; 7—right, down to **Winsford** (see i. above) in  $1\frac{1}{2}$  m.]. The highest point on Winsford Hill (1400 ft.) is reached a mile beyond *Spire Cross*, and it is a steady descent to *Comer's Cross* (1150 ft.;  $9\frac{1}{4}$ —left, down to **Withypool**, *Royal Oak Inn*, in less than a mile). At *Chibbet Post* (1150 ft.; 11—right, down to **Exford**, in a mile—see page 29), we keep straight forward until we turn to the left at *White Cross* ( $11\frac{1}{2}$ ). Thence past *Red Deer House* ( $13\frac{1}{2}$ ) the road is unmistakable to **Simonsbath** (16 m.; Inn, p. 46). Hence the road goes N. over the hill, crosses the infant Exe (18), and at *Two Gates* (1380 ft.; 19) enters Devonshire. Presently, we arrive at High Gate ( $21\frac{1}{2}$ ), where passengers for **Brendon** (Millslade) alight. The *Millslade Inn* is  $1\frac{1}{2}$  m. from here, by the second road on the right, passing Brendon Church, p. 41. The road for Lynmouth turns to the left, and drops abruptly to Hillsford Bridge, whence it follows the Lyn valley down to **Lynmouth** (p. 32).

(iii.) **To Tarr Steps** (a), driving. *To Mounsey Hill Gate above;  $3\frac{1}{2}$*  from Dulverton. Just beyond, turn left and past farms, Old Ashway (4) and Liscombe (5), down to Tarr,  $5\frac{1}{2}$ . The "Steps" is a rude slab bridge of 18 piers. If bound for Simonsbath, return to Liscombe, and there take left-hand road to *Spire Cross*,  $1\frac{1}{2}$  from Tarr; *see* ii.) (b) From Marsh Bridge (1 m.) ascend Marsh Hill, and at a quarry ( $1\frac{1}{2}$ ) take farm road, left. This passes in quick succession Draydon, Ashwick, Mounsey, Slade, and Ashway ( $4\frac{1}{2}$ ), all farms. Beyond the last it ascends to Ashway Hat Wood, where it bends, right, down to Tarr (5). (c) *On foot.* From Marsh Bridge (1 m.) take path up the south bank, which (at  $2\frac{3}{4}$ ) joins the Hawkrige road. Continue up the valley and beyond Danes Brook (Castle Bridge; earthwork above on right) turn up the hill to **Hawkrige** (970 ft.;  $4\frac{1}{2}$ ; Inn). Opposite the church turn down, right, and presently up the Barle to the Steps (5). For **Withypool**—there is no continuous riverside path—return ( $\frac{1}{2}$  m.) to *Penny Bridge*, and take road up the south side of the Combe. On emerging from the wood, take footpath, right, up to Hill Farm, and then down to Westwater Farm. Thence road direct to Withypool, 4 m. from Tarr;  $4\frac{1}{2}$  m. if you prefer road on to Tarr Post, and there to the right, *see* map,

For the next dozen miles there is nothing to note until at thirty-four miles from Taunton we reach **South Molton** (Inn : *George*), a little market-town ( $\frac{3}{4}$  m. S. of station), on the right bank of the Mole, one of the Exmoor feeders of the Taw.

**South Molton to Lynton, 22 m.** The route winds up a prettily timbered vale to *North Molton* ( $3\frac{1}{4}$  m.). Here the church with its fine tower and good screen is worth a visit. A succession of lanes with pleasant views on either hand leads to *Yard Farm*, another 3 miles, and then we climb rapidly to the top of *North Molton Ridge* at *Ridge Head*, 1580 ft. From this point the view back is very beautiful. The heights of Northern Dartmoor, Cawsand and Yes Tor, are conspicuous to the south, and far away on either hand extends the well-wooded and softly beautiful valley of the Taw. The descent to Simonsbath is by an excellent road that affords, as it winds steeply down into the upper Barle valley, a succession of prospects that combine the charms of stream and wild moorland. **Simonsbath** (*Inn* ; p. 46) is 12 miles from South Molton and about 10 from Lynton. Those who make Lynton the end of their visit to North Devon would do well to leave it by Simonsbath and South Molton, as the reverse route to that just described has the best view *in front* of the traveller. The inn at Simonsbath affords comfortable quarters, but has only a wine license.

The next station is *Filleigh*, in approaching which we cross by a viaduct the park of Earl Fortescue, with the little Bray, a tributary of the Taw, below. In 7 miles further, through pretty country, past *Swimbridge*, p. 62, we reach **Barnstaple** (p. 61).

For continuation of route to **Ilfracombe**, see p. 17 ; to **Lynton**, p. 21.

**London (Waterloo) to Barnstaple, Ilfracombe, Bideford, and Torrington, by the London and South-Western Railway.**

*London to Salisbury, 84 m ; Exeter, 172 m ; Barnstaple, 211 m ; (Ilfracombe, 226 m.) ; Bideford, 220 m ; Torrington, 225 m.*

The scenery along this route presents considerable variety, and is in parts very interesting. Between London and Exeter no single river-valley is followed for more than a few miles. After leaving London the line passes for many miles through one of the favourite suburban districts, including *Wimbledon* and *Surbiton*, after which a wide area of common land, overgrown with fir-woods, heather, and gorse, but in rapid process of reclamation, is traversed. Two miles short of **Basingstoke** ( $47\frac{1}{2}$  m. ; *Ref. Rm.*) the fine Perpendicular church of Basing is seen on the left hand, and, right, as we leave that station the (16th cent.) ruin of the Chapel of the Holy Ghost. Then we traverse bare undulating chalk country, which extends past *Andover Junction* and along the southern boundary of Salisbury Plain to **Salisbury** (84 m. : *Ref. Rm.* ; *White Hart*). The beautiful spire of the Cathedral is well seen on the left as we enter the station. Beyond Salisbury the scenery becomes richer. We pass along a succession of green valleys, threaded by sparkling streams and flanked by

wooded hills. The picturesque thatched cottages of Wiltshire are a feature in this part of the journey, and as a specimen of more imposing architecture we have the fine minster of **Sherborne** (118 m.; *Digby*). The near view is particularly pleasing in the neighbourhood of **Yeovil Junction** (123 m.) where the line crosses the Weymouth branch of the Great Western Railway. Just short of **Chard Junction** (139½ m.; line to Taunton), passing close at hand, on the left, the old Cistercian monastery of Ford Abbey, now converted into a dwelling-house, we reach the valley of the Axe. On the left hand, beyond *Arminster* (144½ m.) is a farmhouse called Ashe, the birthplace of the great Duke of Marlborough. Then, leaving the Axe to pursue its peaceful course to the sea, we wind upwards through a narrowing defile, and passing through the only important tunnel on the route, descend at once to **Honiton** (155 m.; *Dolphin, Angel*) the most pleasantly situated town on the route. Between this and **Exeter** (172 m.) there is nothing noteworthy. Rail to Ilfracombe, p. 16; to Okehampton, Launceston and North Cornwall, pp. 18, 20, 22.

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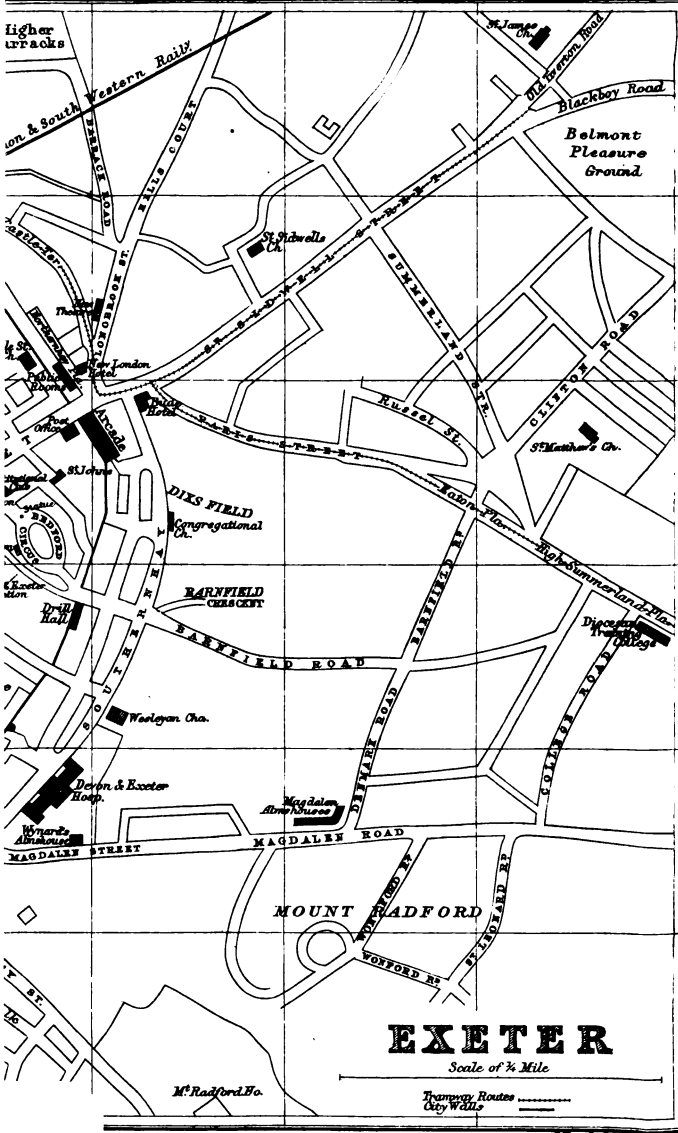
ASTOR, LENOX AND  
TILDEN FOUNDATIONS.



F

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H



# EXETER

Scale of 1/4 Mile

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## Exeter.



**Railway Stations :** *St. David's*, G.W.R. and L. & S.W.R., to the N.W. of the city, 20 to 25 min. walk from the Cathedral. Take footpath opposite station (see plan) and then turn to the right and keep straight on to the centre of the city. *Queen Street*, L. & S.W.R. only, close to the Castle, and the walks of Northernhay. From it Queen St. (in which on left is the Museum) leads direct to High St. and the Cathedral, 7 to 8 min. *St. Thomas* (local S. Devon traffic) across the Exe, on the S.W. of the city.

*N.B.*—Passengers from the East by the South-Western line, who wish to spend a few hours *en route* for North Devon, should leave the train at Queen St.

**Hotels** (see plan) : *New London*, at N.E. end of High Street, old established, with covered courtyard; *Rougemont*, opposite L. & S.W.R. Station, a well-appointed modern house; *Clarence* (quiet), facing the Cathedral; *Queen's*, *Half Moon*, *Globe*, *Bude*. The *Elmfield* and *Railway*, both close to St. David's Station, are smaller second-class houses.

*City Commercial* (temperance), *Eastgate Arcade Coffee Tavern* (beds).

**Post Office** (see plan) : del. abt. 7 a.m. (London, &c.) ; 9.45 a.m. (North) ; desp. 5 p.m. (North) ; 9.15 p.m. (London, &c.).

**Telegraph Office** always open.

For **Excursion Coaches** see local bills.

**Population** : (1891) 37,404.

**Exeter**, though exceeded in population by Plymouth, still keeps its ancient position as capital of the shire. The city proper stands on a peninsular hill rising sharply from the left bank of the Exe, nearly ten miles from its mouth. Since the 16th cent., such sea-traffic as it has has reached the city by a canal which runs from near Starcross to just below Exe Bridge. To the E., S.E., and N.W. the modern city has extended beyond the walls, which still exist in parts, but all the city gates have disappeared. The thick line on the plan shows approximately the course of the walls.

**History of the City.** Exeter, "the Camp on the Ex" or "water," is confessedly the capital of the West, a distinction that has belonged to it from very early times. That it was a British stronghold before the Roman Conquest, is certain, and under the Romans it was strengthened, and became an important depôt of trade. Æthelstan rebuilt its walls with "square stones" about 926, and the course of these differed little, probably, from that of the existing walls.

Of its long and eventful history since then, the briefest outline must suffice. In 1003 the Danes successfully attacked the city, and did serious damage (they failed in their efforts two years previously), but the walls were soon increased in strength, and about 1050 the Bishop's see, which had hitherto been at Crediton, was removed for safety's sake to Exeter. Gytha, Harold's mother, for two years after the battle of Hastings held the city, but in 1068 it submitted to William, who built the Castle on Rougemont. In 1112 the Norman Cathedral, of which the transept-towers are still standing, was begun. Stephen, in 1137, besieged and took the castle from the partisans of Matilda, who, however,

avenged themselves by burning a great part of the cathedral. Thence onward, except a visitation of the "Black Death," in 1349, and the erection of the present Cathedral at intervals during the 14th century, nothing calls for notice till the period of the dreary struggle between the houses of York and Lancaster. Exeter adhered to the latter party, and in 1469 underwent a short and unsuccessful siege. In 1497 it was attacked by Perkin Warbeck with a like result. At the "Rising of the West" against the introduction of the English Liturgy (first used on Whit-Sunday, 1549), Blackaller, the Mayor, in spite of divided counsels, gallantly held out against the rebels until relieved by Lord Russell. Twice during the Civil War did the city, which favoured the side of the Parliament, change hands. In 1643 it was taken by Prince Maurice, and in 1646 retaken by Fairfax. Since this, the last of its many sieges, the history of the city has been uneventful.

### The Cathedral.

*Services* : 10.30 a.m. ; 3 p.m. Sunday, 9.15 (military), 10.30 a.m. ; 3 and 7 p.m.  
*Admission to choir at other times*, 6d.

*Dimensions* : total length, 408 ft. ; width, 76 ft., including transeptal towers, 140 ft. Height of nave, 66 ft., towers, 166 ft.

This stands just off the High Street, in the quarter between that thoroughfare and South Street. The Close, known as Cathedral Yard, can be entered from either of these.

Down to about 1050, when it was transferred by Edward the Confessor to Exeter, the Devon see was at Crediton. Of the monastic church that at first did duty as a Cathedral, nothing remains, and the transept-towers (Norman) are the only portions preserved of the building which early in the 12th century began to succeed it. Next in age (late 13th century) to these towers is the Lady Chapel, but the rest of the Cathedral with the exception of the West Screen was completed by 1351. The style, Geometrical, is nowhere seen to better advantage. The west front, "not the last part finished, is the least satisfactory ... the gable is thrown into insignificance by the battlement carried in front of it, and continued along the *sloping* tops of a piece of wall on each side of it." *E.A.F.* The screen with its sixty-eight statues was added by Bp. Brantingham (*d.* 1394). The niches on either side of the west window contain statues of Æthelstan and Edward the Confessor. The rest are too weather-worn to be identified. The best general view of the Cathedral is from the north side of the Yard near the Clarence Hotel.

**The Interior.** As we enter by the north-west door, the delicate lines of the clustered pillars and many-membered arches, together with the rich vaulting of the long and unbroken roof, are very beautiful. There is no triforium, but a lofty clerestory, underneath which is a small arcade, but no passage. The corbels of the vaulting shafts, though somewhat shapeless, are exquisitely carved. On the north side of the nave projects the *Minstrels' Gallery*, a fine example of an unusual feature in English churches. Notice the sculptures on its front. The windows of the nave aisles (opposite ones alike) show great variety of tracery, and that of the great west window is magnificent (crude glass). At the west end of

the north aisle is the *Chapel of St. Edmund*, the font in it being a copy of one at Beverley. A font originally provided for the baptism of Henrietta, daughter of Charles I., born at Exeter in 1644, is in the S. aisle. On the south of the principal doorway was the small *Chapel of St. Radegunde*, converted into a chantry by Bishop Grandison (*d.* 1369). The **Nave** has been fitted up for service, and the carved stone *pulpit*, a memorial of Bishop Patteson, killed on an island in the South Pacific in 1871, is a work worthy of the saintly hero it commemorates and of the church in which it stands. The front panel represents friendly savages caring for his corpse, and the side panels, scenes in the lives of St. Alban and St. Boniface. The grave of Bishop Brantingham is close by. The Transepts were formed by Bishop Quivil out of the Norman towers. Notice the projecting galleries and the beautiful windows (1294-95). In the **North Transept** is the *Sylke Chantry*, a statue of James Northcote (*d.* 1831) by Chantrey, and a curious 13th-century *clock*. [The N. tower, which can be ascended from here, contains the bell Great Peter, 6 tons, 1484; the view from the tower is worth seeing.] Opening from the east side of this transept is *St. Paul's Chapel*. In the **South Transept** the principal item of interest is the restored monument of Hugh Courtenay, Earl of Devon (*d.* 1377), and his wife. It was removed to its present position from a chantry in the second bay, from the east, of the south side of the nave. Approached from the S.W. corner of this transept is the Early English and Perpendicular *Chapter House*, in which is kept the Cathedral library. Between the transept and the Chapter House is the small *Chapel of the Holy Ghost*. The *choir* is divided from the nave by a stone screen of three arches, the work of Bishop Stapledon (*d.* 1326). It carries the organ, erected in 1891 in the old case, 1665. The painted panels represent:—1, Creation; 2, Birth of Eve; 3, Flood; 4, Passage of Red Sea; 5, Destruction of Temple; 6, Rebuilding of Temple; 7, Angel and Zacharias; 8, Adoration by Shepherds; 9, Baptism of Jesus; 10, Burial; 11, Resurrection; 12, Ascension; 13, Pentecost.

The **Choir** (like most of the church, from Bishop Quivil's designs) was built by Bishop Bitton, 1292-1307. Notice the arch next the screen on either side, inserted apparently in the original Norman masonry. The roof and the corbels of the vaulting shafts are like those of the nave, but of more elaborate workmanship. The new *Stalls*, with which the Early English misereres, the work of Bishop Bruere (*d.* 1244), have been incorporated, are excellent and not unworthy to keep company with the *Bishop's Throne*, which dates from 1316 and is 57 feet in height and magnificently carved. This throne is put together without nails, and owes its preservation from the iconoclastic fury of the Puritans to this peculiarity, which enabled it to be readily taken down and removed to a place of safety. The stone *sedilia*, also the work of Bishop Stapledon, are exceedingly fine; notice the head of a bishop over the middle seat, and those of a king and queen over those on

either side. The *Reredos* is a very rich modern work in alabaster, with its central portion representing the Ascension. It was this that gave rise to litigation, happily unsuccessful in effecting its removal or mutilation. The **East Window**, the only one in the Cathedral not Decorated, had Perpendicular tracery inserted in 1391. The glass in part belonged to the earlier windows—viz. : the three central figures in the top row, and the three outermost at each end of the bottom row, which are assigned to Bishop Grandison (*d.* 1369). The only **monuments in the choir** that need be mentioned are those of Bishop Marshall and Bishop Stapledon. Both are on the north side. Bishop Marshall (*d.* 1206) completed the Norman Cathedral begun by Bishop Warewast in 1112. Bishop Stapledon, the founder, 1314, of Stapleton Hall, now Exeter Coll., Oxford, was murdered in London, in 1326, by the partisans of Queen Isabella. The alabaster pulpit in the choir is modern.

The **Choir-aisles, Chapels, Retro-choir and Lady Chapel.** Entering the south choir aisle from the south transept, we pass the Vestry and the tomb of Bishop Cotton, and reach *St. James' Chapel*, with two 13th cent. east windows and a 14th cent. monument to Bishop Leofric (1050-73), the first bishop of Exeter. Passing on the left two effigies, the second that of Humphrey de Bohun (1322) we come to the fine brass of Sir Peter de Courtenay (1409) and then reach the enriched *Bishop Oldham's Chantry*, containing the bishop's tomb with effigy. At the end of the aisle is *St. Gabriel's Chapel*, rebuilt by Bishop Bronescombe (*d.* 1280), whose fine monument (effigy contemporary, the rest 15th cent.) adjoins the Lady Chapel. Note the old *Reredos*—1, Annunciation; 2, Resurrection; 3, doubtful. The **Lady Chapel**, of three bays, was begun by Bishop Bronescombe, and finished by Bishop Quivil, whose grave is marked by a slab. No part of the Cathedral has benefited more by recent restoration. Under the arches, communicating with the chapels of *St. Gabriel* and *St. Mary Magdalene*, are the tombs (S.) of Bishop Bronescombe, and (N.) of Bishop Stafford (*d.* 1419). Other monuments are, *on south side*, Bishop Simon of Apulia (*d.* 1223), Bishop Bartholomew (*d.* 1184), both of which are of much interest. *On the north side* are those of Sir John Dodderidge (*d.* 1628) and Lady Dodderidge. The beautiful east window, as well as the side ones, have been filled with good modern glass. The *Reredos* is in part of the 14th cent. The **Chapel of St. Mary Magdalene** is of the same date as the Lady Chapel, with the exception of the Perpendicular screen dividing it from the north aisle. It contains the monuments of Sir Gawain Carew, his wife, and his nephew, Sir Peter Carew (*d.* 1575), and on the floor is a brass, 1413. Adjoining this chapel on the north-west is the *Speke Chantry*, Late Perpendicular. Just beyond it, on the right hand, is the effigy of Richard de Stapledon, brother of the bishop; and then, on the same side, corresponding to the chapel of *St. James* already described, is that of *St. Andrew*, the

1. [illegible]
2. [illegible]
3. [illegible]
4. [illegible]
5. [illegible]
6. [illegible]
7. [illegible]
8. [illegible]
9. [illegible]
10. [illegible]
11. [illegible]
12. [illegible]
13. [illegible]
14. [illegible]
15. [illegible]
16. [illegible]
17. [illegible]
18. [illegible]
19. [illegible]
20. [illegible]
21. [illegible]



Canons' Vestry, with the muniment room of the Cathedral above it.

**St. Pancras Church**—from High Street take the street just W. of the Guildhall, cross Waterbeer Street and from the Police Courts (1888) go up St. Pancras Lane—perhaps the oldest foundation in Exeter. After years of neglect the church was re-opened, after restoration by Pearson, in June, 1880. The oldest windows are Early English, one corbel is possibly Saxon. At the E. end is a pointed 3-light window under a Norman arch. In the S.E. corner is an early 13th-cent. piscina. Part of a Roman pavement was found close to the Church in digging the foundation for the Courts. The Roman prætorium is supposed to have been hereabouts.

Of the other noteworthy buildings of Exeter:—

The **Guildhall** (*open daily, free*), in High Street, is a picturesque object in a very picturesque street. Its front, built in 1593, is "a confusion of styles, English windows between Italian columns." The hall (1464) itself, 62 feet long and 25 feet broad, and terribly dark, has an interesting roof, and contains, amongst others, portraits of General Monk and the Princess Henrietta (born at Exeter, 1644), by Lely, and several by Hudson (*d.* 1779), one of Sir Joshua Reynolds' masters. Above the hall is the *Council Chamber*, which is of little interest.

The **Albert Memorial Museum** (*open daily, except Thurs., free; Catalogue, 3d.*) is in Queen Street, and externally is a building of some merit, though still too new to be very interesting. Within, its rooms lack the dignity which size alone can give. There is on the left of the entrance, on the ground floor, a reading room; and other rooms contain a fair library and natural history, geological, antiquarian, and economic collections. A prominent feature in the natural history section is the skeleton head of a fin-whale, cast ashore on the coast below Exeter. Of local lace manufactures, old and modern, there are several interesting frames. The ornithological collection is excellent.

**Rougemont Castle**, with the adjacent promenade called **Northernhay**, rises from the city just above the L. & S. W. R. Station. It may be entered either from High Street or Queen Street. The *Castle* dates from the days of William the Conqueror. Very little remains, and that little has no special interest, while the modern additions could not well be surpassed in ugliness. There are some interesting ruins, however, in the grounds of *Rougemont Lodge*, entered from Castle Street, and the tourist is allowed to examine them on presentation of his card.

The *Northernhay Promenade* is between the Castle and the railway station, and commands pleasant views, somewhat obstructed by the trees, which form an avenue. It contains statues of Sir Thomas Acland, Mr. John Dinham, and the late Earl of Iddesleigh, and one entitled the "Deer Stalker," by E. B. Stephens, A.R.A.

**Mount Dinham** is close to the Exe on the west side of the city. It is best reached by turning west from Ironbridge. It is a



slight eminence on the left bank of the river, and affords a fine view. Here St. Michael's Church (modern, built for the late Mr. Gibbs, of Tyntesfield, the munificent benefactor of Keble College, Oxford) has a tower, and a fine though somewhat heavy-looking spire, and many beautiful details within and without. The style is Early English. Adjoining are the *Episcopal Charity Schools* and the *Free Cottages*, 40 in number, with tastefully laid out grounds. The place is named after the gentleman who originated the free-cottage scheme and built 24 of them.

The *College of Priest-Vicars*, in South Street, containing the collections of the Architectural Society, and the 15th-century *Chapel of Wynard's Almshouse*, in Magdalen Street, are worth a visit.

**Pennsylvania.** Tourists who wish to obtain the best and most commanding **view of the city** should turn out of High Street at the New London Hotel by Longbrook Street, which descends to and crosses the S.W. railway, and is thence continued by a long hill which leads up through Pennsylvania, the pleasantest suburb of the city. By turning to the right at one or two unmistakable points along proprietary roads they will gain a bird's-eye view, which includes not only the city itself but the country beyond as far as the sea, the estuary of the Exe, and the richly-wooded Haldon range to the right of it. On the top of the hill, left of the road, is a small *reservoir* ( $\frac{1}{2}$  hr.), whence the prospect is still more extensive; ask leave at the cottage close by. Then, on the same side, a little beyond the old toll-gate, and about  $\frac{3}{4}$  m. from the reservoir, is the entrance to the **Duryard Park Estate** (1d. each on foot or in carriage). Through this, two drives, of which the farther one, *Argyll Road*, is the best, lead down to the valley of the Exe, entering the high-road about half-a-mile north of St. David's Station. The entire round is about 4 miles.

**Exeter to Barnstaple and Ilfracombe**, by the Exe Valley line.

*Exeter to Tiverton*, 14 m.; *Bampton*, 19 $\frac{1}{2}$  m.; *Dulverton*, 23 $\frac{1}{2}$  m.; *Barnstaple*, 47 m.; *Ilfracombe*, 63 m.

— *Dulverton to Taunton*, 21 m.

For road between Exeter and Dulverton, see p. 16.

The Exe Valley line, completed in 1886, opened up a delightful valley previously somewhat inaccessible. By it the journey from Exeter to Ilfracombe takes from  $\frac{1}{2}$  to 1 hr. longer than by the more direct South-Western route, but the scenery between Bickleigh and Bampton is ample compensation. The traveller who likes to ramble in a pretty district, quite off the line of ordinary tourist traffic, may with advantage leave the train at Thorverton or Cadeleigh.

*Route.* Starting from Exeter (St. David's Station), for four miles we follow the main line towards London. At first, the Exe

is seen on the left, and presently a 3-arch bridge over it. Just beyond this, the South-Western line (North Devon branch) diverges to the left, and then we get a good view, left, of *Pynes* (Earl of Iddesleigh). After crossing the Exe twice, our line diverges, left, from the main line, a little short of Stoke Cannon Station, and reaches **Bramford Speke** ( $4\frac{1}{2}$  m.), where the station is on the E. of the river, beyond which the church appears above the trees.

In 1849-50, this parish became famous in connection with the ecclesiastical lawsuit, *Gorham v. Bp. of Exeter* (Phillpotts).

Beyond Bramford Speke we again cross the Exe, and see on its E. bank the small dilapidated church of Nether Exe. Then, through a deep-red sandstone cutting, we arrive at *Thorverton* (6 m.), where a rather striking high-arched bridge over the Exe is on the right.

From Thorverton village, which is about  $\frac{1}{2}$  m. N.W. of the station and has a good (restored) church, it is a pleasant walk of  $2\frac{1}{4}$  m. up a tributary valley to *Cadbury Castle*, an ancient earthwork on the hill at its head. This was occupied by Fairfax in 1645. On the N. side of the hill runs the road from Crediton to Tiverton, and by that it is  $2\frac{1}{2}$  m. N.E. down to the Exe valley at Bickleigh (*Cadeleigh and Bickleigh Station*), see below.

Once more we cross the Exe, and, passing the hamlet of Up Exe, left, reach *Up Exe and Silverton* ( $6\frac{1}{2}$  m.). Beyond this the hillside, left, is prettily dotted with white little farmsteads and cottages, and *Bickleigh Court*, an ivied farmhouse, once a seat of the Carew family, is seen, left, as we near *Cadeleigh and Bickleigh* ( $10\frac{1}{2}$  m.), where the road crosses the Exe by a picturesque old bridge of 5 arches.

**Bickleigh** (*New Inn*) village is about  $\frac{1}{2}$  m. S. from the station on the E. side of the river. In the churchyard is buried the "King of the Gipsies," Bamfylde Moore Carew (1693-1770), who was born at Bickleigh Court (see above). The neighbourhood of Bickleigh is very picturesque, and the valley of the tributary river Dart, which joins the Exe (for fishing see Tiverton) on the W. bank about  $\frac{1}{2}$  m. below Bickleigh Bridge, is worth exploring. It is about  $2\frac{1}{2}$  m. up it to Worthy Bridge, and from there 3 m. N.E. by road to Tiverton.

From Cadeleigh it is a beautiful 4 miles, the valley flanked by well-wooded and steep hills, to *Tiverton*. The mansion, right, about a mile south of that town is Collpriest House, and after that, left, we see Tiverton Bridge and skirt the E. side of the town to the station.

**Tiverton** (Hotels: *Palmerston, Angel*), connected with the main line at Tiverton Junction by a branch 5 m. in length, is a pleasantly-situated town of 10,000 inhab., in a richly wooded but not otherwise remarkable part of the Exe valley. The river-fishing is preserved by the Tiverton Fishing Association. Apply to the Secretary. The **Church**, in great part rebuilt in 1853, is fine. The *tower*, Perpend., and the *Greenway Chapel* (1517) are old, and the latter is richly carved. It takes its name from its merchant-founder, John Greenway (d. 1529), to whom and his wife there are brasses. Here, too, is an altar-piece, formerly in the chancel, St. Peter in prison, by Richard Cosway, R.A. (d. 1821), the miniature painter, who was a native of Tiverton. Of **Tiverton Castle**, dismantled by Fairfax in 1645, the chief portion left is the fine gateway. The **Greenway Almshouses**, in Gold Street, were founded by the merchant

above named about the same date as the chapel (*above*). **Blundell's School**, rebuilt; the name is familiar to the readers of "Lorna Doone," was founded by Peter Blundell (*d.* 1601), a clothier. The chief importance of Tiverton is due to its being a great agricultural centre, but it also has a considerable lace manufacture. Lord Palmerston was M.P. for Tiverton from 1835 to 1865.

For **Tiverton to Hemyock** (Inns: *Culm Valley, Star*) see our *South Devon and South Cornwall*.

North of Tiverton we still follow the E. bank of the Exe valley for 5 miles, and beyond Cove Bridge, a single arch, left, cross the river twice. Then the line leaves the Exe valley and ascends a tributary, the Batham, to **Bampton** (19½ m.; *White Horse*), a dull little place, with a humble church close to the station. Beyond this the scenery is commonplace, and we join the line from Taunton to Barnstaple about midway between Morebath and Dulverton Stations, just below Morebath village, whose ridge-roofed church tower is conspicuous on the hillside. For **Dulverton**, and the rest of the journey to Barnstaple and Ilfracombe, see *p.* 5.

**Exeter to Dulverton by Road**, 27½ m. This delightful route is so nearly identical with that of the rail just described that it is unnecessary to describe it at length. The road keeps E. of the Exe as far as Bickleigh. Thence it follows the W. bank to Tiverton, where it returns to the E. bank and keeps to it all the way to Exe Bridge. Crossing this, it ascends the W. bank of the Barle, past Dulverton Station (*p.* 5), to Dulverton. The distances are: Exeter to Stoke Cannon, 4½ m.; Rewe Church, 5½ m.; Bickleigh, 10½ m.; Bickleigh Bridge, 10¾ m.; Tiverton Town Hall, 14½ m.; *Exeter Inn* and bridge over the Batham, above its junction with the Exe, 20½ m.; *Foxford Hotel* (Post Town: Bampton), 23 m.; Exebridge (Round House), 24¾ m.; Dulverton Station, 25½ m.; Dulverton (town), 27 m.

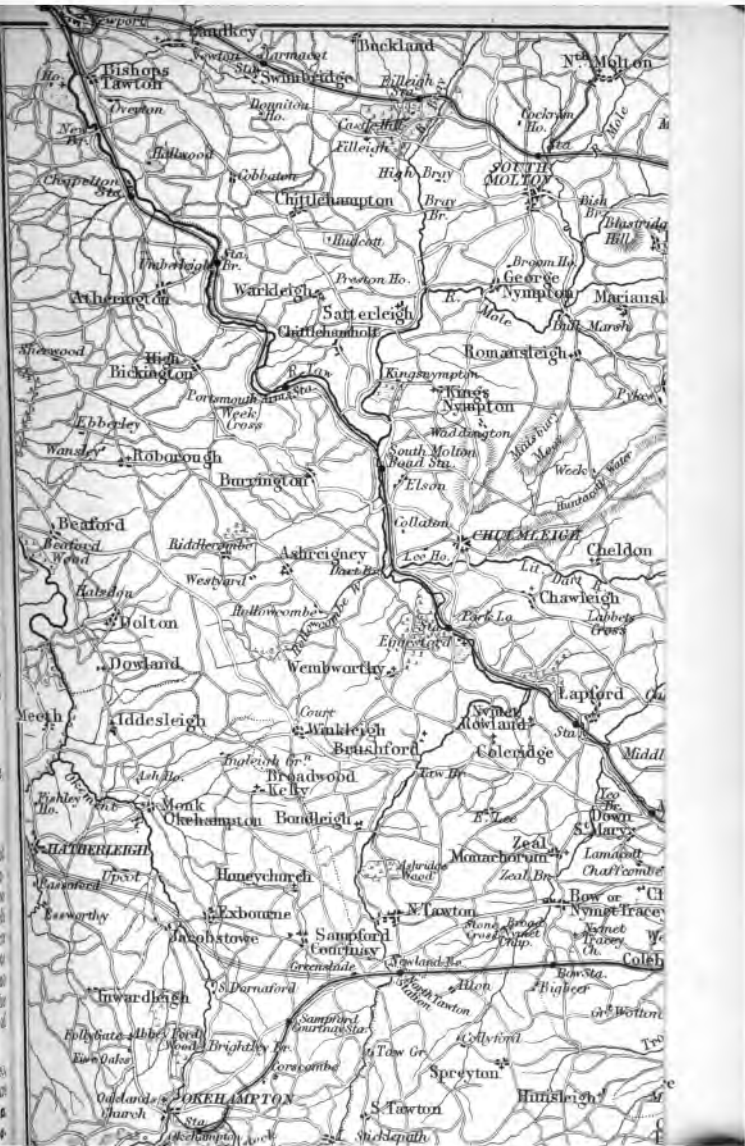
*N.B.*—The bridge over the Batham is about ¾ mile short of Bampton, for which, and for Minehead (43¾ m. from Exeter), we do not cross that bridge. We do cross it for Dulverton.

**Exeter (Queen Street) to Barnstaple**, 39 m; **Ilfracombe**, 54½ m. (L. & S.W.R.).

— *Barnstaple to Bideford*, 9 m; *Torrington*, 14 m.

From Queen Street Station the line descends by a gradient of 1 in 24 to **St. David's Station**, where it crosses and forms a connection with the Great Western system. Oddly enough the two lines start from the station in exactly opposite directions to reach the same places. After coming *from* London by the South-Western route, we proceed for two miles along the Great Western route to London. At that distance from Exeter, the North Devon line branches abruptly to the left. Just beyond the junction on the right-hand side, but not seen from the line, is *Pynes* (Earl of Iddesleigh).

Our route now follows for a while the little valley of the Yeo, but there is nothing peculiarly Devonian in the country we are traversing except the redness of the soil. Passing **Crediton**, which lies out of sight on the right hand, we reach (11½ m.) **Yeo-**





**ford Junction** (for Holsworthy, Launceston, and Plymouth), and the Barnstaple line becomes a single one, of no special interest for some distance.

About 8 miles beyond Yeoford and after passing **Lapford** (22 m.) we enter the valley of the Taw, one of the largest if not the most beautiful of the Devonian streams. About **Eggesford**, 2 miles further, the valley becomes richly wooded. **Eggesford House**, the seat of the Earl of Portsmouth, lies some distance to the left of the line. Nearly 4 miles further is **South Molton Road**, whereat another Yeo, contributing its waters to the Taw, establishes the only physical connection between Exmoor and Dartmoor. Then, continuing side by side with the latter stream, we follow its windings through a silvan ravine past **Portsmouth Arms** and **Umlerleigh**, to **Bishop's Tawton**. On the left of the line is **Tawstock Court**, the seat of Sir B. Wrey, Bart. The old mansion of which only a gateway remains, was the residence of the Bourchiers. Fairfax occupied it in 1646.

The view of **Barnstaple**, as we approach it, is striking. The river, widening into an estuary, is crossed by a bridge of 16 arches. The town (p. 61) extends along the level bank on the other side, and is backed by low but graceful hills.

*For Barnstaple to Lynton and Lynmouth, see p. 21.*

From the main-line station at Barnstaple the line is carried over the river Taw by a curved iron bridge immediately below the one by which the road enters the town. A prominent feature on the right is the lofty Perpendicular tower of **Holy Trinity Church**. **Barnstaple Quay Station** is the first stopping place, and adjoining it on the right is **Queen Anne's Walk**, surmounted by a statue of her Majesty. The line now, passing the village of **Ashford**, keeps close along the bank of the estuary for three miles, and shortly before passing **Heanton Punchardon**, turns inland to **Wrafton Station**. The town, prominent on the opposite side of the Taw during this part of the journey, is the little port of **Appledore** at the mouth of the Torridge. One mile beyond Wrafton is **Braunton** (p. 60). The line, which has now turned northward, follows for the next 5 miles the valley of a tiny Yeo stream to its head. The incline for a long distance is 1 in 40, and **Morthoe Station**, on the summit of the branch, is 6 miles from Braunton, on the bleak watershed. Adjoining is an inn, the Fortescue Hotel. [**Morte Village** (Inn: **Chichester**) is  $2\frac{1}{2}$  m., and **Morte Point** nearly 3 m. west of the station (p. 51). For **Woolacombe Bay Hotel** see p. 58.] The 3 m. descent of 1 in 36 to Ilfracombe Station is by a succession of cuttings and curves. On the way we get one peep of the **Lee Valley**, and then, passing the Ilfracombe Reservoirs, follow the east side of the **Slade Valley**. **Ilfracombe Station** stands high up above the town (p. 52).

**Barnstaple to Instow,  $6\frac{1}{2}$  m; Bideford, 9 m; Torrington, 14 m.**

For this line as far as Bideford see p. 62. Thence on to Torrington (p. 65) it continues up the Torridge valley.

## Exeter to Okehampton, Holsworthy (for Bude), or Launceston, and Wadebridge.

*Exeter to Yeoford Junction, 11½ m; Okehampton, 26 m; Holsworthy, 46 m; Launceston, 52 m; Wadebridge, 83 m.*

*Exeter viâ Lidford (36 m.) to Launceston, 48½ m.*

The Plymouth extension of the South-Western system, by which Launceston and the north of Cornwall are reached, branches off from the Barnstaple and North Devon route (p. 16) at **Yeoford Junction (Inn)**. Hence for the first few miles the country has a barren and unattractive look. After passing **Bow**, 5½ miles beyond Yeoford, we come in sight (left) of Cawsand Beacon (1802 ft.), a long whale-backed ridge, an outlier of Dartmoor. Beyond, and to the right of it, are the more shapely Belstone Tors. After passing the next station, **North Tawton (Inn)**, the line crosses the Taw just as it emerges from the wilds of Dartmoor, through which it has flowed for several miles between Cawsand and Belstone Tor.

All this part of our route is on an almost continuous rise; gradually the view northward expands till it reaches the southern flank of Exmoor. Crossing the picturesque valley of the *East Okement* we proceed, still on an ascending gradient, to *Okehampton station* (Ref. Rm. up-side), which is situated high up above the town, on the slope of Dartmoor. Here passengers for Holsworthy and Bude usually change carriages. *For continuation of route, see p. 19, and for Lidford, p. 20.*

**Okehampton** (Inns: *White Hart, Plume of Feathers*). This little market town lies in a pretty valley on the right of the line, at the junction of the East and West Okement, and as seen from the station cannot be described as "ugly, dirty, and stupid" (*Kingsley*), though a nearer acquaintance may, to some extent, justify the dictum of the novelist. Around the town are many modern villas much patronised by summer visitors, who come here to enjoy the bracing air of Dartmoor, on whose northern skirts the town lies. *The Parish Church* is on a hill west of the town, and with the exception of the tower is modern. *The Chapel of Ease*, in the main street, has a good Perpendicular tower.

For Dartmoor excursions from Okehampton see our *S. Devon and S. Cornwall*.

**Okehampton Castle**, ¾ mile from the town, to the left of the Launceston road, on a bold knoll, round which winds the river Okement, is well worth a visit. The pleasantest way is to go by the road which leaves the town by the post office. When the castle appears on the left take a footpath leading through the wood direct to it. The *Keep*, Norman, crowns the knoll, and is mantled with ivy and embowered in a grove of oak and ash, which in summer shuts out the view of the stream which is heard below. On the lower ground towards the town are the remains of the *Hall* and *Chapel*, and in the latter a piscina, on the south side, is still perfect. With the exception of the keep the buildings are E. E. with a few pieces of Norman built in. The outbuildings were of considerable extent, as is indicated by the remains of walls on the lower ground near the stream. The return to Okehampton can be made direct in ½ m. by the river side, by crossing a bridge, over which a path goes to the *Union Workhouse*, a comely building in a singularly pretty spot.

**Okehampton to Holsworthy, 20 m.** For 3 miles the route is the same as that to Plymouth. *Okehampton Castle*, on its little knoll and embowered in trees, rises abruptly above the stream of the West Okement, and then we cross the *Meldon Viaduct*, 160 feet above the stream. Then we quit the main line and by a single line strike off, right, across a featureless stretch of country. At about 5 m. from Okehampton, we get, however, a good view of the chief heights of the northern and western sides of Dartmoor, and far away to the west the shapely summits of Brown Willy and Row Tor form the culminating points of the Cornish hills.

There is nothing further on this route requiring notice. We pass three roadside stations, *Ashbury* (9 m.), near which is *Ashbury House*, the seat of the Woolcombes, and then *Halwill Junction* (hence to Launceston, see p. 20), and *Dunsland Cross* (16 m.). Just before reaching **Holsworthy** (20 m.), a deep combe or two is crossed and the country assumes a less wild aspect. Here for the present the rail ends, and the journey to Bude is continued by coach.

**Holsworthy by Stratton (8 m.) to Bude, 10 m., by road.**

*Coach in connection with morning train from London (Waterloo); rail from Holsworthy to Bude is being made.*

**Holsworthy** (Inns: *Stanhope, White Hart*), on the eastern bank of a tributary of the Tamar. Its *Church*, of various dates and with a good Perpendicular tower, is picturesquely situated and is a conspicuous object in the country-side. The road from the station passes the church, and, soon after, it quits the village and descends rapidly to the brook above mentioned. Climbing again it crosses, at (4 m.) *Tamarstone Bridge*, the infant Tamar and enters Cornwall. The Holsworthy and Bude canal is then crossed, and at 5 miles we reach *Red Post* (Inn at the cross-roads) on the main road from Hartland to Launceston. Continuing westward, in another mile,  $\frac{1}{2}$  mile left of the road, is one of the curious *inclined planes* of the Bude canal, up which the small barges are drawn by an endless chain, either by water or steam power. These inclined planes, of which there are several in the course of the canal, take the place of the usual locks. Those who have not seen such an arrangement, and who do not plan a visit to the similar one at Marhamchurch, 2 miles south of Bude, will do well to diverge to this one. Passing the little village of Launcells in a valley on the right, we soon after drop sharply to **Stratton** (Inn: *The Tree*).

This little town is growing in favour with the visitors to North Cornwall. There are a good many lodging-houses, which are patronised by those who like to be near a wild coast, but to be sheltered from the rudeness of its storms. Stratton in itself has few attractions, and lies in a valley surrounded by hills scantily wooded. The *Church* is Perpendicular with a good tower. Within is the tomb of Sir John Arundell (1561), his wives and children, depicted on brasses. The inclined plane on the Bude canal at Marhamchurch is  $1\frac{1}{2}$  miles from



Stratton, south-east. On *Stamford Hill*,  $\frac{1}{2}$ -mile north-west of the town, was fought the battle of that name in 1643. The Royalists were victorious under Sir Beville Grenville, whose tomb is in Kilkhampton Church (p. 77). A monument, erected on the spot in 1713, no longer exists, but there are a few remains of the Parliamentary entrenchments.

It is a straight road of 2 miles to Bude.

**Halwill Junction to Launceston, L. & S. W. R., 14 m.**

This branch calls for no description. Two intermediate stations, *Ashwater* and *Tower Hill*, are passed before reaching **Launceston** (p. 85). Rail on to Camelford and Wadebridge, p. 22.

**Okehampton (viâ Lidford Junc., 10 m.) to Launceston, G. W. R. 22½ m.**

Quitting Okehampton we have a fine view (right) of the valley of the West Okement, on the far side of which the ruin of Okehampton Castle (page 18) is a picturesque object. The bare side of Dartmoor, on the left hand, along which we continue our course for three miles, is called *Okehampton Park*. Then comes a sudden break, and we cross the narrow and beautiful ravine of the West Okement by the *Meldon Viaduct*, a gossamer-like fabric spanning the valley at a height of 160 feet. The moor just above it reaches its highest point in *Yes Tor* (2029 ft.) and *High Willhays* (2039 ft.). Just beyond the viaduct the Holsworthy branch diverges to the right at the highest point in the route between Exeter and Plymouth. Beyond the junction the scenery becomes more barren. Sourton Church is seen, near at hand, on the right, and then, after a rapid descent, passing Lidford village (right), a mile short of the station, we reach **Lidford Junction** (*Ref. Rm.; Manor Hotel*).

**Lidford village** (*Inn: Castle*) is abt. 1 m. E. of Station. Its history goes back to Saxon times, when it was a borough of some importance and had a mint. Its position on the outskirts of the Dartmoor tin-streaming district also made it one of the chief Stannary towns. "Lidford law," the essence of which was to hang a man first and try him afterwards, has become a proverb. The parish includes Dartmoor, and is the largest and most thinly populated in Devonshire, the area being over 55,000 acres, and the population under 3,000.

The objects of interest here are the *Castle* and the *Cascade* and *Ravine* of the Lid. The **Castle** is conspicuous on a mound adjoining the churchyard. All that remains is the hollow shell of the *Keep*. The **Church**, Perpendicular, commands a wide view, and in the graveyard a curious tomb and epitaph to one George Routleigh should be noted. The tourist who merely breaks his journey at Lidford should, if his time be short, omit church and castle, and visit the **Cascade**, the shortest way to which is by a farm-road branching from the main road a few hundred yards from the station. *A fee of 2d. is charged*. The Fall, which in its upper part is a water-slide, has a total height of about 100 feet, and is picturesque both in itself and its surroundings. Some time ago an over-venturesome tourist missed his footing at the top of the slide and was precipitated into the pool below, whence he was fortunately rescued without serious injury, though stunned by the fall.

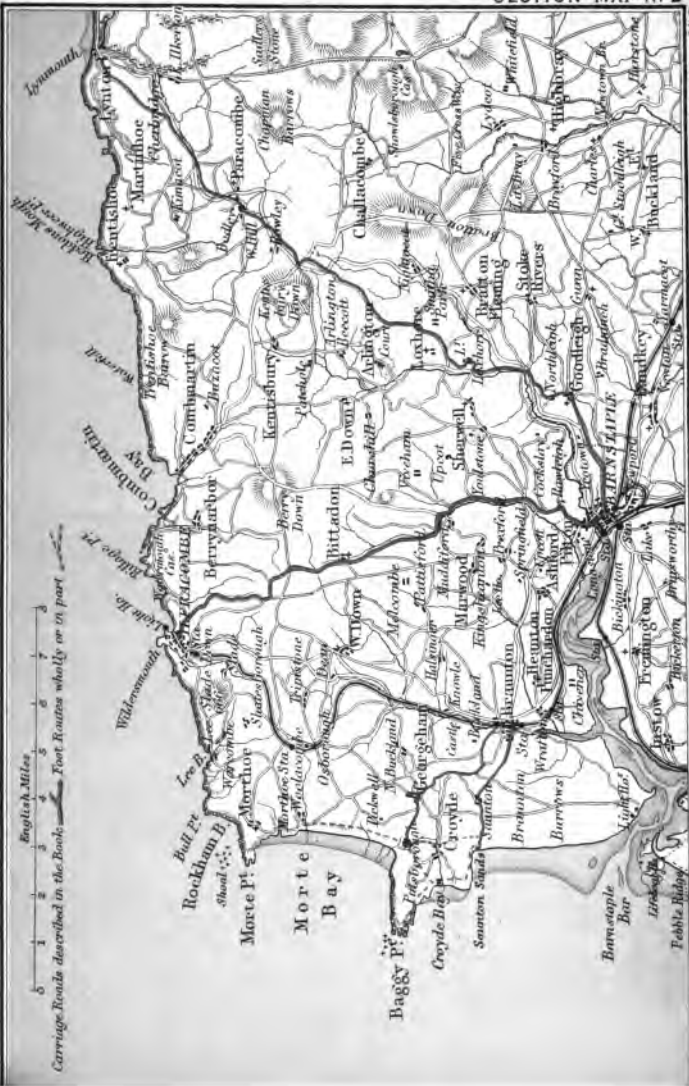
A longer but more satisfactory way to the Cascade is to continue on the main road to the village as far as the Lodge on the near side of Lidford Bridge. Here, on Mondays, the public are admitted to the path which threads the ravine above and below the bridge. The key is kept at the Lodge. *Fee optional*.



SECTION MAP N<sup>o</sup> 2

English Miles  
 0 1 2 3 4 5 6 7 8

Carriage Routes described in the Book Foot Routes wholly or in part



Beneath the road-bridge a foot-bridge has been constructed, from which the defile—a mere rift in the rock—is seen to advantage. Turning up-stream, it is  $\frac{1}{2}$  mile to *Kitts Steps*, where the Lid, when in flood, forms a series of fine cascades. Turning down-stream from the bridge, and passing in one place through a tunnel in the rock, we reach the foot of the Cascade. This is the finest in the South of England, and if seen in the gloaming, may fitly be termed the “Woman in White.”

For Dartmoor Excursions see our *S. Devon and S. Cornwall*.

From Lidford our route (now G.W.R.) turns W. and commands the Lyd valley in its finest part from the high ground on the south of it. Then descending to the level of the stream we follow its course till it joins the Tamar, 4 miles short of Launceston. For **Launceston**, see p. 85.

**Barnstaple Station (L. & S.W.R.), by Loxhore and Parracombe to Lynton, 18 m.**

*Coach every week-day afternoon in connection with the train about 9 a.m. from Waterloo. Additional services in summer. A light railway is in hand (1896).*

This route is thoroughly enjoyable throughout. At first it is mainly up the valley of the Yeo, and though pretty, needs no comment. At **Loxhore** ( $6\frac{1}{2}$  m.; Inn) horses are changed, and passengers may breast the long steep hill that follows, afoot, leaving the coach to overtake them at the top. Then it is a fine bracing drive across an undulating upland district to **Parracombe** ( $12\frac{1}{2}$  m.; Inn: *Fox and Goose*), the descent to which is short and sharp. Again, while horses are changed, it is becoming to walk up another hill, passing the new church, on the right, after which we begin to get prospects seaward over the moor towards Hangman Hill and Heddon's Mouth. The descent to Lynton is by the West Lyn Valley, which at *Barbrook Mill* (16 m.) already gives promise of what is to follow. At *Lynbridge (inn)* we fairly enter the delightful glen down which our way lies, and accompanied by the sound of the foaming West Lyn, below on our right, we reach by a turn to the left, **Lynton** (p. 32).

**Barnstaple to Ilfracombe by road, 11 $\frac{1}{2}$  m.**

Leaving Barnstaple by Boutport Street, and bearing to the right near the end of it, we reach ( $\frac{1}{2}$  m.) *Pilton*. At the end of the village take the main road to the right to the hamlet of *Muddiford* ( $3\frac{1}{2}$  m.), and on to *Bittadon* ( $6\frac{1}{2}$  m.), with a neat little inn. We have gradually attained an elevation of 600 ft. above the sea, but have yet another  $1\frac{1}{2}$  miles of collar work to do before, at *Lynton Cross*, the highest point (814 ft.) of the road is reached. Just after joining the old road at *Two Pots* ( $8\frac{1}{2}$ ; 734 ft.), we turn to the right, and the road becomes prettily wooded, and has a picturesque dell on the right, whilst away in front we have the sea over the broken coast-line. For **Ilfracombe**, see p. 52.

Launceston to Camelford (for Boscastle or Tintagel), 17½; Wadebridge (for Padstow or Newquay), 30¾; and Bodmin, 86½ m., by South Western Railway.

The S. W. R. from London is described pp. 7; 16 (to Yeoford Junction); 18; 19 (to Halwill Junction); 20 (to Launceston).

Passengers who from Wadebridge intend to proceed by rail to West Cornwall stations should book from that place by G. W. R. Otherwise they will have to drive through Bodmin, where the S. W. R. and G. W. R. are on opposite sides of the town, ¾ m. apart.

There are few more uninteresting railway journeys than that from Launceston to Wadebridge by the S. W. R.—for the most part a study in featureless country and railway cuttings. To Wadebridge this route is slightly quicker from London and Exeter than the G. W. R., but for Newquay the G. W. R. is not only quicker but avoids the dull and bleak drive from Wadebridge. Our description can only be a record of stations passed and notes on divergences to the North Coast.

*Egloskerry*, 4½; *Tresmeer*, 8. *Otterham*, 13, is the station for **Crackington Haven** (p. 81). A distant bit of sea is now in sight, right, and the promontory *Cambeak*. The horizon, left, shows *Roughtor* (1,296 ft.) as we approach *Camelford*, 17½, the station for **Boscastle** and **Tintagel**, for which places there are omnibuses in connection with trains. *Camelford* (p. 87) is not seen from the rail. *Roughtor* comes more clearly into view, left, as we proceed, and just short of *Delabole*, 20, we get a good view, left, of the huge pit of the **Delabole Slate Quarries**, the produce of which is now to a considerable extent shipped at Wadebridge. There is a fine distant peep, on the right front, as we slacken for *Port Isaac Road*, 3½ m. by road from **Port Isaac** (p. 95). *St. Kew Highway* passed, more cuttings follow and then the line crosses the Camel just above *Egloskerry*, in view of which we join the G. W. R. and enter **Wadebridge**, p. 93, where conveyances for Padstow and Newquay meet trains. For rail to Bodmin see p. 93.

## Minehead.

**Approaches:** G. W. R. *vid* Taunton. Passengers from South-Western stations between Basingstoke and Exeter can travel *vid* Chard Junction and Chard Joint Station to Taunton. The midday train on this cross connection enables the Lynton coach to be caught at Minehead.

**Hotels:** *Esplanade* and *Beach*, both close to the station and the sea; *Plume of Feathers* (good, family and commercial) and *Wellington Temperance*, both in the Square.

**Post and Telegraph Office** in the Square: *del.* 7.30 a.m., 3.30 p.m.; *desp.* 11 a.m. (North 12.40), 6.25 p.m.

**Distances** (by road): Bossington, *vid* Selworthy, 6½ m. Cloutsham, 10½ m. Culbone, 10 m. Cutcombe and Dunkery Beacon, 10 m. Dunster, 2½ m. Luccombe, 5 m. Porlock, 7 m. Porlock Weir, 8½ m. Selworthy, 5 m. Wootton Courtney, 4 m. Lynton, 20 m.

**Coach** to Lynton—p. 27.

Minehead is one of the most pleasant and picturesquely environed watering-places of a very lovely coast. It is less known to travellers than it deserves to be, and those who merely pass through it on their way to Lynton and Lynmouth have small opportunity of judging of its attractions. For its size—it is still happily a small place; *pop.* 2,071—there are few resorts that afford so varied a choice of accommodation. You can choose a lodging either on the sea-level, or a little above it, or well-up a sharp acclivity. Besides the hotels we have named, which are all roomy and good, there are several small houses which afford modest accommodation at a relatively low price.

Minehead consists of three parts: (1) *Higher Town*, some 200 feet above the sea on the S.E. slope of North Hill. Here are some lodgings, a collection of old-fashioned cottages, and the Parish Church. Of this the fine tower, with its graceful buttresses, the screen, the curious rood-loft stair, and the font are the most noteworthy items. (2) *Quay Town*, under the N.E. corner of North Hill, along the shore, consists chiefly of a single street occupied by sea-faring and fisherfolk. There are some unpretending lodgings here, and of course some inns. (3) *Lower Town*, which extends from the shore and station inland for about half a mile, is modern Minehead, where visitors chiefly congregate. It consists of a broad tree-shaded street of pleasant residences and lodging-houses, which widens into the Square where is a church—chapel-of-ease to the Parish Church—and a statue of Queen Anne, long stowed away and forgotten. The streets diverging from the Square are well supplied with shops, and at the south end of the main thoroughfare is the attractive row of houses known as the Parks.

The bathing at Minehead is distinctly above par for this north coast, and a short distance to the east of the station are Golf Links (9 holes).

For short strolls, beautiful Dunster and, in the opposite direction, the delightful paths cut along the steep seaward face of North Hill, leave nothing to be desired. Of these we give particulars under some of the following excursions.

### Walks and Excursions from Minehead.

\*.\* The hotels arrange for the circular drive to Dunster and Cleeve, returning by Blue Anchor, at nominal fares for each passenger. A carriage to Cloutsham (an exquisite woodland combe) and back costs about 14s., or 20s. with a pair of horses. This may be combined with the ascent of Dunkery Beacon. A full day's outing (carriage and pair, 35s.) is to drive *via* Outcombe almost to the top of Dunkery—reached by an easy climb of about 250 feet—and back by Luccombe, making the *détour* to Cloutsham *en route*. This drive requires a pair of horses.

1. **Cleeve Abbey** (*admission, 1s. for one, with 6d. for each additional member of a party. Walcott's Guide, with plan, 1s.*) This interesting Cistercian relic is within  $\frac{1}{2}$  mile of Washford Station (6 m.), where there is a small hotel. Leave the station by road going south. When the village is reached turn to the right, and in 200 yards, over the *old bridge* to the left, enter the grounds. The road leads at once to the *Gate-house*. Notice in the gable the image of the Virgin and Child, and lower down a tablet with the inscription—

“Porta, patens esto,  
Nulli claudaris honesto.”

The south front of the Gate-house has three beautiful niches, the centre one containing a crucifix in good preservation. Crossing a small close—note the trunk of a dead sycamore in the base of an old cross—the *Conventual Buildings* should be entered by the *Porch*, when the tourist will find himself in the *Cloister Garth*, which is surrounded on all sides by the well-preserved ruins of the Abbey. The chief points of interest are the *Sacristy*, the *Chapter House*, the *Common Room* (a noble chamber), the *Refectory* (with a fine oak roof), and the *Dormitory*. To the north of the remaining buildings are the *Foundations* of the *Church*, enabling us to trace with exactness the proportions of this pure Cistercian building, which was of Late Norman and E. E. style, and 161 ft. in length. The visitor desiring to make a thorough examination will, of course, take Mr. Walcott as his guide, and therefore we content ourselves with adding that in the garden adjoining the south side of the abbey is a good tiled *pavement*, well preserved. The old sycamore already mentioned dates no doubt from pre-reformation times, but the fine chestnut, though of great age, cannot from its situation within the church be so old. The condition of the buildings, which allows of one's forming a complete idea of the arrangements of a Cistercian House, and the surroundings of the Abbey, including some very fine poplars, combine to tempt the visitor to tarry long in this pleasant spot.

2. **Dunster** (*Luttrell Arms, Forester's Arms*). This is a charming village with an old-world appearance, lying in a little valley well-nigh surrounded by wooded knolls. It is  $1\frac{3}{4}$  miles from Minehead by rail, and  $2\frac{1}{2}$  by road. The best view perhaps of its grand Elizabethan castle is that obtained from the rail, a little to the east of Dunster station. The castle is not shown, but tickets for the grounds (M., W., Th., Sat. 3d.) are sold at the Luttrell Arms.

As the easiest approach we will suppose the tourist to arrive by rail. Proceeding south from the station, he will pass through a small hamlet and have before him the conspicuous knoll and tower-crowned woods of **Conegar**. A gate on the right, nearly opposite the County Court and Police Station, leads to a bridle road which winds up the northern slope, and on the way, through charming woods, affords delightful views seaward, and up and down the coast. Passing under some modern ruins the tower at the summit is quickly reached. This too is modern and of no interest or beauty when seen close at hand, though a conspicuous feature in the landscape from the neighbourhood. There is no view from the top of the hill except a peep of the castle through the trees. A steep path on the south of the hill runs down to the village, which it enters close to the *Luttrell Arms*, a house which, besides being one of the best hosteleries in the west country, is in itself interesting. It not improbably was the town house of the Abbot of Cleve, and has a Perpendicular porch. Within, some of the rooms still preserve remains of its former importance, including a good ceiling and an Elizabethan mantelpiece. The old-fashioned street, with its quaint market-house and the dominating castle at its southern end, is striking. **Dunster Castle** was built at the end of the 16th century, with the exception of the main gateway, which is of the 14th century. It occupies the site of a much older work, built in the 11th century, which in its turn is said to have replaced an earlier fortress. During the civil wars it was held for the king till it was captured by Blake, the Governor of Taunton. The **Park** extends southward for more than a mile, and at the top of the hill are the remains of *Bat's Castle*, an earthwork (693 ft.), a visit to which will take the tourist through one of the most delightful scenes of lawn and wood in the district, and give him varied but all-alike beautiful views of land and sea. The **Priory Church** and **Parish Church** (beautifully restored by Street) form one building, which is reached by turning up the street to the right. Mr. Walcott's little book, already mentioned in connection with Cleve Abbey (*p.* 24), also contains an account of this interesting work. The nave of the church is Perpendicular with some Norman features, and is divided from the rest of the church by a fine rood-screen. The Presbytery and Choir are E. E. Leaving the church through the village westward (or, should he take Conegar Hill after seeing the park, by a path passing through the allotment ground), the tourist should climb the abrupt spur of **Grabbist Hill**, which will afford him perhaps the best general view to be obtained of this part of the country. Eastward, beyond Conegar and Dunster, stretch the rich meadows that fringe the coast to Blue Anchor. The Castle and the Park, with the Village, lie close below. Westward comes down the fertile valley with its little stream from Wootton Courtney and Timberscombe, while to the south is the high ground of Croydon Hill (1253 ft.), an outlying ridge of eastern Exmoor. Dunkery Beacon (1707 ft.) with its cairn rises to the south-west, and further off to



the west Lucott Hill (1512 ft.). Turning N.W., we see Minehead and, rising above it, the steep ridge of North Hill. The Holms and the Welsh Coast are observed to seaward, and proceeding along the ridge about 2 m. to its highest point (976 ft.) Porlock Bay and the lovely vale in which *Holnicote* (Sir Thomas Acland) lies, with Selworthy on its northern side. The return can be made direct by Hopcott in  $1\frac{1}{2}$  miles, or continuing along the ridge in a north-westerly direction a descent may be made to the Porlock Road at Headon Cross,  $2\frac{1}{2}$  m. west of Minehead.

3. **Brendon Hills, by Washford.** A longer excursion is by rail to Washford, for Cleeve Abbey (p. 24), and then by the mineral line to Combe Row Station. The latter part of this journey is by a steep incline of 1 in 4, up which the train is drawn by a fixed engine. (The trains are few, but permission to walk up the line may be obtained at Washford Mineral Line Station.) The scenery of the valley will well repay the tourist, and at *Raleigh's Cross*, at the top of Brendon Hill, there is an inn. The prospect hence, except northwards along the ridge, is a wide one. About a mile west of the inn, in a steep combe to the south, is the source of the Tone. Two miles further, a descent to the north should be made to *Luxborough*. Crossing Croydon Hill by the depression nearly due north, the *Roman Camp*, commanding Dunster, may be reached, and in a mile further Dunster village, from which by rail or road the return to Minehead can be made. The whole round, supposing the pedestrian to begin walking at Washford and on to Dunster Station, is about 15 miles.

4. **North Hill.** The seaward face of this hill above Quay Town has been made very delightful for short walks by being laid out with paths that at comparatively easy gradients zigzag to the higher ground. Perhaps the best route for the stranger to begin with is as follows—variations will suggest themselves for future rambles. Proceed to the Parish Church and turn up past its E. end. Presently the road bends back up to the left, but obvious short cuts offer. The view when well up the hill is very beautiful, but Conegar hides Dunster Castle. Just beyond a drinking-fountain a path, right, descends to the lower road. This path is not recommended, but from a short way down it you can turn to the right and zigzag down to Quay Town. Instead of taking this path, we keep straight on and about  $\frac{1}{2}$  m. up the hill come to another path and a notice-board inviting to refreshments at Greenaleigh, a farm-house that caters for excursionists. Again keeping straight on, we shortly get on to the open hill-top and see on our left, across a bit of moor, a pine wood. Making for this, we soon come to a road into it, and following that—for a longer walk, see *below*—quickly reach diverging routes. We turn to the left and descend rapidly down a pretty combe into Minehead.

If instead of taking the road through the wood we continue westward along the highest ground, we soon see a road that winds down along the E. flank of Woodcombe. That road will

take you down into the Porlock road and so, to the left, into Minehead.

5. **To Porlock over North Hill, 2½-3 hrs.** The pedestrian bound westward is recommended to take this route. Proceed as in exc. 4, but instead of turning down into Wood Combe keep on along the ridge. About 4 m. from Minehead the cairn of Selworthy Beacon (1014 ft.), which marks the summit of the Hill, is reached. About ½ m. from the Beacon is a mausoleum to the memory of Sir T. D. Acland.

By turning to the left a little beyond this cairn, and, where wood and fence end, taking one of the tracks downwards towards Lynch, through a grove of fine ilex, the Porlock road can be reached.

Still keeping to the ridge, in another mile is **Bossington Beacon**, which commands a magnificent view of the coast westward, with the villages of Bossington, Porlock and Porlock Weir immediately below. The course of the Horner brook, coming down through a wooded valley from Dunkery, is to the south, and westward the Lynton road is seen climbing the steep ascent of Porlock Hill. Hence the descent may be made to Bossington, and so to Porlock.

From Bossington Beacon by crossing the combe on the N. we can ascend Hurlstone Point, and then scramble down the rocky point to a good path (below an Ordnance mark) which, to the left, leads to Porlock. This is not a good détour when the herbage is dry and slippery.

6. **To Porlock, viâ Selworthy, 6½ m.** Take the coach road which leaves the town by the "Parks," and follow it to Headdon Cross (2½ m.). Turn to the right, skirt a plantation, and ½ m. from the main road turn to the left, and ½ m. further to the left again. Then, almost at once, to the right. When a farm is reached, keep up to the right and turn at the top of the lane to the left. From this point Dunkery is well seen to the south-west, and Porlock Weir to the west. *Selworthy Church*, Perpendicular, is passed, and then, through a gate, we enter *Selworthy Green* (4 m.). Here, in a lovely glen, is a collection of picturesque cottages, embowered in luxuriant growth. No prettier abode for old age is known to us. The occupants are those who have deserved well of the Acland family. Winding through the trim little gardens, the path again joins the road, a perfect Devonshire lane completely overhung. The main road to Porlock (p. 28) is reached shortly, near Holnicote.

### Minehead to Porlock and Lynton.

*Minehead station to Porlock, 6½ m.; Lynmouth, 18 m.; Lynton, 18½ m. Coaches in summer; 'bus to Porlock on Thursdays the year round.*

**To Porlock by main road. 6½ m.** This picturesque route calls for no particular description. At *Headdon Cross*, 2½ m., where a road goes off on the right to Selworthy, a beautiful view up and down the valley is obtained. At *Holnicote*, 4½ m. from Minehead, the road is bordered on the left by the pleasant

grounds of Sir Thomas Acland, and *Selworthy Green*, a short distance right, up a lane, should by all means be visited. From Holnicote it is two miles to Porlock. *For road on to Lynton, see p. 29.*

## Porlock and Porlock Weir.

**Hotels:** (Porlock Weir) *Anchor Hotel*. (Porlock) *Ship, Castle, Lorna Doone*. Post: *del. 8 a.m.; dep. 4.45 p.m. (7 p.m. July to Sept., week days); Post town, Taunton.*

This village was long ago a little port, but is now separated from the sea by a stretch of the greenest meadows, which are bounded on the west by Porlock Hill and on the east by Bossington Beacon. The seaward sides of the former are abundantly wooded, and the latter is distinguished by the extensive grove of ilex mentioned p. 27. The smooth green slopes and sharp outline may suggest, to the traveller approaching from Lynmouth, a pocket edition of Skiddaw, while the valley in which Porlock lies, though of course much smaller and less grand in its surroundings, wears a far richer appearance both in colour and vegetation than the praise-burdened vale of Keswick.

**Porlock Village** is picturesque in every way. Flowers love the soil, and the people love flowers. Whitewash used with the utmost prodigality, thatch, and eccentricity of shape and position are its architectural characteristics. So we wrote formerly. An eastward extension of the village has vulgarised it.

The **Church**, which was originally Norman, seems to have been burnt, and on its remains an Early English church was built by Sir Simon Fitz Roger, whose effigy, in armour of Richard the First's time, is still preserved. About 1410 John, fourth Baron Harington, added a S. aisle in the Decorated style, and somewhat later his widow finished the N. side (Perpendicular). The alabaster monument to these benefactors is very fine, and in England there are only two others like it—at Bromsgrove and Tong (Salop). Mr. Sedding, who restored the Church in 1890-1, has reproduced the ancient roof, that of the nave being curious, and formed on a pattern found in the old one. In the churchyard is a 15th or 16th century altar tomb.

**Porlock Weir** is  $1\frac{1}{2}$  miles to the west, at the extremity of the bay, and forms what remains of the port.

**Ascent of Dunkery Beacon**, 1707 ft.,  $4\frac{1}{2}$  m. Porlock is the best starting point for the ascent of this hill, the crowning point of Exmoor. The easiest way is to drive by Luckcombe (4 m.), and 2 miles onward, but the pedestrian will be well rewarded for his trouble by taking the shorter though steeper route through Horner. Leave Porlock by the road east of the church, and cross the side of the hill to the village of *Horner* and its bright little trout stream. Go over the stone bridge, up Horner Wood and cross the stream by a little foot-bridge about 500 yds. up. A smart climb, the latter part through deep heather, gives fine views of the Cloutsham valley, well known as a favourite meet of the Devon and Somerset staghounds. The summit of *Dunkery* is marked by a huge cairn and by remains of beacon hearths. On a clear day the view from it is a wide one. Westward extend the bare rolling hills of Exmoor, culminating in Chapman Barrows, and far away, beyond, the

Cornish heights of Brown Willy and Row Tor; to the south, Dartmoor with Yes Tor and Cawsand. Prominent south-east are the Black Down Hills, and to the left of them the Quantocks. Northwards extends the Bristol Channel and beyond it the coast of Wales from Pembroke to Penarth. Under favourable circumstances we see the Malvern Hills to the north-east, and it is said that even Inkpen Beacon, abt. 1000 ft., the summit of the chalk range in the south of Berkshire, has been made out. Immediately under the hill to the north are Cloutsham and the lovely glen of Horner, by which we have come. The village of Stoke Pero with its curious little church lies to the left. The isolation of this village and of two other not distant neighbours is recorded in the local rime—

“Culbone, Oare and Stoke Pero,  
Parishes three no parson'll go!”

From Dunkery the descent, S.W., may be made in about  $3\frac{1}{2}$  miles to Exford (Inn, *White Horse* in village; *Edgcott*, good,  $\frac{1}{2}$  m. off on river) on the upper course of the Exe, and, within reach of the Barle, at *Withypool* (Inn),  $2\frac{1}{2}$  m., and *Stimonsbath* (Inn),  $6\frac{1}{2}$  m. The fishing at the latter place is preserved by the owner of Exmoor, and his permission is necessary. From Withypool it is a fine walk or drive of about 9 miles to *Dulverton*, see p. 6, reverse route.

From Porlock the tourist proceeding westward has a choice of two routes: (1) By *old main road*, (2) By *coast-path*.

(1) **Porlock to Lynton by road.** 12 m. This on leaving Porlock zigzags up Porlock Hill.

A new road of easier gradients, but giving less extensive views, leaves the old road at the west of the village, and rejoins it at *Pittcombe Head*, 4 m. from Porlock this way.

Porlock at its W. end is about 120 ft. above sea level, and in the first mile we climb to 800 ft., and at Whitstone ( $2\frac{1}{2}$  m.; 1217 ft.) keep to the right-hand road.

The left-hand road, at Whitstone, leads by *Hawkcombe Head* ( $\frac{1}{2}$  m.; 1360 ft.—a favourite meet of the staghounds) over Porlock Common, direct down to **Exford** (6 m.; above).

A mile onward at *Pittcombe Head* (1350 ft.) the New Road from Porlock comes in on the right, and 500 yds. further is *Oare Post* (1375 ft.), where we keep straight on.

The road, left, descends Hookway Hill, steep towards the bottom, and crossing Weir Water at *Robber's Bridge*, follows the stream to the confluence with Chalk Water at Oare Ford ( $1\frac{1}{2}$  m.; 865 ft.; p. 45).

We are now on the summit of the road from Porlock to Lynmouth, the exact summit (1378 ft.) being  $\frac{1}{2}$  m. beyond Oare Post, and  $\frac{1}{4}$  m. short of Yearnor Moor Lodge (better known as “Culbone Stables”)—another meet of the staghounds. Here the traveller can usually get light refreshments. The road onward, on a slightly descending gradient, soon commands a delightful view of the Lyn valley, and, 6 m. from Porlock, is immediately above Oare village.

A footpath left, down Clannel Combe, leads direct to it, as does a “New Road,” on the left, nearly  $\frac{1}{2}$  m. further on. N.B.—Anglers from Lynmouth sometimes take the coach to one of these points when intending to fish the streams from Oare upwards (see p. 33).

At **County Gate** (or *Cosgates Feet*, 1062 ft.; light refreshments;  $6\frac{3}{4}$  m. from Porlock,  $4\frac{1}{2}$  from Lynmouth) we pass from Somerset into

Devon. *Glenthorne* lies in its deep combe, 850 feet below, and the view over the Bristol Channel to the Welsh coast is delightful.

The pedestrian should take the grass-track, left, just beyond the Gate. It cuts off a bend, and commands a view up the Badgeworthy Valley, p. 43.

Nearly  $\frac{1}{2}$  m. beyond County Gate is the "Black Gate," and yet another short  $\frac{1}{2}$  m. is "White Gate"—both entrances to the drive to *Glenthorne*, p. 36. The road undulates slightly downhill, and at  $\frac{1}{3}$  m. and  $1\frac{1}{3}$  m., beyond "White Gate," gives off, left, roads down to *Brendon* (1 m.; p. 42). In another mile we reach **Countisbury** (*Inn*, Blue Ball), whence a steep but good road along the sea-cliffs drops ( $1\frac{1}{2}$  m.) to *Lynmouth*. The bold promontory of the *Foreland* closes the prospect on the east; and the bay, at the head of which nestles *Lynmouth* with its tiny pier, is bounded on the west by the abrupt promontory of *Holiday Hill*. *Lynton* is seen in its sheltered upland valley, and far away to the north on a fine day the furnaces of *Swansea* are discernible, and to the right of them the long line of the Welsh hills, comprising the *Carmarthen Van*, *Gehirrach*, and the *Brecon Beacons*.

2. **Porlock to Culbone**,  $3\frac{1}{2}$  m., by the landslip track. Thence coast path to **Glenthorne**,  $3\frac{1}{2}$ , and **Lynmouth**,  $9\frac{1}{2}$ —total, 13 m.;  $4\frac{1}{2}$ –5 hrs. This is a pleasant walk, and one of rare beauty, from *Glenthorne* onward. Its only drawback is the difficulty of hitting off the right path between *Culbone* and *Glenthorne*. The one we describe between those places is, we believe, the most direct, but being in parts very little used, not even minute particulars can make it quite easy to follow.

At the west end of *Porlock* take the right-hand road, go through *West Porlock* (nearly 1 m.), and at a fork ( $1\frac{1}{4}$ ) take the upper (left-hand) road, which passes *St. Nicholas' Church* (where the *Anchor Hotel* is a few yards to the right). We go through the smaller gate, not the lodge-gate of *Ashley Combe*. The track winds along the cliff to **Culbone** ( $6\frac{1}{4}$ ). Here in a steep deep combe is a little glade occupied by the church and its little grave-yard. In winter the sun does not reach the church, so completely does it hide itself under the northern part of the hill. Above the church-yard is another lodge, at which persons desirous of seeing the interior of the church will find the key. The church disputes, we believe successfully, with that of *St. Lawrence* in the *Isle of Wight*, the privilege of being the smallest in England. It measures 33 ft. by 12, and yet possesses a chancel as well as nave. Note the chancel screen, the 13th-cent. font, and the barrel roof with bosses. Architecturally of humble *Perpendicular*, it seems to have preserved its original features unimpaired.

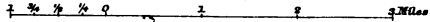
From the lodge follow the path. This in about 300 yds. forks, and you take the lower branch.



The upper (left) branch leads, by *Silcombe Farm*, up into the main road from *Porlock* to *Lynmouth*, joining it at about  $\frac{1}{2}$  mile W. of *Yearnor Moor Lodge*.

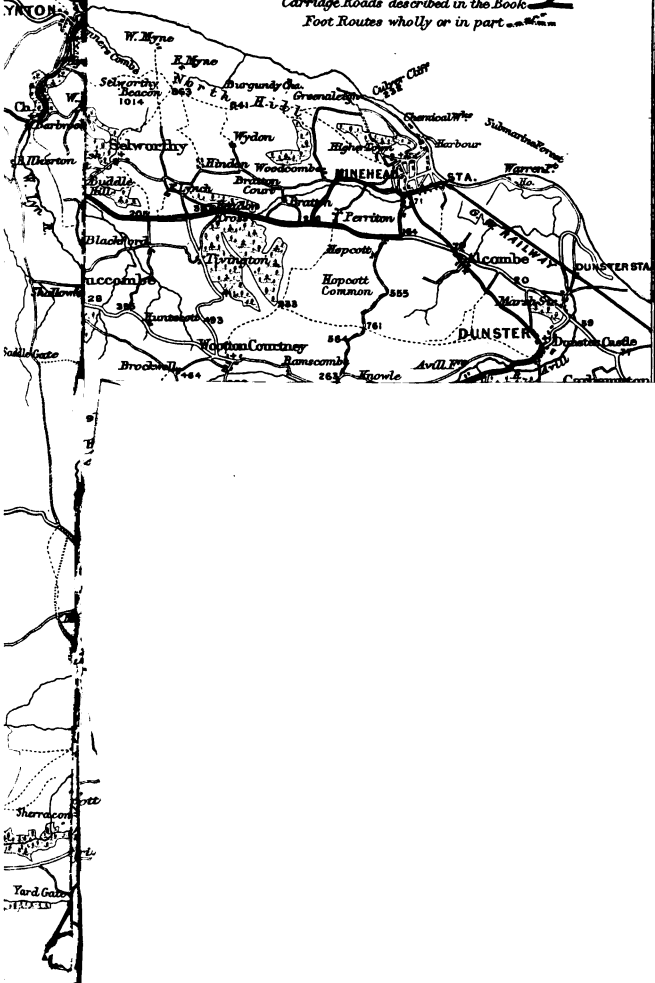
About  $\frac{1}{2}$  m. beyond the fork you cross *Silcombe Combe*. Three or four miles onward a path diverges, right, to the shore, which is not

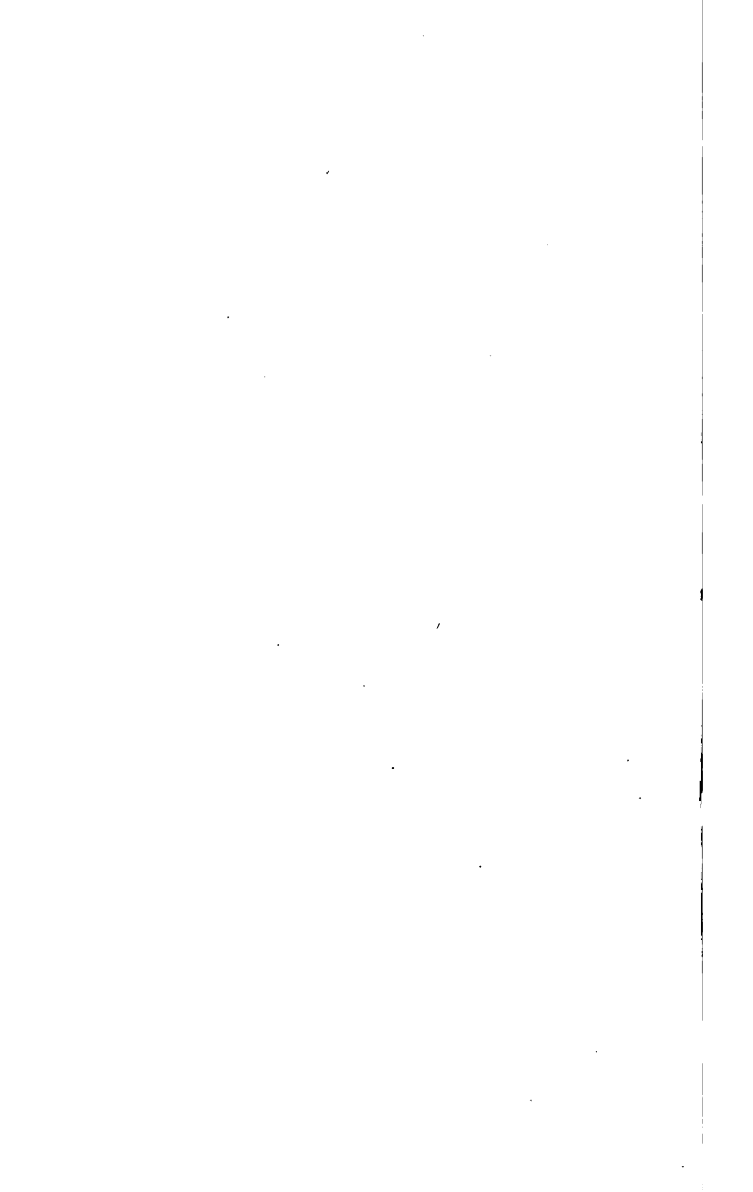
# EXMOOR &c.

Scale 1/8 Inch to a Mile



Carriage Roads described in the Book   
 Foot Routes wholly or in part 





to be taken. About  $\frac{1}{2}$  m. beyond that divergence do not take either of the paths, left and right, but keep on to *Twitchin Combe* ( $1\frac{1}{2}$  from Culbone). Avoid a path which diverges to the right, just before you reach *Broomstreet Combe* (2). Beyond this take the right-hand one of two paths, close together for a while, and keep straight on to *Whiteham Combe* ( $2\frac{1}{2}$ ). Beyond this do not take either of the paths which soon diverge to the right, but at a junction of tracks, nearly  $\frac{1}{2}$  m. from *Whiteham Combe*, take the lower one, which,  $\frac{1}{4}$  m. further, brings you out on the little meadows close to **Glenthorne** (p. 36).

From *Glenthorne* the tourist, bound to *Lynton* or *Lynmouth*, has a choice of routes. He can either take the coast-path (*below*) or go straight up the combe to the main road, or proceed by the carriage-drive already mentioned. This latter for  $1\frac{1}{2}$  miles winds upward through the woods, and then on to the open fell, and so to the coach-road, which is joined about 2 m. from *Countisbury*.

**Coast Path from Glenthorne to Lynmouth,  $6\frac{1}{2}$  m. 2-2 $\frac{1}{4}$  hrs.**

Follow the drive, or take the path at the top of the kitchen garden, which afterwards joins the drive, passing this way a point which affords a fine view of the coast and of the bottom of the glen. When at a sharp turn in the drive a heraldic gateway is reached, take the cliff-path leading under it; this leads to *Countisbury*, 5 miles distant from *Glenthorne*. At first it is bordered by flourishing rhododendrons and a lovely medley of rock and fern and heather, until a wicket-gate marking the limits of the grounds to the westward is passed. Thence onward it winds along the cliff, passing around now a bare rocky now a richly wooded combe. Ahead protrudes far into the sea the huge mass of the *Lynmouth Foreland*. About  $3\frac{3}{4}$  miles from *Glenthorne* a road is crossed which descends on the right abruptly to *Rodney*, or, as it is sometimes called, *Countisbury Cove*. [If the tourist follow this road to the left it will lead him across the moor to the main road, at a point about  $\frac{3}{4}$  m. short of *Countisbury*.] The path descends steeply to a bare valley with a small brook, on the opposite side of which it climbs again to the corner of a wall. Proceeding westward, and keeping this wall on our left, a broad grass path is gained, which leads direct to *Countisbury Church*, on the way to which the tourist will be fain to pause in order to take in the beauty of the coast towards *Lynmouth*. On the right extends the bold promontory of the *Foreland* (p. 35), presenting on its landward side huge grey screes. At his feet is the sea, into which the cliffs, singularly rich in colour, descend with only here and there a small margin of sand at their base. *Lynmouth* lies across the bay, and above it, in its elevated valley, *Lynton*. The coast westward is seen as far as *High Veer*, the eastern side of *Heddon's Mouth*, and the rounded summit on its left is the *Hangman Hill*. The descent from *Countisbury* to *Lynmouth* has been already noticed (p. 30).



## Lynton and Lynmouth.

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**Approaches:** Rail to Minehead (*p.* 23), thence road, 18½ *m.*

" Barnstaple ( <i>p.</i> 61),	"	18 <i>m.</i>
" Ilfracombe ( <i>p.</i> 63),	"	17½ <i>m.</i>
" Dulverton ( <i>p.</i> 6),	"	25½ <i>m.</i>

**Coaches** to and from Barnstaple (week days all the year). To Ilfracombe and Minehead in summer.

**Hotels at Lynton:** *Castle* (excellent, with superb view and large grounds).

*Valley of Rocks; Lynton Cottage; Kensington*—all with good sea view. The *Lynton Cottage*, prettily situated, and formerly a dependence of the *Castle*, is now distinct.

*Queen's; Crown.*

**Hotels at Lynmouth:** *Torrs* (finely situated); *Lyndale; Bath; Rising Sun* (Inn); *Lyn Valley* (large boarding-house).

**Post:** (Lynton) del. abt. 9.45 a.m., 7.15 p.m.; desp. 7.45 a.m., 4 p.m.  
(Lynmouth) del. 10 a.m., 7.30 p.m.; desp. 7.30 a.m. 3.45 p.m.

On Sundays, a morning delivery and afternoon despatch. **Telegraph** at both offices.

"**Cliff Railway**" between Lynton and Lynmouth Beach (*fares: 2d.* down, 3d. up; 4d. return. Books of 50 tickets, 5s. 3d.; 100, 10s.). The water-laden down car lifts the up car.

**Lynmouth**, at the mouth of the *Lyns*, occupies the bottom of a narrow valley, overhung by precipitous heights. The *East* and *West Lyns* unite their crystal waters a couple of hundred yards from the shore, and enter the sea, even at low water, without any of the unsightly appearances commonly exhibited by estuaries when the tide is out. The shore consists of rock and boulder, with a patch or two of sand, just sufficient for bathing. The village contains good lodging-houses, boarding-houses, a public reading-room, and a small church. The tower on the quay, unlike most modern antiques, is certainly an ornament, and when the tide is up, and the little harbour brimful, to loiter thereabouts and take in the details of the picture is enjoyable indeed. The bathing-place for ladies is west of the pier, that for gentlemen across the stream, a quarter of a mile along the shore, towards the *Foreland*. Those who cannot swim, or can do so but indifferently, should be reminded that the spring tides here run swiftly.

The builder has done his best to spoil Lynmouth. Happily he cannot spoil the neighbourhood. Nothing could be worse than the erections at the corner of the foolish esplanade, and the village street on both sides of *West Lyn Bridge* is now about as lovely as a deep railway cutting. That beautiful *Mars Hill* has been left comparatively tinkered is a mercy.

**Lynton** is some 400 ft. above Lynmouth and has the disadvantage of being separated from the shore by the steepest of hills,

but it is compensated by a more bracing climate and fine views, and the Cliff Railway (*p.* 32) minimises the drawback. It is close to the *North Walk* and *Valley of Rocks*, and, to speak generally, better situated than its neighbour for expeditions westward, just as Lynmouth is to be preferred by those bent on exploring the glen scenery to the East. It matters little, however, which place is chosen, provided the tourist recognises the fact that the neighbourhood is one that should not be hurried over, but leisurely explored. The Parish Church, rebuilt except the tower, is at Lynton.

**Notes for Anglers.** The principal water (for tickets inquire at the hotels) is the East Lyn, below County Wall. It is not a river of much account, but it is hoped that the sport may improve under the new regulations. It holds abundance of small trout, and about July salmon-peel, bull-trout, and salmon run up from the sea. The peel average perhaps about 1 lb., but larger and smaller are taken. The bull-trout and salmon attain to 20 lbs. and upwards, but the character of the stream forbids their being fished for with the fly, and were it legitimate to exclude them from it the fishing would be much better for trout. For general use a rod of 12 feet is ample, and 10 feet is convenient in many parts. The angler who has a light one for spinning of the former length, and a shorter one for fly-fishing, will be fully equipped for legitimate sport. Flies should be tied small, and we have found Ronald's patterns as good as any—see his "Fly-fishers' Entomology." Perhaps "Devon" minnows are the best—a quite small size for the water when low, and a medium size for a full stream.

Of other Fishings we may mention :

(a) The East Lyn above County Wall; the right bank of Badgeworthy to the Forest Wall; Weir Water and Chalk Water. All these belong to Nicholas Snow, Esq., of Oare, except the part of Weir Water above the shepherd's house, where Earl Lovelace's rights begin; see *p.* 29. Tickets for Badgeworthy have hitherto been issued on payment.

(b) The left bank of East Lyn, about Rockford and above Millslade, is held by several smaller proprietors. This water may be included in the tickets—inquire.

(c) The Heddon's Mouth stream (*page* 49), yields a good many fair-sized trout of high quality. Towards the end of summer, when the bar of shingle at the Mouth is open, salmon-peel pass up. Tickets at Hunter's Inn, 1s. a day. Right bank free to visitors at the Inn.

(d) The Barle at Simonsbath (*page* 46) affords fine sport for trout (Sir F. W. Knight; who also owns left bank of Badgeworthy, and both banks above the Forest Wall).

Fly, spinning, and worm are the modes for trout-fishing. Wading is forbidden and quite unnecessary. Peel are chiefly caught in the pools about and above Lynmouth. Salmon and bull-trout rarely, if ever, take the fly, and are worm-fished in primitive fashion.

At Lynmouth, towards the end of summer, many bass and grey mullet are caught with rod and line in the tideway, which also abounds with eels. Rock-fish are plentiful in the bay.

## Walks and Excursions from Lynton and Lynmouth.

A good general idea of the beauties of the neighbourhood will be obtained by the following walk: by road to Countisbury (p. 35); out to Foreland (p. 35) and back; then by Chiselton Combe (p. 35 & 39) to Watersmeet, and thence by river (p. 36), road (p. 40), or by Summerhouse Hill (p. 40) to Lynton or Lynmouth. Time 4 hrs., including 1 hr. loitering. If after this a stroll be taken by North Walk to Lee Abbey (p. 47) the best points will have been visited.

In treating of the rambles in the neighbourhood, we shall in our description start from Lynton or Lynmouth, according as one or the other is the more convenient point of departure, distances being reckoned from Lynton Church and Lynmouth Bridge respectively. From *Lynmouth* the first and nearest ramble is to

**Glenlyn** (enter, left, a few yards up the Lynton road; 6d.), up the beautiful lower course of the West Lyn. The West Lyn is here one long succession of cascades and tiny rock-bound pools, with banks richly clothed with thickets of evergreen, and overspread by oak coppice. Of ferns there is great abundance and variety, and it is scarcely necessary to say that they are not to be gathered or removed by visitors. The fishing, too, is preserved, and is not obtainable by the public. The limits of the walk are attained when a high fall is reached, just below which the path ends. The return to the village can only be made by the outward route, but though the way is the same the scene is different. In ascending, rock, and fern, and foaming torrent overhung by the precipitous and gorse-clad steep of Lyn Cliff are the features. In descending we get, from the upper part of the glen, delightful foliage-framed peeps of the village and the bay. From the gate to the top of the grounds and back is half-a-mile.

Between Lynton and Lynmouth, clinging to the steep and thickly-wooded slopes, are *Lynton Cottage* (see *Hotels*) and *Cloonevin*. The grounds of the former are open to visitors, and afford the pleasantest walk between Lynton and Lynmouth. *Cloonevin* is a private residence, and its grounds are not usually open to the tourist.

The climb to the top of **Lyn Cliff** (Summerhouse Hill) can be made by a lane leaving the Watersmeet road on the right near the Church. It zigzags up the hill, and the best view of the two Lyn valleys, and of the bay and its surroundings is obtained from the summit (see top of p. 41).

**Lynmouth to Countisbury by the Tors, 2 m.** Cross the bridge by the Lyndale Hotel, and take the "Tors Park Hotel" drive on the right. Ascend to the top of the ridge and follow it till a wall is reached. Keep the wall on the left-hand until, at a bend, Countisbury comes in sight. Then climb by the wall about 50 yards, and turn to the right along the ridge to a gate, close to which is the earthwork, mentioned in the next excursion.

**Lynmouth to Glenthorpe, by the coast-path from Countisbury,** 6½ m. Follow the Porlock road up the steep hill from the far side of bridge by the Lyndale Hotel. The retrospect over Lynton to the Valley of Rocks and Heddon's Mouth is pleasing, and in front, as you ascend, the picturesque promontory of the Foreland is seen to advantage.

#### **To Celery Sands and the Foreland.**

About ½ m. from the bridge take cliff-path through the gate on the left. This path slopes and then zigzags to *Sillery Sands*. At low spring tides we can go on to the caves that run into the Foreland, and thence to *Rodney* (Countisbury Cove) and so to the Porlock road a little beyond Countisbury. It is rough scrambling below the Foreland, which is better visited from Countisbury (see next small type).

Just a mile up the hill from Lynmouth, above on the right, are the remains of (?) an ancient earthwork. Parts of the ditch and bank are still left, and the view south, of the valley of the East Lyn down Chiseldon Combe and across to Myrtleberry Cleave, is worth the trifling climb. The road now runs between stone walls for half-a-mile to **Countisbury** (800 ft.: *Blue Ball*), 1½ m. from Lynmouth. Opposite the inn is the weather-beaten church. In the graveyard several tombs tell a tale of shipwreck on the savage rock-bound shores below. (The road, p. 29, goes on to Porlock and Minehead.) Passing to the right of the school-house and church take the grass-path towards the Foreland. In a few yards the view of the bay with its red and green cliffs, and the coast as far as High Veer, is particularly fine. The highest point west is the Hangman Hill over Combe Martin. When the grass-path ends on the downs, make for the end of a walled enclosure on the right, and keep on its seaward side to its eastern angle. This point, 1 mile from Countisbury Church, affords a good view of the wild screes of the Foreland, beyond which to the north-east the Welsh Coast about Nash Point (2 *light-houses*) appears. Bossington Hill, east of Porlock, is prominent due east.

We are here on the neck of the **Foreland**—signal station—and one of the finest view-points is at its extremity. Keep along the ridge (with a bank on your right-hand) till you are on the Foreland itself, and follow its ridge past an Ordnance cairn to the end, about 20 min. from Countisbury Church. The coast is commanded from Bossington, on the East, to Bull Point (beyond Ilfracombe, not seen) on the West. The Foreland promontory is a capital spot for a breezy picnic.

Across a deep combe a path is seen on the opposite side, and those who do not object to a steep descent and climb can make straight for it, or it can be gained by a ¼ mile longer but easier route by still following the enclosure wall on towards the head of the combe, which soon forks. Cross these minor combes, which are beautiful with gorse and heather and luxuriant *Lastrea Montana*. Climb a little to a rough cart-road which comes from the Porlock road (*right*) and goes down (*left*) to Countisbury Cove with its dilapidated jetty.

This cart-road leaves the main, Porlock, road on the left about  $\frac{3}{4}$  m. E. of Countisbury, and is the easiest way of reaching this point for those who have already explored the Foreland.

Following this road, left, the junction with the path already mentioned as affording the more direct route is gained. Where this road slopes rapidly shoreward, at a gate take a path up above it which soon leads to another gate. At the fork that is next reached take the lower path and keep to it, avoiding turns up or down. The route henceforward winds round now a well-wooded, now a bare rocky combe, a contrast especially marked as we approach Glenthorne, where the barest and best-clothed combes are next-door neighbours. A wicket gate marks the entrance to the grounds of Glenthorne and, from it, eastward, rhododendrons, heather, ferns, and moss clothe the grey rocks which border the path. An archway ("The Towers") is passed where the coast-path joins the carriage-drive. We have now covered  $4\frac{1}{2}$  miles from Countisbury Church, and it is about another half-mile down to **Glenthorne** (*W. H. Halliday, Esq.*). Just before reaching the house, a road to the right goes to the stables, where visitors arriving by road are requested to leave their carriages. The whole of the grounds of Glenthorne are open to the tourist, but the house is not shown. Of its kind there can be no sweeter glen than this. A small trout-stream trickles through a succession of tiny ponds to the sea, and the combe is so narrow and precipitous that the carriage-drive from the house to the *white gate* on the Lynton and Porlock road is three miles in length, although the distance by a steep footpath is less than  $1\frac{1}{2}$  miles. The *house at Glenthorne*, which is very picturesque, stands on a small plateau about 200 feet above the sea, and is surrounded by bright though necessarily rather limited gardens. The liberality of the owner, which at all times allows visitors to wander about at pleasure, has so far happily not been abused. It is hardly necessary to add, that ferns and flowers are to be admired but not removed.

The route by the coast-path may be continued *via Culbone Church and Ashley Combe to Porlock Weir, 5 m.* The start from Glenthorne is across a couple of meadows to a gate where the path enters the woods, and is for some distance rather rough and a little difficult to follow. It is hardly so varied as that from Countisbury, being more generally wooded and consequently affording less favourable seascapes, but it is by far the best way for the pedestrian to Porlock. It is described the reverse way on page 30.

The return to Lynmouth from Glenthorne, either up the combe, or by the carriage-drive, is given on *pp. 30 & 29.*

N.B.—Glenthorne is commonly given as a habitat of *Asplenium septentrionale*, but diligent enquiries and frequent searches have never enabled the writer to find a specimen either in the grounds or in the woodland around.

**Lynmouth to Watersmeet by the river, 2 m.** Leave Lynmouth by the road up the E. bank to Woodside [or by that which passes between the Lyndale Hotel and a chapel, and beyond

the last of the houses, turns down to the left to *Middleham*, where are some lodgings. From Middleham the path, keeping the river on the left-hand, leads to a foot-bridge and *Woodside*, a boarding-house. Cross the bridge and follow the footpath by the water-side up stream.]

There are from time to time tracks going upward through the woods that are to be avoided except by those who want to climb out of the Lyn valley on to the ridge separating it from the sea.

About 100 *yds.* above *Woodside*, where the path climbs a little above a deepish pool, a good and, for these winding valleys, a more than usually extensive view is obtained. On the right the steep rock-strewed slopes of Lyn Cleave, golden with furze, descend to the long, comparatively unbroken bed of the river, which here, though still a mountain-stream, presents no waterfalls of any size. On the left, abundant foliage, chiefly oak-coppice, contrasts effectively with the opposite slope, and the valley is closed, as it turns to the left, by the overlapping folds of its steep sides. If the time be early autumn, the picture is often rendered complete by a little patch of brilliant stubble on the one spot of arable land, right ahead and near the sky-line. Passing onward by the side of the stream and under the shade of the oak-coppice, the path, in a  $\frac{1}{2}$  mile or less, mounts and turns to the left. The retrospect, when the top of the ascent is reached, was formerly quite beautiful, but in recent years has been disfigured by the giant form of the Castle Hotel, Lynton, on the sky-line. Down below is *Vellacott's Pool*, and above it the river-gorge is so narrow that only the angler ever cares to follow it, and he has no choice in places but to leave the water-side for awhile or to wade. The character of the glen, all the way from this point to *Watersmeet*, is that of a lovely, narrow, thickly-timbered valley, with rock, and moss, and fern doing their utmost to beautify and frame the ideal of trout streams. Not a dozen yards without its waterfall, or deep pool, or glittering stickle! There is nothing out of harmony and not an inch of ugliness or common-place. The colours of the stream-bed are singularly rich and, except after heavy rain, when the peat-brew off the moors for a little while makes the river thick, everything save the depths of the deepest pools is visible through the limpid water. The pedestrian will know that he is getting near to *Watersmeet* when a foot-bridge, with cottage on the far bank, is reached. Beyond a bit of meadow a stone bridge over the river carries the path, and also the converging one from *Countisbury*, across to the left bank. Still continue up-stream after crossing the bridge [the turn down stream leads up to the *Watersmeet* and *Lynmouth* road], noting the splendid crags and precipices on the opposite hill-side, to a wooden foot-bridge, which is about 100 yards below the confluence, **Watersmeet** (the cottage belongs to Mr. Halliday, of *Glen-thorne*; it supplies refreshments), of the *Combe Park* (or *Hoar Oak*) Water with the main river of the *East Lyn* (sometimes called the

Brendon River). The best general view of the converging glens is to be had from just below *this* foot-bridge on the right bank, the hill dividing the channels of the two streams being specially fine from that point. Another good view of the actual "meet" may be gained by *not* crossing the foot-bridge, and keeping the stream on the left till you are opposite the junction. Here the glen down which the Brendon River comes is seen to advantage, and by pursuing the path a few yards further, the exquisite succession of high falls, over which the Combe Park Water tumbles, comes into view. The exact spot where all its beauties are best beheld is a yard or two above the junction. Early spring is perhaps the fairest time, but in summer or autumn the charms of this spot are scarcely less.

The rocky glen of the Brendon River, right bank, should be explored for a few hundred yards above Watersmeet Cottage.

From Watersmeet there is a choice of several routes besides the riverside path by which we have reached it from Lynmouth :—

Up the main river to Longpool, Rockford, Millslade, &c., *see below*.

Up the Combe Park (Hoar Oak) Water to Hillsford Bridge, *p. 39*.

By path over Horner's Neck, or by Chiseldon Combe to Countisbury, *p. 39*.

Back by road to Lynmouth, *p. 40*.

To Brendon Church, *p. 40*.

To Lynton or Lynmouth by Summerhouse Hill, *p. 40*.

**Watersmeet to Rockford,  $1\frac{1}{2}$  m., and Millslade, 3 m.,** by the right bank of the Brendon River. The path passes behind Watersmeet Cottage, and beyond it rises to a considerable height above the stream.

The bank of the stream can be followed closely from Watersmeet by those who do not mind a little scrambling, and the path rejoined, where it again nears the bed of the stream. This rough water-side track is highly remunerative to those who love a river dell specially rich in rock colouring, and always, even in the hottest, driest weather, pleasant and cool.

Through the trees an old lime-kiln, long since disused and now clad with bushes, appears on the opposite side of the stream, and then the path descends to the bottom of the valley, and at the next bend, again climbing a little, crosses the foot of a scree. From this point, half-a-mile onward, a straight reach of the river, with the path close by, brings us to *Nutcombe*, where till recently splendid timber formed a glade, still beautiful, but, thanks to the woodman, not what it once was. Another scree follows, and then the open hill-side, rising sharply from the river, is reached. Climbing again above the river, the path once more enters the woods at a wooden gate, where the pedestrian should certainly pause and look back. The opposite hill-side, some hundreds of feet in height, is clad with a graceful wood, such as a plentiful intermingling of ash alone can furnish, and the promontory, round which the river winds, is a silvan picture. Resuming our course, in a short time the deep tone of heavy water is heard low in the glen. It is the fall at the head of **Long Pool**. Let

the tourist by all means find his way down to this pool. There are several paths; the best is one that goes off just after the rise in the path is topped. This leads to the head of the pool, and from the projecting mass of rock, round which the river, here confined to a bed of 8 or 10 feet, and in places narrower, tears its way, the pool of the whole river is best seen. Shut in by abrupt cliffs, draped and festooned with fern and hanging creepers, dark and sunless almost always, for a length of a hundred yards and more the river creeps along, exhausted seemingly by the turmoil of its previous course. From Long Pool regain the path, and in half-a-mile the wooden bridge at *Rockford* is reached (*Inn*: small, but fair—2 or 3 beds). Without crossing the bridge the walk can be prolonged on the right bank, passing *Alderford*, to *Millslade* (*Inn*; p. 42), but it is better ( $\frac{1}{2}$  m. shorter to the inn) to cross to *Rockford*, see p. 41.

**Rockford, via Brendon Church, to Watersmeet, abt. 2 m.** This route is described the reverse way page 40. To those who have walked from *Lynmouth* by the river-side it offers a pleasant return route, but from *Watersmeet* they should take either the *Watersmeet* road (p. 40) or the *Chiselton Combe* (p. 39) route via *Countisbury* to *Lynmouth*. The only needful directions here are: ascend the hill from *Rockford*, and at the foot of the rise to *Brendon Church* take the woodland track on the right. From this (in about  $\frac{1}{2}$  m.) the path to *Longpool* (above) diverges, right. Our track leads to the footbridge over the *Combe Park Water*, at *Watersmeet*, p. 38.

**Watersmeet to Hillsford Bridge by Combe Park Water,  $\frac{3}{4}$  m.** From the wooden foot-bridge over the main stream follow the path up the left bank. From the foot-bridge above the confluence take track on either bank. That on the E. side is a cart-track, and leads direct to the foot-bridge over the *Farley Water*. The footpath on the W. bank follows the stream for  $\frac{1}{2}$  m., and then joins the road which goes on, past *Combe Park Gate* (p. 41), to *Hillsford Bridge*. The *Farley Water* is just beyond.

**Watersmeet to Countisbury.** (a) By *Chiselton Combe*,  $\frac{1}{2}$  hr. Take the path on the right bank down stream to the stone bridge. Turn up to the right, having a walled enclosure on left. In a short time the grassy combe is entered, and at the top the road from *Lynmouth* is joined. The view down the combe across the *Lyn* valley is good. Turn to the right for *Countisbury* (p. 29). (b) Over *Horner's Neck*, 40 min. Turn sharp to the left just above *Watersmeet* cottage. A steep climb will soon land you on the top of the *Neck* overhanging the stream, and give views of the deep ravines that amply repay the labour of the ascent. On quitting the woods and reaching the open hill-side the stone wall must be kept on the right. *Countisbury Church* gives the direction, and the village is close by (p. 29).

**Watersmeet to Lynmouth by road, 2 m.** Descend the stream from *Watersmeet* cottage to the stone bridge, and take the path descending the left bank. This begins at once to climb, and in a short distance joins the road at a point that furnishes perhaps



the best view of the lower portion of the East Lyn Valley. The abrupt and crag-topped slopes of the southern side are magnificent, and under an afternoon sun the light and shade of rock and gnarled timber are perfect. The river in its wooded glen is heard below, and the northern side of the valley is clothed almost to the top with oak coppice. As the road winds gently down, a constantly varied prospect is presented. Half-way to Lynmouth, on the left hand, wood gives place to rock and heather, and on the right hand the *Tors* promontory comes into view. Lynton, perched high up, closes the end of the valley, and with its picturesque villas embosomed in woods on the hill-side leaves nothing to be desired, save the absence of its too prominent buildings on the sky-line—the highest, Sir Geo. Newnes'.

**Watersmeet to Long Pool** (left bank), 1 m.; and **Brendon Church**, *abt.* 1½ m. The *foot-bridge* across the Combe Park Water, just above the junction, gives access to a cart-track that winds through the wood on the right bank of the main river. In about half-a-mile, take the left-hand track to **Long Pool** (p. 39), of which perhaps the best obtainable view is from the high ledge of rock at its head. Still following the track, in about ¼ m. we join another, and follow the right-hand one (where another descends left) to the road, up which a short distance, on the right, is **Brendon Church**. Going over the hill past the church, we can return to Lynton or Lynmouth by *Hillsford Bridge*. For both, the route *below* is available. If this be decided on, we take the road "to Lynton" a little below the entrance to Combe Park, and proceed as described *below*. For Lynmouth the easier and more direct course is to follow the main road that winds down the valley and in a mile reaches a point overlooking Watersmeet (*above*). [If, when we emerge on the high-road below Brendon Church, we turn to the left, **Rockford** (p. 41) is only about ¼ m. down the hill.]

**From Watersmeet by Summerhouse Hill to Lynton** (4 m.), or **Lynmouth** (3½ m.). A very fine walk. From the waterfalls on the Combe Park Water (just above the actual "meet") take the path leading up into the road from Lynmouth. On reaching this turn to the left, and just short of Combe Park Gate take the road on the right "to Lynton." In a few yards this road turns sharply to the left. [It goes over the hill and is quite uninteresting.]

Here quit it and go through a gate on the right "to Lynton *viâ* East Lyn and Summerhouse Hill." A grass road leads on to the downs. Countisbury is in full view on the opposite side of the valley, and the *Tors*, an exquisite view of Lynmouth Harbour, Hoffday Hill, and the Hangman (p. 51) come successively into view. The cart-road passes through two small farms (East Lyn). From the end of the 2nd farm buildings take footpath on right. This leads on to open ground, and you turn left outside the wall. In about ½ m. further you have a choice—(a) down a path which

zigzags to Lynmouth, or (b) still along the wall to the top of *Summerhouse Hill*. A summer-house, from which the hill derives its name, formerly stood here, but has long disappeared. We are on the summit of the sheer cliff that overhangs Lynmouth, and have before us a prospect second to none in North Devon. On the left comes down the West Lyn, heard but not seen through the luxuriant woods that clothe its sides and the bold hill between Lynton and Lynmouth. On the right is the East Lyn Valley, less wooded but not less beautiful. Immediately below is Lynmouth, with its little pier and tower. The sea in front stretches away to the distant shores of Swansea Bay, just faintly visible, and is framed on the left by the green slope of Holiday, and on the right by the rugged outline of the Tors. A zigzag path on the right leads down to *Lynmouth*. Another which keeps for a while a wall on the left descends to *Lynbridge* on the West Lyn, whence a pretty path winds up to *Lynton* through the woods.

**Lynmouth to Millslade by Watersmeet Road, and back by Countisbury, 8½ m.** Quitting the village by the road past the little church, we gradually mount the East Lyn glen along its southern flank. At 1½ m. a path on the left descends to **Watersmeet**, and the road turns sharply to the right up the valley, which is watered by the Combe Park stream, to **Combe Park Gate** (2½ m.).

The road going off right leads over the hill to the West Lyn Valley at **Barbrook Mill**, or to **Lynbridge** and **Lynton** (finger-post), see *small print*, p. 40.

Crossing Hillsford Bridge and, where the road forks, taking the left-hand branch, we cross another stream by a ford, and climb a steep hill. Turn left, past school, to **Brendon Church** (850 ft.: 3½ m.), with its pretty graveyard and lichgate. Half-a-mile beyond this, a steep descent, is **Rockford** (540 ft.), with an inn, one or two lodging houses, and a group of cottages on the banks of the East Lyn, which is here crossed by a foot-bridge.

The return to **Lynmouth** can be made by the river in 3½ miles, passing **Leppool** (½ m. from **Rockford**) and **Watersmeet** (1½ m.). This route is described the opposite way, pp. 36-38. Another on p. 39.

The road now keeps the stream on the left, and for the next ½ mile is of great beauty, though its choicest spot, **Crancombe**, has been marred by a lodging-house ("Oaklands") and water-wheel. *Stag Hunters' Hotel* at Brendon is a long half-mile from Rockford. The hamlet is called indifferently Brendon or Millslade (see p. 42). Here we cross the river at Leeford Bridge (5 m.; the old bridge, now disused, 100 yards below), and the road, after descending the stream a little way, rises sharply up a narrow combe to the moor. It is 2 miles to *Countisbury*, and 1½ miles further, down to *Lynmouth* from Leeford Bridge.

### Millslade (or Brendon).

**Approaches :** Coach from Minehead, *p.* 27.

” ” Barnstaple to Lynton, *p.* 21.

By the Minehead coach, passengers are dropped within 1- $\frac{1}{2}$  of Millslade, and the people at the hotel or at the lodgings should be told to meet luggage. The coaches from Ilfracombe and Barnstaple do not approach nearer than Lynton, whence hire, 4 *m. vid* Countisbury.

**Hotel :** *Staghunters'*, and country lodgings.

**Post :** *del.* 12 noon, *desp.* 2.30 *p.m.* on weekdays.

This is a pleasant little hamlet, especially for those who are followers of the gentle craft. As the name implies, it is situated in a vale, bright with luxuriant meadows, through which winds the East Lyn. Viewed from the heights on either side, but particularly from the little close above the wood opposite the hotel, it presents a scene singularly rich in pastoral beauty, and one that is in this district only to be found here. From the hotel the distance is 2 $\frac{1}{2}$  miles by road [*and about the same by the N. bank from Leeford Bridge, turning to the right past Hall. You recross the river by a foot-bridge*] to Malmsmead and the Badgeworthy Valley, which there comes down from Exmoor and the Doone Valley on the right. About  $\frac{3}{4}$  *m.* beyond Malmsmead is Oare Church, with a fine ash-tree, and 1 $\frac{1}{2}$  *m.* further Oareford, at the junction of Weir and Chalk Waters. Thence the road ascends Weir Water, which it crosses at the Robber's Bridge on its way to join the Porlock road *p.* 29. *For Malmsmead, see below.*

From Oare Church a road crosses the stream to the northern side, and goes up the hill to County Gate (*p.* 29), below which lies Glenthorne. There is also a path (*see above*) down the right bank of the stream to Leeford Bridge.

**Lynmouth to the Doone Valley, 7 $\frac{1}{2}$  *m.* by Countisbury and over the moor (*p.* 43) from Millslade ; 9 *m.* by Countisbury, Millslade, and Malmsmead. By Watersmeet and Brendon Church and Millslade these distances are increased 1 $\frac{1}{2}$  *m.* From Two Gates to Doone Valley, *p.* 45.**

This excursion may be made as far as Millslade either by Watersmeet Road and Brendon Church already described (*p.* 41), or by Countisbury (*p.* 35). From Millslade there is choice of routes. Those who drive will continue up the valley to Malmsmead (2 $\frac{1}{2}$  *m.*), where the carriage must be left. Here good farmhouse lodgings may be had, and refreshments may be obtained.

Where the road winds round the wooded spur of Southern Wood, a bridle track, right, goes over the spur and saves  $\frac{1}{4}$  *m.*, but nothing in time, owing to steepness.

A cart-road ascends the Badgeworthy valley for two-thirds of a mile, thence onward a well-defined path follows the Badgeworthy Stream through Badgeworthy Wood, down which, at Lorna's Glen (abt. 2 *m.* from Malmsmead), comes a burn (crossed by a bridge, a little to the right of the path) that suggested the "Waterslide"

of Mr. Blackmore's Exmoor romance "Lorna Doone." A little further, in the mouth of a combe, "Doone Valley" (recognised by a hedge on the S. bank of the brook), entering the Badgeworthy from the right, are the so-called **Doone Houses**, the foundations of which alone remain. Here dwelt the Doones, legendary outlaws who at the close of the 17th century were the terror of the country-side, on which they lived by levying black-mail. The only remains beyond foundations are those, apparently, of an oven, part of whose dome is still to be seen. It is said that in an attack on the farm-house of Yenworthy, near Glenthorne, one of the Doones was killed, and from that time the people of the district plucked up courage, and, moved especially by an atrocious murder of a child at Exford, rose as one man and rid Exmoor of the lawless horde. The so-called "houses" could never have been more than huts, and the larger enclosures seem to have been yards or folds. The whole story as now located illustrates the rapid development of fiction into received 'fact.' Lorna Doone appeared in 1869, and in less than ten years was treated as local history.

The return from **Doone Valley to Millslade** (nearly 4 m.) may be made over the hills by a path which passes Badgeworthy Cottage, but as it is better for pedestrians to approach this way, we here give only necessary guidance. Proceed up the valley, following a foot-track from the cottage in a north-westerly direction to a gateway in a stone wall. Cross the cart-road and go on in the same direction along the top of the southern side of Lank Combe, down which a little burn flows East to join the Badgeworthy Water. Near the head of this combe cross the stream at a gravelly ford. Just across the stream is a cart-track going north-east, and two foot-tracks. Follow none of these, but go due north over the heather in a direction midway between the foot-tracks. At the top of the hill a view of the rest of the way (which is still due north) is afforded. Keep to the left of the first walled enclosure, and a cart track will shortly afterwards lead to a gate at the end of the bit of road that leads down to Millslade. During the last half of this walk a conspicuous round hollow or pit in a field across the Lyn Valley due north gives the general direction to be taken, as it is almost over Millslade.

**Millslade to Badgeworthy, direct over moor, 2½ m.** There is a track over the moor that saves the *détour* by Malmsmead and lands the angler at the foot of the open-moorland part of the stream. Follow the road to where on the right, between two enclosures, the open moor (here grass) comes down to the road. Go up this and bear round to the left. A foot-path is then struck which gradually mounts the hill. When the top is reached bear to the right, and then round toward the head of a combe, on the left. Cross this and climb the opposite side. In a short distance across the heather a view of the *Badgeworthy Valley* is obtained. A sharp descent leads down to the path up the valley alongside the stream. This walk, besides affording a change from glen to moorland, gives a good view of the softer scenery on this part of the Lyn.

**Millslade to Doone Valley direct, nearly 4 m.** Take the road to "*Slocombslade*" from the bridge. When this (in 1 m.) reaches the open, at *Cross Gate*, go straight ahead south. An enclosure is soon passed, on your left. At its S.E. angle do not take track that strikes to the S.E., but one up the hill due south. After passing the summit of the ridge which is thus shortly gained, a convergence of tracks is observed on the opposite side of the next combe. Make for the junction, and cross the burn at

a gravelly ford. Afterwards take the track that turns to the left, and follow it to the head of a tiny branch combe. Here a faint track goes on up the hill; avoid this and take a track to the left. You are now nearly  $2\frac{1}{2}$  miles from Millslade. As you proceed, Lank Combe is below on your left. In the distance on the farthest ridge, east, is the Porlock road with Culbone stables, and more to the right, south-east, the top of Dunkery Beacon is just seen. The path gradually becomes somewhat boggy and faint, its direction south-east by east. Proceed through a gate in a stone wall, cross the cart-track, and take the track which gently falls to a little burn, past which in a few yards we gain the **Doone Valley** (p. 43), which may be recognised by the solitary Badgeworthy Cottage. *The route from Doone Valley to Malmsmead is given the reverse way p. 43. For walk to Oare Ford over the moor, see below.*

From the Doone Valley by taking the track opposite Badgeworthy Cottage, and crossing the combe and the Exe combe, Simonsbath can be reached in  $4\frac{1}{2}$  miles' walk over the moor. The Exe combe is deep.

By following up the Doone Valley, the Simonsbath road is struck  $\frac{1}{2}$  m. N. of Two Gates, see p. 45 and map.

#### **From Doone Valley by Chalk Water to Oare Ford,** m.

Pedestrians who desire to make acquaintance with some of the wilder parts of the moor may do so by taking the following ramble. Quitting the Doone Valley by the gate on the right near the junction of the burn with the Badgeworthy Water, keep that stream on the left, as you ascend it to where it forks. Here, except after heavy rain, a passage to the other bank can be made dry-shod. At all times, by going on a little beyond the junction, you will easily get across. Follow up the left-hand stream for 200 yards, and then quitting it, turn to the left and breast Tom's Hill, keeping the branch combe, which here comes down from the east, on your left and a wall on your right. On the top of the hill some upright stones will be passed. There is no path, but a course a little to the north of east will, in half-a-mile, place you on the watershed between Badgeworthy and Chalk Water. When this is reached bear slightly to the left, and clamber over a bank topped with wire. A gentle descent in a direction nearly north-east will in another half mile land you on the steep hill-side overlooking Chalk Water, which flows at the bottom of one of the wildest little glens in all Exmoor. Looking south up the glen, the stream is seen for a mile or so winding down like a silver thread, whilst northward it widens gradually, bordered here and there with a storm-gnarled thorn-bush. The scene reminds one strongly of the Highlands, and is of its kind the finest bit on Exmoor. Follow the stream down to ( $1\frac{1}{2}$  m.) its junction with *Weir Water* at *Oare-ford*, whence the road down-stream leads in a long mile to *Oare Church*, with its noble ash-tree. From this point there is a choice of routes to Lynmouth either by Millslade and the Lyn Valley or

by County Gate and Countisbury. For the former keep straight on by the church, along a narrow lane; for the latter turn to the right at the church and, crossing the bridge, follow the road which leads up to the Porlock road (p. 29) near County Gate. There is no inn in the Lyn Valley above that at Millslade, but farmhouse refreshments may be obtained at Malmsmead,  $\frac{3}{4}$ -mile below Oare Church, on the river. Those returning this way can, if they wish, by taking the lane that goes off to the right just before reaching Malmsmead, visit the dilapidated parsonage-house of Oare, which will give them a vivid idea of what was a "fat rectory" at the end of the last century. A foot-bridge crosses the Lyn just below this, and you can follow the stream down to Leeford Bridge at Millslade. The round from Millslade to the Doone Valley, thence over the hill to Chalk Water, and back by Oareford to Millslade, is 12 miles.

**Lyn-ton (or Lynmouth) to Simonsbath, 10 m.** For Coach see *Yellow Sheet*. No inn on the way. This excursion takes the tourist into the very heart of Exmoor Forest. Proceed either by the road over the hill from Lynbridge, or up the East Lyn Valley by the Watersmeet road to *Combe Park Gate*. Then after passing over the bridge take the road to the right, and where it again divides, that to the left to *Bridge Ball*,\* a little hamlet on the Farley Water. A steep hill has now to be climbed past the entrance to Brendon Rectory, just beyond which take the road striking over the moor to the right. From this point it is  $5\frac{1}{2}$  miles to Simonsbath over a high moor. *Exmoor Forest* and Somerset are entered at "Two Gates" (see map), now a single gate across the road, but whose posts show where the second gate was hung.

The combe (left) at right angles to the road,  $\frac{1}{2}$  m. North of "Two Gates," runs down to the **Doone Houses** (p. 43).

*Chapman Barrows*, the highest point of Exmoor to the west, is recognisable on the right by the mounds that mark its summit, 1540 ft. above the sea. Proceeding onward, 1 m. from "Two Gates," we cross the infant Exe, which rises a little to the right of the road. **Exmoor Forest**, so called, has no trees, and is a vast expanse of 20,000 acres, from which the heather is fast disappearing and its place being taken by coarse moor-grass, which affords sustenance to considerable numbers of ponies, red cattle, and a hardy race of horned sheep. The first-named of these are no longer of pure Exmoor breed, but of a mixed strain, larger and more useful though less pretty. The true Exmoor pony is, however, still bred at Holnicote (p. 27). **Simonsbath** (*William Rufus Inn*, sitting-room and board from 6s. a day; also farmhouse lodgings) is reached in about 2 miles from the Exe, and consists of a few cottages. It lies surrounded by

\* A pleasanter way on foot is to go through gate (right) into wood, and follow path which passes near Farley Farm and joins the road.

flourishing plantations on the banks of the Barle, a considerable stream that flows east to join the Exe below Dulverton. This stream is a favourite one with anglers who are fortunate enough to obtain permission from the proprietor, whose house is close to the village. **Simon's Pool**, which gives its name to the place, is a little way above the village beyond the picturesque old bridge. It is connected by tradition with Siegfried (son of King Sigmund), the dragon-slayer,—with what justice we cannot say. Those disposed to explore the valley will find it a pleasant ramble up the banks of the Barle as far as an old mine.

A fair road goes west, keeping the stream on the left, to *Challacombe* (see map). This is not tourist ground.

#### **Simonsbath by Moleschamber to Lynton, abt. 12 m.**

Cross the old bridge and turn up the hill to the right as though bound for South Molton. At the top of the hill, known as *Ridge Head*, a noble view across the whole breadth of Mid Devon is obtained to the hills of Dartmoor, of which Cawsand and Yes Tor are prominent. Take the right-hand road, and in about a mile, at a junction of roads, bear to the left. We are now on *Span Head* (1610 feet), and the road goes on to Moleschamber, where the bog so named has long been drained, and the public-house that used to be there is now a small farm. By turning to the left at Moleschamber, and ascending to the brow of the hill, known as Showlsborough Castle, a fine view is obtained. Returning from this view-point, pass round the back of the house, and in about  $\frac{1}{2}$  mile a gate is reached. Follow the track up the hill, not one branching off to the left. Thence a nearly straight wall, nearly a mile long, is seen going up the opposite side of the valley. To reach this, bear a bit to the left as you descend into the valley, and cross the road where two gates are opposite one another, then bear to the left again to the long wall. We are now on *Challacombe Common*, and following the wall near the second of the two gates are close to a mound or barrow, known as *Woodbarrow*. Follow the track to the left for about  $\frac{1}{2}$ -mile to the corner of an enclosure, down hill to a gate, adjoining which a Lynton parish boundary-board is let into the wall. Before these boundary walls were erected, the parochial limits were defined by stones placed at intervals, and the custom of beating the bounds is still preserved, though it is now only a triennial affair. Many of these boundary stones, where they adjoined the roads, came to have names assigned to them, and the one that formerly stood by the gate we have now reached was known as *Sadlers' Stone*. From "Sadlers' Stone" we descend to the wall on the left, and follow it for a mile to Shallowford Farm. Thence a straight and fairly good road runs to East Ilkerton and down to *Barbrook Mill* and the road for Lynton.

N.B.—The hill due west of "Sadlers' Stone" is *Chapman Barrows* (1572 feet), and if that be included in the walk, then a rough road on its western flank will bring us into the route above given close to Shallowford Farm.

#### **Simonsbath to Dulverton, 16 m.** See reverse route, p. 6.

**Simonsbath to Withypool, direct, 6 m.** Follow the Dulverton road for about  $2\frac{1}{2}$  m., and there turn to the right. Do not turn left  $\frac{1}{2}$  m. along this, but at the second opportunity,  $\frac{2}{3}$  m. from main road, do so, and then keep on straight down to **Withypool** (p. 6).

**Withypool to Tarr Steps and Dulverton.** There is a choice of roads: (a) by the Dulverton road *via Comer's Cross* ( $\frac{2}{3}$ ) and *Spire Cross* (3), and there to the right down to Tarr,  $4\frac{1}{2}$  m. (b) By the Hawkridge road (see reverse route, p. 6) as far as Tarr Post, and there left to Tarr,  $4\frac{1}{2}$  m. The map shows the several roads on to Dulverton.

**Pedestrian Route.** Ascend to Comer's Cross ( $\frac{3}{4}$ ), turn to the right, and at Comer's Gate, 200 yds. further, take the track which there forks to the right over the moor. In  $\frac{1}{2}$  m. this begins to skirt the east side of the enclosures of Little Bradley Farm, and after keeping outside them for nearly  $\frac{1}{2}$  m., enters them, and in  $\frac{1}{2}$  m. reaches Knaplook Farm, where you can either (a) turn, right, down Watery Lane to the Barle,  $\frac{1}{2}$  m., and follow the river down to the Steps nearly  $\frac{1}{2}$  m. more; or (b) take a field-path which begins at the pond at Knaplook, and leads direct down to Tarr in  $\frac{1}{2}$  m. *For riverside walk to Dulverton, see reverse route, p. 6.*

**Simonsbath to South Molton Station (10 m.).** Ascend to Ridge Head by a good road, which as it winds up from Simonsbath gives, we think, the best general view of the Upper Barle valley and of its vigorous plantations. From the point at which the road reaches the summit of **Ridge Head (1580 ft.)** a noble view to the southward is obtained. It embraces the rich well-timbered expanse that lies between Exmoor and Dartmoor. **Caw-sand Beacon** and **Yes Tor** rise prominently on the horizon some 35 miles distant. Thence the descent to **North Molton (Inn)** calls for no special notice, but is pretty all the way. From North Molton it is a lovely drive of  $3\frac{1}{2}$  miles to **South Molton Station** down a richly-timbered vale, watered by a tributary of the Mole. *For South Molton, see p. 7.*

**Simonsbath to Exford,  $6\frac{1}{2}$  m.** Follow the Dulverton road to **White Cross (5 $\frac{1}{2}$ )**, and there keep straight on. *For Exford and Dunkery Beacon, see p. 29.*

**Exford to Cloutsham, 5 m.,** the scene of the opening meet of the stag-hounds in August. Follow the road up the valley, and beyond the mill bear up to the right. At Hill Head Cross ( $1\frac{1}{2}$ ) turn to the right, and keep straight on. Stoke Pero Church is on the hill, left, as you approach Cloutsham Farm.

**Lynton to the Valley of Rocks, 1 m.; and Lee Abbey,  $1\frac{1}{2}$  m., by the North Walk.** Take the lane which descends between the church and the Valley of Rocks Hotel, and then turn to the left. In a little while, after passing a few villas, the path reaches the open cliff, and follows it about half-way up the slope, round successive projections. As we proceed, the sea-slope becomes rock-strewed and affords all the way extensive views of the coast. At first the bay to the east, terminated by the Foreland, is seen to great advantage. Soon after, the view westward as far as **High Veer** opens, and then, as the coast bends inward, the **Castle Rock**, with its sheer precipices, suddenly appears in front. Between it, right, and the rugged pile of **Ragged Jack**, left, the path enters the **Valley of Rocks**, on the opposite side of which are the heaped-up slabs of the **Cheesewring**. The valley itself is, as compared with the walk by which we have approached it, a little disappointing, though by those who will rest awhile between the Cheesewring and the Castle Rock its beauty will be appreciated. The view thence is especially delightful about sunset. The ascent of the **Castle Rock** by an easy track is worth making, and the view from the summit, especially on the western side into **Wring Cliff Cove**, is one of the best to be had of that charming little bay. The general view, from lack of framing, is inferior to that obtained below.



A descent may be made by a zigzag path from the valley to the shore at **Wring Cliff Cove**. On the isolated mass of rock, which lies to the left of the bay, samphire grows abundantly, and the strip of sand is a good place from which to get a bathe. When the tide is out the huge boulders beneath the Castle Rock may be scrambled over to some caves which pierce its base. These, however, are scarcely of sufficient extent to repay the trouble. The public road goes through the Lodge Gate of **Lee Abbey**, right, a modern mansion, with some equally modern ruins, standing on the green slope of Lee Bay, adjoining Wring Cliff, in a situation of extreme beauty. **Duty Point** is within the grounds. Admission is seldom given. If obtained, enter the lodge under the archway, and passing to the left of the mansion, follow a gravel walk round the east of the bay. This eventually, through a thick growth of oak and conifers, reaches the verge of a fine cliff that falls sheer to the sea. Jennifried's Cove below is a little gem, bounded by rocks, beautiful alike in form and colour. The cliff, on the edge of which we stand, safely guarded by a breast-work, presents an example not uncommon on this coast, but here well seen, of wind-carved vegetation. Yew, gorse and juniper, trimmed and rounded by the blast, in graceful outline, cling to every chink that affords the slightest root-hold. The story of Duty Point is a sad one. A daughter of the house of Whichchalse, a family of Flemish refugees that in the 16th century settled at Lee, here put an end to her sorrows by leaping from the cliff. The little castle that crowns the point is modern, and a peep through the windows shows it to be prettily furnished. Leaving Duty Point, a rough, intermittent track along the cliffs may be taken, which gives a good westward view of the Castle Rock, and leads back into the Valley of Rocks, whence it is one mile by road up the valley to Lynton.

**Lee Abbey by Six Acres Farm to Lynton.** *By the old Barnstaple road* *abt. 4½ m., or by Barbrook Mill* *abt. 5½ m.*

This route has not much to recommend it except that it offers a variation on the outward walk. For *Lee Abbey* see above. Opposite the lodge-archway, at the entrance of the *private* drive leading to the house, take the road which winds up-hill through the wood. On emerging from the wood proceed on to and through Six Acres Farm-yard out into the old road (from Barnstaple to Lynton) and turn to the left.

For the Barbrook Mill route mentioned above take a lane on the right a short distance onward. This leads down to the main road at the foot of Dean Steep, and, proceeding left, it is *abt. 2 m.* further to Lynton, to which we may, if we prefer it, proceed by a lane ("Shamble Way") leaving the road on the left  $\frac{1}{2}$  m. below Barbrook Mill.

By the shorter route given above we keep straight on and from the top of the hill have a fine view of Lynmouth Bay and the Foreland. The road then descends past Rock Lodge, left, to the valley in which the older part of Lynton is situated.

**Lynton to Woody Bay, 3½, and Hunter's Inn, *abt.* 6½ m.,** by the Lee Abbey road. Carriage, 1-horse, *abt.* 13s.; or pair, 21s. for the round, returning by Barbrook Mill and the West

**Lyn glen.** This route is among the choicest in the Lynton district. Heddon's Mouth can be visited on foot from Hunter's Inn, or the pedestrian can, from Woody Bay, take the cliff path to Heddon's Mouth ( $5\frac{1}{2}$  from Lynton), and reach Hunter's Inn ( $6\frac{1}{2}$ ) by path up the Heddon valley.

As part of the drive or walk to Ilfracombe this route is far finer than the main road *via* Parracombe and Blackmoor Gate.

We leave Lynton by the road through the Valley of Rocks (or by the North Walk) and follow it down past Lee Abbey to the exquisite Lee Bay, just beyond which, at a second lodge, it bears to the right and enters the woodland that clothes the sea-slope. This section is so narrow that holiday traffic is for the more part taken in this direction only, since for vehicles to pass each other is often impracticable.

**Woody Bay** is the name applied to the steep and richly wooded glen that descends to the little bay of that name. It is a beautiful glen, and there are two hotels—*The Glen* (3 m. from Lynton, high up and commanding the glen) and, about  $\frac{1}{2}$  m. further on, the *Woody Bay* (formerly the manor house of Martinhoe), on the W. side of the cove, a little above the shore—and a few villas dotted along the sea-slope. It is too early to say what the builder is going to make of the spot. At present it is a nook "far from the madding crowd." It can never have more than a minimum of shore, and it strikes us as too confined to have great attractions for prolonged sojourn.

A little beyond the divergence to the Woody Bay Hotel the road bends sharply up and back.

The **Cliff Path** to Heddon's Mouth is straight on from here. It passes presently a pretty little waterfall, decked with moss and garlic, and about a mile further rises to High Veer, a very fine view-point—E. to Lynmouth Foreland, W. to Bull Point Lighthouse. Our path leads, in 1 m., to **Hunter's Inn**, but **Heddon's Mouth** is below, and can be easily reached by quitting the path where it overlooks the shingle, and it is a mile to Hunter's Inn by the path on the W. of the Heddon stream—turn left when this path joins a lane.

For Hunter's Inn we continue up the road for  $\frac{1}{2}$  m. and then turn up to the right—this road, completed 1895, is only approximately correct on our map. The route is now high up along the sea-slope, above the course of the Heddon's Mouth cliff-path. A little short of High Veer it trends inland and runs along the E. flank of the Heddon Valley, presently descending to **Hunter's Inn**—burnt in December, 1895, but to be rebuilt; the refreshment annexe escaped the fire—charmingly situated in a deep, wooded glen, a few yards above the confluence of the Heddon brook with one from the valley under Trentishoe. The joint stream (fishing tickets at the Inn) flows down a straight and narrow valley a mile in length, to the sea at Heddon's Mouth, which can be reached by either bank. If it is desired to reach the shore at Heddon's Mouth with the least fatigue, then path (a) should be taken, but (b) affords the finer views, and is the beginning of the Cliff Path

(see p. 56) to Lynton. Those going to Heddon's Mouth and from the Inn may with advantage take (b) on the outward, (a) on the return walk, but ladies may find the descent from former to the shore a little trying. The one thing not to miss the superb view of the coast from High Veer where (b) reaches the cliffs.

(a) *By the left bank*, level, and being close to the stream, one for fishermen. Beyond the inn bear to right up a bosky lane and in a trifling distance go through a gate on the right (beyond the second stream) and follow the path.

(b) *By the right bank*. This path starts behind the Inn, keeps well up the side of the valley. To reach the shore take lower path  $\frac{1}{2}$  m. from the Inn, but for High Veer and the cliff-walk to Lynton, the upper one.

**Heddon's Mouth** is a little bay between precipitous cliffs whose base the sea never quits. The hills on either hand attain nearly 1000 feet, and an old lime-kiln adds to the somewhat strange appearance of the spot. The mouth of the stream is usually closed by a bar of shingle, and unless this is opened by the tide or a spate no peal can ascend.

The return to Lynton can be made in three ways:—(a) best, the wooded Heddon valley to Parracombe Cross on the Barnstaple and Lynton road; (b) steep and rough ascent from Hunter's Inn to Martinhoe Common and thence to Martinhoe Cross on the Barnstaple and Lynton road; (c) the same as (b) for the steep ascent and then to the left through **Martinhoe** (neat little church—the martyred Bp. Hannington was a pupil at the vicarage and was ordained to the curacy here) and so down to Woody Bay and our outward route. The map is sufficient guide for all the routes.

### Lynton to Ilfracombe.

(A) **By coach road**: Parracombe,  $5\frac{1}{2}$  m.; Combe Martin (*King's Arms* Inn), 12 m.; Ilfracombe (*Town Hall*),  $17\frac{1}{2}$  m. For coaches, see Yellow Sheet.

(B) **By Road**: Hunter's Inn, 7 m.; Combe Martin,  $13\frac{1}{2}$  m.; Ilfracombe, 18 m.

(C) **Pedestrian route** road to Woody Bay, 3 m.; coast path to Heddon's Mouth and Hunter's Inn,  $6\frac{1}{2}$  m.; road to Combe Martin and Ilfracombe, 18 m.

(A) *Coach Road*. This is by the Barnstaple road (p. 21) past Parracombe ( $5\frac{1}{2}$  m; Inn) to *Blackmoor Gate* (7 m.), so called from the now removed toll-gate. Here at junction of roads turn to the right. The view to the west and south-west is wide and pretty, and a bold bit of coast, to the left of a little bay, is seen as we approach **Combe Martin** (Inn: *King's Arms*), an uninteresting village of one street a mile and a quarter long. The only object of note is the *Church* (on the left of the street), which has a fine Perpend. tower (99 ft.) and contains an interesting *screen* and a monument to a Mrs. Hancock (d. 1637), whose effigy is good.

The village ends at a little cove which does duty as a harbour,

Lynton

Down

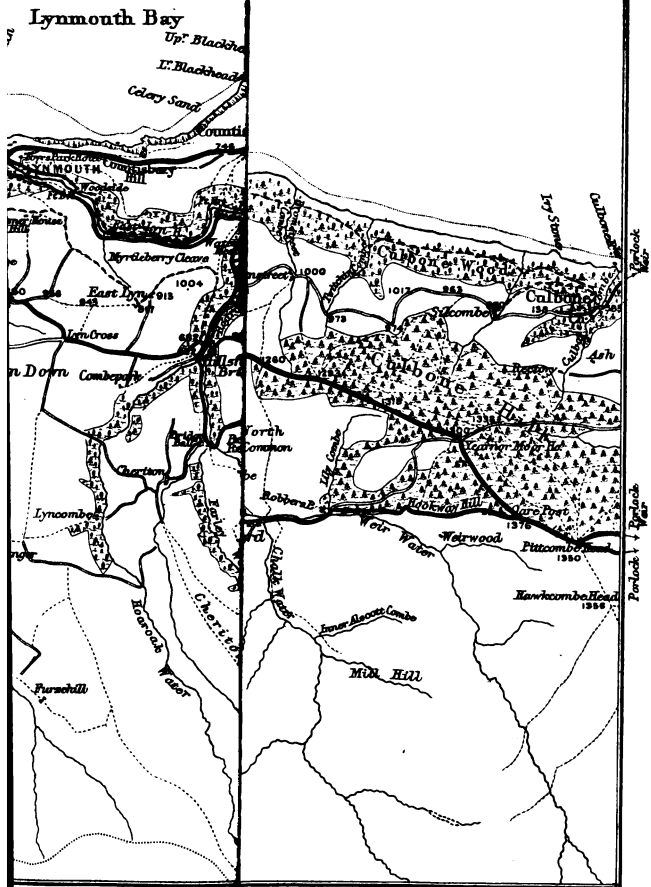
Lynton

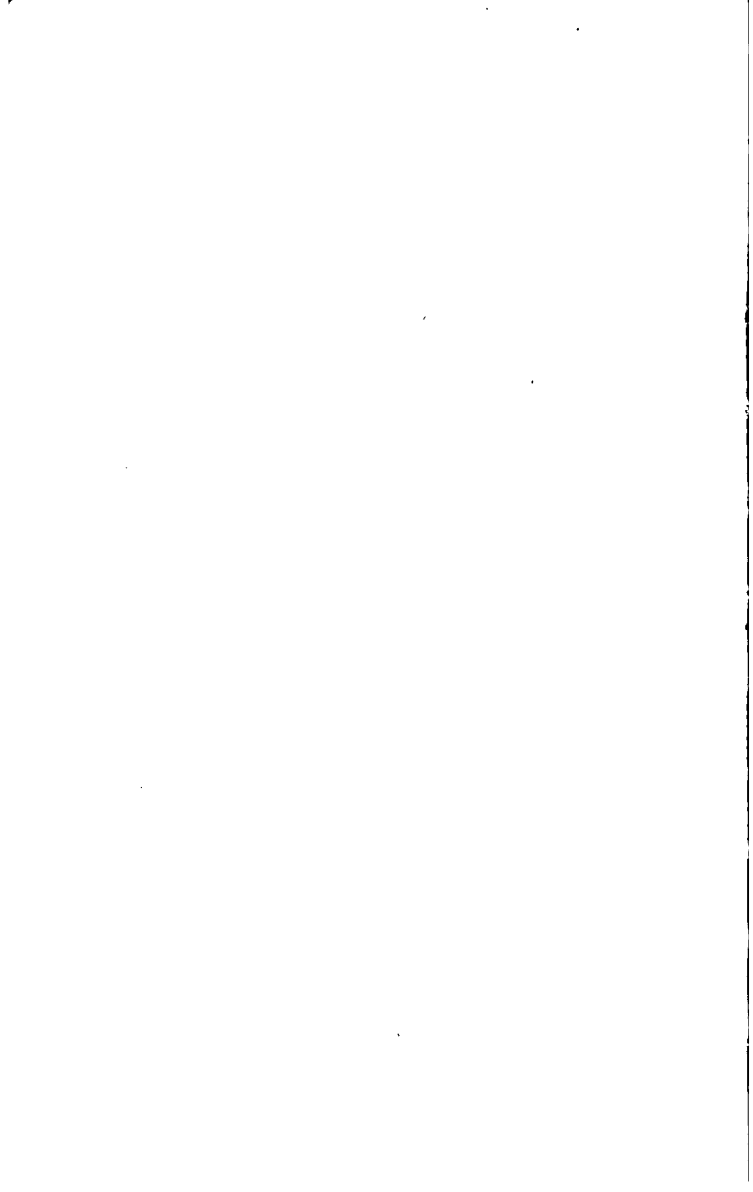
VRONS OF LYNTON

Scale 1 inch to a Mile



Roads described in the Book ———  
 routes wholly or in part modern - - - - -





and is shut in between black and precipitous rocks on the one side and green slopes on the other. Above the rocks rises *Little Hangman* (716 ft.), and behind that *Great Hangman* (1044 ft.).

The pedestrian, instead of keeping to the coach road, may, at a short distance from the Harbour, turn off to the right into a little dell with delightful cottage gardens, a miniature Selworthy Green (p. 27). A steep lane leads up to the road again. For Ilfracombe, *viâ Berryharbour*, see p. 55.

From Combe Martin the road, as good as it is delightful, keeps near the sea. In about a mile is *Sandabay* (path to it on the right), and then the long promontory Barrow Nose. Beyond this we reach the curious little harbour of **Watermouth**, at the mouth of a small brook and prettily timbered vale.

A footpath across two meadows cuts off a considerable bend of the road, which is rejoined opposite Watermouth Castle, a modern residence.

A footpath on right leads down to a rocky glen, in which are *Smallmouth Caves*.

After passing Watermouth Castle, from the top of the hill a path, on the right, offers a divergence to *Rillage Point* and *Sampson's Caves*. Then the road drops to *Hele*—pretty bay—and passing below *Helesborough* (450 ft.), enters **Ilfracombe** (p. 52) by Larkstone Road (see plan).

(B) *By road viâ Hunter's Inn*. This is described as far as the Inn p. 49. Then comes the steep ascent to **Trentishoe** ( $\frac{3}{4}$  m.), beyond which we reach, in  $\frac{3}{4}$  m. more, the open moor (*Trentishoe Down*, 1061 ft.), and at *Stony Corner*, 4 m. from Hunter's Inn, have a choice of roads, both of which descend to Combe Martin; the one to the right is to be preferred, as it enters Combe Martin street at the fountain nearly opposite the King's Arms. If, however, you wish to see the church take the left-hand one. For *Combe Martin* and road to *Ilfracombe* see (A) above.

(C) *Cliff Walk*. As far as Heddon's Mouth and Hunter's Inn, see (C), p. 50, and thence by (B), above.

## Ilfracombe.

**Approaches** : by G. W. R., see p. 2; by L. & S. W. R., see p. 7; by steamer from Swansea see "Bradshaw"; by road, &c., from Lynton see p. 50.

**Railway Station** : on high ground S. W. of the town, and from  $\frac{1}{2}$  to  $\frac{3}{4}$  mile from the principal hotels. Buses and cabs meet the trains.

**Hotels** : *Ilfracombe*, well-situated, overlooking Wildersmouth, with swimming-baths, etc. (Bed and attend., from 4s., table d'hôte breakfast, 2s. 6d., do. dinner, 5s.). Lawn Tennis courts, 6d. each person per hour; balls supplied.

*Royal Clarence*, in High Street, 5 min. from sea (bed and attend., 3s. 6d.; table d'hôte breakfast, 2s. 6d., do. dinner, 4s. 6d.).

*Queen's, Great Western, Victoria*, all in High Street. *Britannia*, in Broad Street, close to the sea and harbour; *Pier*, at the foot of Lantern Hill and close to the piers; *Star*, in Market Street.

**Private Hotels** : *Runnacleave* and *Belgrave*, in Wilder Road; *Granville*, above and west of Wildersmouth Bay. *Collingwood, Imperial, and Waerley*, near the Promenade.

**Restaurant** : 10, High Street.

**Post Office** : in High St., opposite the Queen's Hotel. *Chief Deliveries* : from London, 7.30 a.m.; from North about 12.50 p.m. *Despatches* : to London, etc., 6.25 p.m.; to North, 1.25 p.m. Sundays, del., 8 a.m.; desp., 5.40 p.m.

*Sub Offices*, St. James Place, Portland Street, Church Street.

**Telegraph** at Post Office and Sub-Offices, except Church Street.

**Cabs** : (a) By distance.

	1st mile.	Each $\frac{1}{2}$ m. beyond.	Each person beyond two.
One horse ...	1s.	6d.	3d. extra.
Two horses .	1s. 6d.	9d.	6d. „

(b) By time.

	1st hour.	Each $\frac{1}{2}$ hr. beyond.	
One horse ...	2s. 6d.	1s.	} For 1 to 4 persons.
Two horses .	3s. 9d.	1s. 6d.	

**Donkey Carriages** :  $\frac{1}{2}$  mile 6d., 1 mile 8d. with 4d. per  $\frac{1}{2}$  m. beyond; 1 hour 1s., 6d. per  $\frac{1}{2}$  hr. beyond.

**Drives** : (including driver) there and back

<i>Watermouth Castle</i> (1 to 4 pers.) 4s., 5s.	stopping there 1 hr.
<i>Lee Beach</i> (1 or 2 pers.) 6s., (3 or 4 pers.) 7s.	„ 1 hr.
<i>Mortehoe Church</i> (1 to 4 pers.) 8s.	„ 2 hrs.
<i>Combe Martin</i> (1 to 4 pers.) 7s.	„ 1 hr.

**Coaches** : to Lynton twice a day in summer, single 5s., ret. 7s.

**Steamers** : Excursion steamers in summer to *Clovelly, Lundy, Lynmouth*, 3s. 6d. return in each case.

**Boats** : *Rowing*, 10s. 6d. a day; 1s. 6d. an hour, with 6d. extra for each person beyond four.

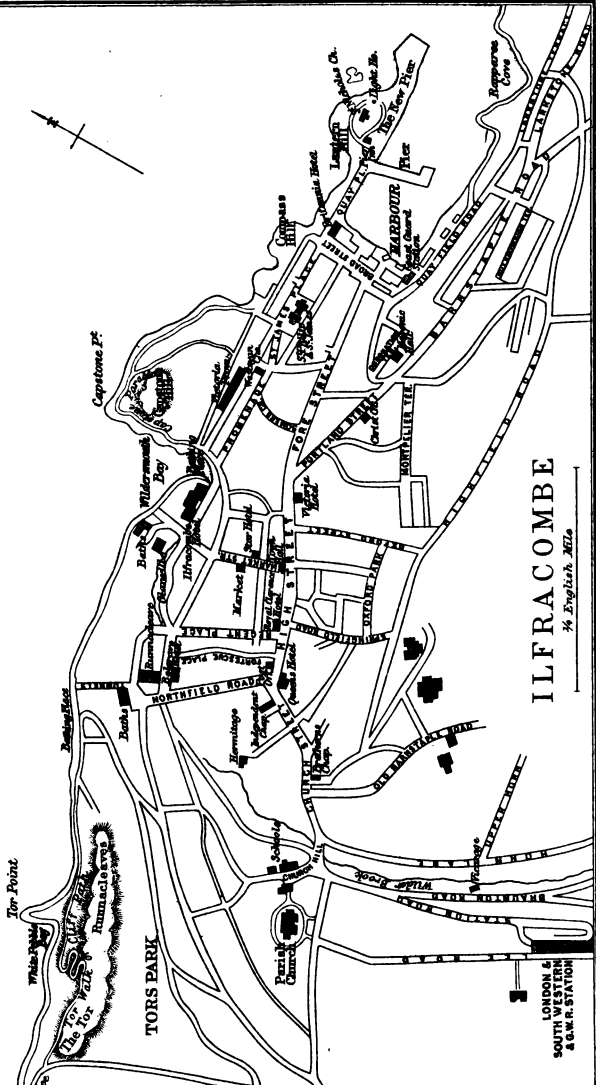
*Sailing*, 2s. 6d. an hour, with 6d. extra for each person beyond five.

*Excursion Yachts* at nominal fares each person.

**Library** (subscription), 9, High Street.

**Ilfracombe** (pop. 7692) is picturesquely situated on the northern slopes of the watershed which falls abruptly towards the Bristol Channel. The town, in former days a seaport of some

B R I S T O L C H A N N E L



ILFRACOMBE

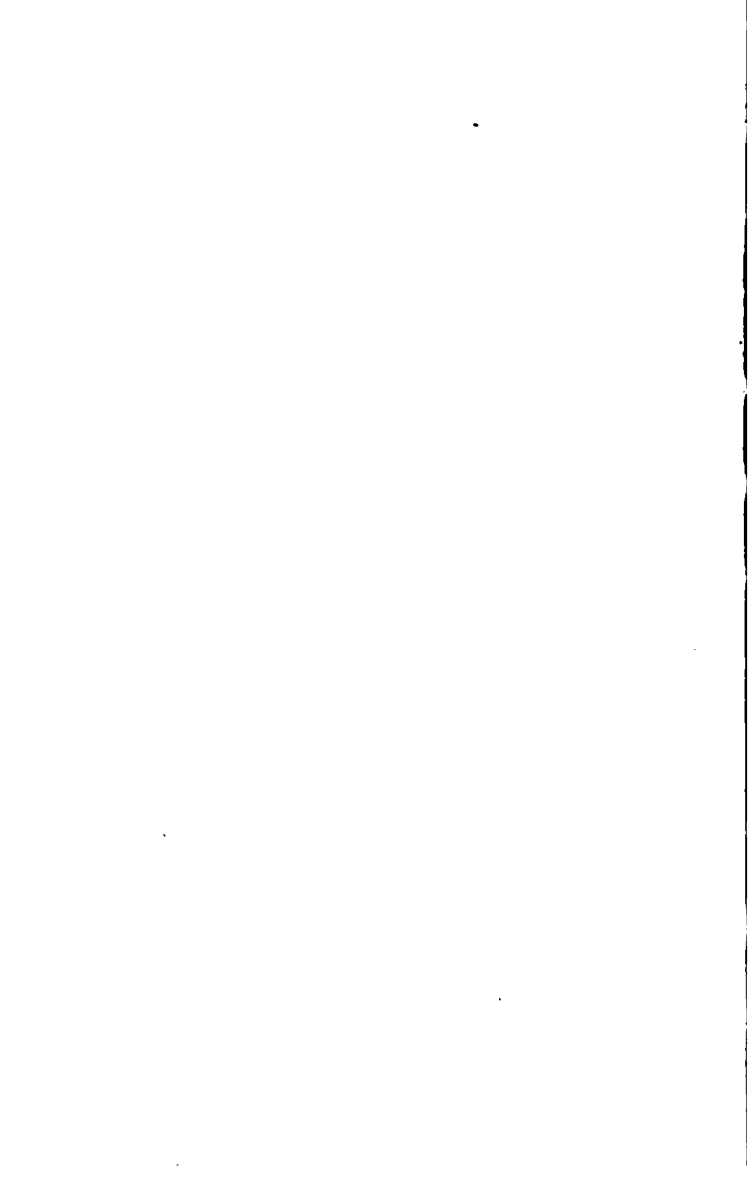
1/4 English Mile

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importance, then consisted of one main street descending nearly W. to E. from the church to the harbour, but it is now a rapidly-increasing watering-place whose terraces and villas occupy the rising ground to the S. and S.W. of the old town. Architecturally there is little in the place to commend it. The main street, originally somewhat mean in appearance, has gradually been modernised, and the newer portions, as well as the many new streets and detached villas, are of the well-known fashionable seaside type. For the most part the stone of the district is the material of all but the quite recent buildings, but the opening of the railway has made easy the importation of bricks, and these with their underdone biscuit colour have of late years not improved the appearance of the place. Whether visitors arrive by rail or road the view of the town from the high ground is striking. On the left winds the deep valley of the Wilder, divided from the coast by the irregular line of the Tors. Then succeed the knolls of the Capstone and Lantern Hill, and eastwards the rugged cliffs of Helesborough. The town lies below with its harbour and two piers, and far away to the dim coast of Wales stretches the Bristol Channel. The *Parish Church* is a conspicuous object on rising ground to the east. It is mainly Perpendicular, with some Norman and Early English features, and contains a good Norman font. The East window of the church is good Geometrical, and is flanked on either side by the Late Perpendicular windows of the aisles. The church of St. Philip and St. James is near the foot of Compass Hill.

People who like to combine the attractions of a fashionable watering place with those of a bold rock-bound coast cannot fail to appreciate Ilfracombe. The climate is at once mild and fairly bracing. In the season the place is alive with a constantly flowing succession of visitors, for whom the hotels and the numerous lodging houses supply accommodation suited to all purses. Of walks about the town no lengthy account is necessary, we therefore give but brief particulars, and refer our readers the plan for guidance to such points as we do not mention.

### Walks about Ilfracombe.

(1) **The Tors Walk.** (Entrance, near Baths, Northfield Road ; 1*d.*, extra 1*d.* to top.) This delightful cliff-promenade extends to the west of the town, and is cut along the sea slopes of the irregular succession of heights that form so prominent a feature of the view as we approach either by rail or by road. The full expanse of the Bristol Channel and the varied stretch of coast from Rillage Point on the east to Bull Point with its lighthouse on the west, and the intervening little bay of Lee, are nowhere seen to greater advantage.

(2) **The Capstone Hill.** This is an abrupt knoll, covered with turf, up which, to the summit with its flagstaff, wind sundry

paths. In addition to the coast view, which is good, though not quite equal to that from the Tors Walk, that of Ilfracombe itself is the best possible, and the broad promenade round the base of the hill, provided with seats, some of which are always sheltered, is deservedly a favourite resort. In the pavilion concerts are given afternoon and evening.

(3) **Lantern Hill.** This is a knoll similar to the Capstone, but inferior to it in height, and more to the eastward. It is crowned by the ancient *Chapel of St. Nicholas*, now surmounted by a lantern, whence the modern name of the hill is derived, and from which a light is exhibited about the hour of high water during the winter half of the year. The hill overlooks the harbour, which it protects from north-easterly winds, and is a capital view-point, commanding the full front of the bold cliff of Heleborough, with *Rapparee Cove* and its bathing machines, sheltered from nearly all winds, at the foot.

(4) **The Quay and Piers.** These skirt the north side of the harbour, a rectangular basin which at high water is often a busy scene, and whose southern side, steep and well clad with undergrowth and ivy, is at all times a pretty sight. The new pier (*toll Id.*) is a sheltered promenade.

(5) **Millsborough** (450 ft.; donkey nearly to the top, 1s.; the path begins close to Larkstone Road). This prominent elevation immediately east of the town and beyond the harbour should be climbed for the sake of the fine view it affords of the town, the coast from Bull Point to Lynmouth Foreland, as well of the combes, which here and at Ilfracombe come down to the shore. On the summit are the remains of an ancient earthwork.

### Excursions from Ilfracombe.

*For Carriage-tariff see p. 52.*

#### 1. Chambercombe and back by Hele, 2½ m.

Leaving the town by Larkstone Road, we pass a cottage on the right with a towerlike erection in its garden, and then take a lane to the right to the pleasant little dell of *Chambercombe*. This, if the natives be trustworthy, has a gloomy tale to tell. In the farmhouse is a chamber, now walled up, in which it is said that years ago the skeleton was found of an unhappy Frenchman, sole survivor of a wreck, here murdered by the wreckers who had taken him captive. The ramble may be pleasantly continued up the tiny brook for a little distance beyond the farm, and the return to the coast afterwards made by a pretty lane to Hele, 1 mile from Ilfracombe.

2. **Watermouth** (2¾ m.), **Combe Martin** (Church; 5¾ m.), and back by **Berrynarbor** and **Hele** (11¼ m. the round).

From Larkstone Road follow the coast road under Helesborough to Hele ( $1\frac{1}{2}$  m.) and on to **Watermouth** with its modern castle and loch-like little harbour. Here **Smallmouth Caves** (gate on left with notice-board; adm. 3d.), which honeycomb the natural breakwater, are worth a visit. One of them affords from its interior a beautiful peep of the coast towards Combe Martin and Little Hangman. From Watermouth a *footpath* (from iron gate, left, just beyond a drinking fountain) cuts off a great angle of the road, along as delightful a coast-road as we know, we reach in 3 miles the foot of the Lower Hangman at **Combe Martin** (see p. 51 for description of church and village). Then we return by the old road, which leaves our outward route on the left  $\frac{3}{4}$  m. from Combe Martin towards Ilfracombe. **Berrynarbor** ( $1\frac{1}{2}$  m.) is a little village embowered in greenery, and lying in a hollow sheltered from all winds. It is graced by a Perpendicular church-tower even more beautiful than that of Combe Martin, though inferior in height. In the churchyard there are two ancient yews, and hard by is an interesting 15th century manor-house (now a farm-house) which was ruthlessly despoiled years ago of its exterior stone carvings to decorate the gardens at Watermouth Castle. Jewell, the celebrated Bishop of Salisbury, was born at Bowden farm in this parish,  $1\frac{1}{2}$  m. south, and his doughty opponent Harding was a native of the adjoining parish of Combe Martin. It is fully 3 m. by way of Hele back to Ilfracombe.

3. **Ilfracombe to Lynton and Lynmouth** (coach road),  $17\frac{1}{2}$  m. Coaches twice daily in summer. For description of this route the reverse way, see p. 50.

This route as far as **Combe Martin** is identical with that just described. The long street of that village is then traversed, and the road, trending inland, mounts gradually to the right of the Hangman, with wide views across to Barnstaple and the coast about Clovelly, while Combe Martin itself and the cliffs form a pretty retrospect. From **Blackmoor Gate** ( $10\frac{1}{2}$  m., where we turn to the left; the name remains but the toll-gate has been removed) for some distance the road is devoid of interest until it falls sharply to the village of **Parracombe (Inn)**. Parracombe church, modern, is passed on the right as we climb the hill after leaving the village. When the road again reaches the higher ground, the view seawards towards Heddon's Mouth and the rounded tops of the Hangman and Holstone Down is pleasing. Some 3 miles from Parracombe we begin the descent of the West Lyn valley, which gradually increases in beauty as we advance, and as we descend Dean Steep towards *Barbrook Mill* (16 m.) gives promise of the glen scenery in store.

In another three-quarters of a mile *Lyn Bridge*, with its little inn, is reached, and the visitor will here do well to quit his carriage and stroll down the hill. When the road forks, the upper one, left, leads to Lynton, the lower one, right, to Lynmouth,

each of which is a short  $\frac{1}{2}$ -mile further. (*For Lynton, &c., see p. 32*).

4. **Ilfracombe to Combe Martin,  $5\frac{1}{2}$  m.; Hunter's Inn,  $11\frac{1}{2}$  m., Lynton,  $16\frac{1}{2}$  m.** These distances are by road all the way. Except for those who wish to visit Heddon's Mouth, 1 mile by footpath from Hunter's Inn, it is not recommended as a *drive*. As a pedestrian route, taking the cliff path (see small type below) from Hunter's Inn by Heddon's Mouth to Lee Abbey, and thence by the North Walk to Lynton, it is one of the best in the district. As far as **Combe Martin**, see p. 55. Go up the village and turn to the left at the fountain, nearly opposite the *King's Arms* (or to end of village and turn left there—the two roads join on top of the hill). A rather dull 2 miles brings us to the top of the ascent, and then it is 3 miles more to *Trentishoe* from which the road descends steeply into a charmingly wooded combe to **Hunter's Inn**, p. 49. The road to Lynton ascends steeply to Martinhoe Common, crosses it and joins the coach road to Lynton (*above*).

**Hunter's Inn to Heddon's Mouth and Lynton,  $8\frac{1}{4}$  m.** by cliff-path. The path starts behind the Inn (for alternative path to Heddon's Mouth see p. 50) and gradually climbing reaches the cliffs at High Veer (1 m.), a fine view-point, east of and immediately over Heddon's Mouth. Following the path,  $\frac{3}{4}$  m. further is a waterfall coming down a little rift brightly green with moss and garlic. To describe the beauty of the cliffs and sea would exhaust our stock of epithets. As we approach **Woody Bay** ( $1\frac{1}{2}$  m. from Heddon's Mouth), grand dark masses project seaward, and then comes the Bay—described with its hotels, p. 49. The path, when it becomes a cart-road, forks, and we follow the left (lower) branch to the still prettier inlet of *Lee Bay*. The sheer cliffs of *Duty Point* crowned by its modern keep, the giant form of the *Castle Rock*, and the verdant valley in which, as it rapidly falls to the sea, nestles *Lee Abbey*, make up a picture which, seen from the western promontory of Lee Bay, is as fair as any on the coast. After the track has passed through a bit of wood, we go through a gate and ascend a carriage road past the drive, left, to Lee Abbey (p. 48) and enter the Valley of Rocks by another gate just above Wring Cliff Cove. The North Walk is gained by path on right of the Castle Rock (path to top), and it is 1 m. more to **Lynton**.

5. **Ilfracombe by old Barnstaple road to Two Pots, and back by the new road.** This short ramble of 5 m. out and home will afford those who have arrived at Ilfracombe otherwise than by road from Barnstaple, a good sample of the district immediately south of the town, and though the outward and homeward journeys are nearly parallel, and never half-a-mile apart, the fact of the one being along the top of a ridge and the other down a valley prevents any repetition in the scenery. We leave the High Street, by a street on the left, just before it reaches the junction of the roads going off to the Rectory and the Station. A steep climb quickly places us on the ridge on the east of the East Wilder valley, and a good view across that valley to the Tors is obtained, and as we continue to ascend, the prospect enlarges on both sides, and is everywhere made beautiful by the irregular coast-line and the sea. In  $2\frac{1}{2}$  miles we arrive at *Two Pots*, where the road joins the new road to Ilfracombe, at a point

734 ft. above the sea. Turning to the left we return to Ilfracombe by the new road (*see p. 21*).

6. **Ilfracombe to Lee (2 m.), Bull Point (4 m.), Morte-hoe (5½ m.), and Morte Point.** To the first of these places there is a choice of routes. The distances refer to (b).

(a) Start by Lee Road (*plan*), which passes below the station and through the hamlet of *Lower Slade* up to *Higher Slade* (1½), and across the ridge to *Lincombe* (2). There turn sharp to the right, and follow the road down to **Lee** (3; Hotel). It is about half-a-mile down through the sweetly placed little village to the mouth of the valley at *Lee Beach*. Thence the road ascends the steep hill on the West, and, about ½ m. from the Beach, turns to the left, and is a dull and tortuous lane to Borough Corner Cottages (5), where turn to the right to Morte-hoe (6½; p. 58).

(b) A shorter and more enjoyable way is the cliff route to Lee (2 miles), which, from the Parish Church, zigzags up to the open cliff-top (which can also be approached by way of Langley). For a mile and more there is a glorious prospect across the Channel to the Welsh coast-line on both sides of Worms Head, and then comes a long descent to *Lee*, which lies inland, at the point where the wooded combs widen out into the verdant little "bottom" that opens on the sea at *Lee Beach*. [To reach the *Lee Hotel*, about half-a-mile from the shore, and equally pleasant for sojourn or passing refreshment, turn to the left at a stile, a little way down the hill that leads to *Lee Beach*.] For Morte-hoe descend the hill to the beach and mount the opposite steep. In about ½ m. a narrow lane diverges, left, to Morte-hoe and its station (2 m.). Do not take this but keep straight on, and go through a gate nearly in front and then through another to a direction-post indicating the way to Bull Point. Follow the path through yet another gate, descend, left, along the hedge and regaining the path cross the brook in the bottom and take the upper path, left. This leads to the carriage road connecting Morte-hoe with the Lighthouse on **Bull Point**—those who prefer to go by train to Morte-hoe Station can drive, 3½ m., to the Lighthouse; the fare to Morte-hoe village, more than half way, is 6d. each person, but there is no fixed tariff on to the Lighthouse. The latter, so conspicuous an object from Ilfracombe, is about ½-mile through and beyond the gate. During daylight the keepers are always ready to show it, and those previously unacquainted with such structures will here be enabled to examine one that includes the latest improvements, as well as the apparatus of the Siren fog-horns which sound their warning to the mariner when the light is obscured by thick weather. From the Bull Lighthouse to **Morte-hoe Village** is about 1½ miles by the carriage road, and little is to be gained by following the cliffs. The village (Inn: *Chichester*) is rather a desolate-looking little place, with a conspicuous *Church* which has been modestly restored, and is chiefly interesting for the

tomb of William de Tracey (1322). The De Tracey family in the 14th century held property in the neighbourhood, and the effigy on the tomb is that of a member of the family and a former vicar. It has been supposed by some that the tomb, as at present existing, is made up of an earlier one in memory of Sir William de Tracey, one of the murderers of Thomas à Becket, to which the Vicar's effigy has been added, but in all probability the connection with the fierce knight is a mistake which has arisen from the fact that Becket's murderer did retire to this neighbourhood. Tradition connects his name with a cave at the Crookhorn bathing-places at Ilfracombe. **Morte Point**, with *Morte Stone* at its extremity, stretches a mile westward of the village. The nearer part is enclosed, and a charge of 2d. is made by the farmer for passing through his grounds, which are entered on the south side of the church. The Point itself is a sharp, almost razor-backed ridge of no great height, but commanding a wide prospect. Late in the summer, the brightly contrasting hues of heather and ragwort lend a great charm to the rocky ground. During our walk we get a fine view of Morte Bay, bounded on the south by Baggy Point, and bordered by the broad belt of Woolacombe sands, which in the sunshine are a bright, almost dazzling feature. As soon as the view north opens, Worms Head in Gower is seen nearly 30 miles away, while close at hand, Bull Point, viewed across Rockham Bay, has a striking appearance, its bright glaucous-coloured slate rocks being in complete contrast to the warm and dark tints we are used to on this coast. It is for the sake of obtaining suddenly this western view of Bull Point after rounding Morte Point that we advise those staying at Ilfracombe to take the route the reverse way as described below.

**7. Ilfracombe to Morte Point by rail, 3 m.; thence Morte Point, 2 m.; and back to Ilfracombe by coast, 9 m.**

From Ilfracombe Station (240 ft.) the line winds up east of the Slade valley, by a gradient largely 1 in 36, to the watershed (635 ft.) at **Morte Point Station** (Inn: *Fortescue*). Thence to *Morte Point Village* it is a dreary descent of 2 miles. Conveyances are always found at the station (*to village, 6d. a head*). After a peep at the church (*above*) and a stroll to Barracane Bay, we proceed to **Morte Point**, see Exc. 6. Leaving Morte Point and keeping along the cliffs, we almost directly catch sight of **Bull Point**. Its cliffs by their light colour, almost bright, are a striking feature. To reach it, after passing the wall which cuts off Morte peninsula, make for a fence which skirts the cliff-edge on the opposite side of the depression in front of you. Over this fence is a narrow path, which first skirts the cliff-edge, then ascends, and presently drops to a wall in a deep combe below the houses of N. Morte. Either continue along the rough slate path, or, better, turn up an obvious path. This path will have been noted on the opposite side of Combe as you descended the hill.

It leads to the head of the valley—do not turn to right here—through a gate and lane into the carriage road from Mortehoe to the Bull Lighthouse. After visiting the lighthouse, follow the road for  $\frac{1}{2}$  m. and go through the white gate. There take the footpath, left, down into the combe, and up the opposite side, alongside a hedge. Then go through a gate, right, up to a direction post, and there turn to the left, and through two gates you reach the road for Lee. The descent to Lee Beach ( $\frac{1}{2}$  m.) from the gate is pretty, and the cliffs which bound that little bay on the east appear to advantage. Leaving Lee Beach we again climb till we reach the cliff-top, *Lee Downs*, whence the return to Ilfracombe can be made by *Langley*, or leaving that on our right and keeping towards the coast, we can, by a delightful walk along the downs, enter the town by the road that zigzags down the landward side of the Tors over against the church.

## Woolacombe.

**Approaches:** rail to Mortehoe, *p.* 17, thence road ('bus), 2 m.: or from Ilfracombe by road (*via* Lee and Mortehoe), 8 m.

**Hotels:** *Woolacombe Bay* in the village close to the shore; *Mortehoe*,  $\frac{3}{4}$  m. N. on the Mortehoe road, beyond Barracane Bay.

Woolacombe is a bright new watering-place, with excellent accommodation in furnished houses and lodgings. A pleasant lawn in front of the *Woolacombe Bay* and an esplanade are among its amenities, but the splendid sands, more than two miles long, are the great attraction. The one drawback is the total absence of shade. In August Woolacombe is sultry. Earlier and later it is very pleasant.

Of walks and excursions, that to Mortehoe and Morte Point will be found sufficiently indicated, *p.* 58. It is about  $1\frac{1}{2}$  to Mortehoe village, from Mortehoe to Bull Point by road is about  $1\frac{1}{2}$ , but the pedestrian will prefer the walk given under excursion 7 *above*. For the drive or walk to Ilfracombe see reverse routes under excursion 6, *p.* 57.

**Woolacombe to Croyde Bay and Saunton Sands and back by Saunton Court and Croyde village**, a round of 10 to 11 miles. This walk gives an excellent idea of the coast and inland scenery of this neighbourhood. If Braunton be the destination, the distance from Woolacombe *via* Putsborough is 7 m. This alternative route is noted, as is the walk out to Baggy Point.

Follow the sands southward to (2 m.) a cottage, and ascend the steep lane. Over the brow we reach the divergence of routes to Braunton and Croyde.

For Braunton go to the left. The lane drops sharply to ( $\frac{3}{4}$  m.) *Putsborough*, a pretty spot, with a fine old thatched house of that name. Pass in front of this, and bear round to the left, and follow the road to *Georgesham*, *Go*



through the village, and past the S. side of (1 m.) the Church. About 1 further you pass the hamlet of *Darracot*, and ascend the hill beyond, and, reaching a direction-post, turn left. Hence onward good views are obtained over the Taw Estuary. At (1½) a direction post, with two arms pointing **Braunton**, take the right-hand one of the two roads. This drops steeply **Braunton**, and the station is only a few hundred yards to the left. Braunton is a pretty village, with a small stream and picturesque cottages. The *Church* is interesting and cared for. The chancel is Early English, and this the earliest work. The tower is Perpendicular. Inside, the 15th century benches ends are very good. Notice a roof-boss representing a farrowed sow. This represents the legend that the site of the church was revealed to St. Bracco (about whom we know nothing) in a dream. He was to build where he came across a litter.

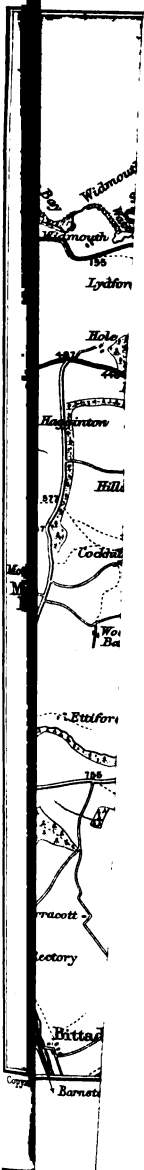
For Croyde we turn to the right. The lane leads to (1½) *Croyde village*, but we quit it by turning to the right when the wooded valley comes in sight, that is just short of the village and so reach (2½ m.) **Croyde Bay**, a little watering-place with hotel and lodging accommodation. It is a retired spot, with good sands and quiet scenery.

**Baggy Point.** This may be reached from Woolacombe Sands by simply following the ridge (from a gate, right near the top of the lane), but this is a cross-country walk, involving some stiff stone walls. The easier and better way is from Croyde Bay, whence there is a grass path leading out to the extremity, of which the S. side is flanked by noble precipices with a fine cavernous opening, the rocks beautiful in colour and set off with golden lichen. The best view of the rocks is obtained by following the narrow grass-covered headland which projects at the most southern point. Of the several caves to be seen in Baggy we have no personal experience.

On reaching the shore, follow the sands on the left to the low rocks which bound the bay on the south. There you strike a path which skirts the coast at the edge of the fields, and leads to (2 m.) the hotel and lodging-houses of **Saunton Sands**, a somewhat desolate spot, that affords opportunity for a quite unconventional holiday. The great sea-stock grows on Saunton rocks.

At the back of the houses take the road leading to (1½ m.) Saunton village (hidden among trees ahead). About half way to it, turn to the left. This road passes (¾) *Saunton Court* (farm ho.), and leads steeply up the hill to an open field. There quit the road, and take a track up the field to a stile, whence there is a beautiful view over Bideford Bay and the Taw Estuary. Beyond this stile follow the footpath across the hill-top, and continue by lane down into the prettily wooded village of (1½) **Croyde (Manor Hotel, clean; also lodgings)**. Just beyond the Inn take a farm-road. This leads through a farm to Putsborough (p. 59) in a short mile, and you turn to the left up the hill. The walk back to Woolacombe may be varied by taking a path that winds along the slopes of Woolacombe Down about half way up.

**Braunton Burrows.** This mile-wide waste extends from Saunton to the Taw estuary, and is only interesting to the botanist. Saunton, or Saunton Sands, affords a base, but Braunton would do as well. Among many more or less uncommon species to be found are, in the marshland on the east, *Artemisia maritima*, *Epipactis palustris*, *Chenopodium rubrum*, and the pretty, though not very rare, *Chlora perfoliata*; on the burrows, *Asperugo procumbens* (rare), *Erigeron acris*, *Teucrium scordium* (rare); near the Lighthouse, the mud-rush *Eleptis holoschenus*,



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## Barnstaple.

**Stations:** *Barnstaple Junction* (South-Western, but used also by G.W.R.), *Barnstaple* (Great Western), on line from Taunton. *Barnstaple Quay*, the first station on the Ilfracombe branch.

**Hotels:** *Fortescue, Golden Lion, King's Arms.*

**Post Office** (in Cross St.): Del. \* 8 and 11.45 a.m.; 5 and 8.30 p.m. Desp. 8.20 a.m., 10.40 a.m., \* 7.35 p.m. to London, etc.; 3.10 p.m. to North. [\*Sundays also.]

**Tel. Off.** open 8 a.m. to 8 p.m. on week-days; 8 to 10 a.m. Sundays.

**Population** (1891): 13,058.

**Lynton Coaches** (single 5s. 6d., return 9s.; no fees) to and from *Barnstaple Junction* on week-days. One coach each way the year round, but three in summer. They connect with the trains of both companies, and in summer with train and coach *via* Bideford to Clovelly and Bude.

**Distances:** *by road*, Ilfracombe, 11½ m.; Lynton, 18 m.; *by rail*, Bideford (for Westward Ho! and Clovelly), 9 m.; Dulverton, 21 m.; Exeter, 39 m.; South Molton (for Simonsbath), 8 m.; Taunton, 42 m.; Torrington, 14 m.

**Barnstaple**, a thriving municipal town, the commercial capital of North Devon, is on the northern bank of the Taw, some 8 or 9 miles, as measured along the devious channel, from its mouth. Seen from the southern bank it has a particularly pleasing appearance and situation. The broad river, the long bridge, the lofty tower of Holy Trinity Church, are the prominent features, whilst behind the town rise the well-timbered slopes and gently-swelling hills that completely shelter it from the north. Though of great antiquity, Barnstaple presents now scarce a trace of its former self. In the time of Athelstan it not only existed, but its defences were dilapidated with age, and were by him repaired. It retained its walls for many centuries; but, in 1842, the last remnant of them was removed. Of its *Castle and Priory* only the sites remain, the former being marked by a mound. The **Parish Church** of Saint Peter and Saint Paul is in parts of the 14th century, and has been restored. *The Chapel of St. Anne*, hard by, now the Grammar School, dates possibly in parts from pre-Norman times.

Of modern buildings there are none requiring mention; but the well-restored "*Queen Anne's Walk*," an exchange built in the beginning of the 18th century, and surmounted by a statue of Queen Anne, should be visited. It is close to Barnstaple Quay Station.

The suburb of **Pilton**, ½ m. north of the town, on the Ilfracombe road, has an interesting *Priory Church*, of which the lower portion of the tower and some adjoining parts of the nave are

old. The screen is good, and the pulpit has attached to it an hour-glass stand. The wooden erection, with canopy, over the font is curious and apparently an adaptation.

The well-shaded South Walk, along the river-bank, is pleasant.

Of excursions from Barnstaple we need not here make mention, as we have already described the routes to and from Ilfracombe and Lynton, and are about to proceed on our way south-west. It is, however, worth the short run by rail to **Swimbridge** ( $3\frac{1}{2}$  m.) on the Devon and Somerset line, to visit its little *Church*, which contains a beautiful Perpendicular screen. Here for many years lived as rector the far-famed worthy Rev. John Russell. He died in 1883 at Black Torrington, but was buried here.

**Barnstaple by Instow [Appledore] to Bideford** (for Westward Ho!).

*Barnstaple to Instow,  $6\frac{1}{2}$  m.; Bideford, 9 m., by rail.*

As we leave Barnstaple behind, soft and wide views are obtained across the Taw estuary towards Wrafton and Braunton, and, approaching Instow, Appledore, on the opposite side of the Torridge, becomes, with its cluster of masts and rapidly rising and wooded background, a conspicuous and picturesque object. **Instow** (Inn: *Marine*) is a quiet little place, with a sweet prospect across the water, and a few unpretending lodging-houses and shops. *For Lundy see p. 69.*

A ferry crosses to **Appledore** (*Inns*), as old-fashioned a little port as any in the West. For skiff to Lundy, *see p. 69.* By crossing from Instow to Appledore, Westward Ho! (*p. 64*) can be reached by a pleasant walk, of 3 miles, *via* Northam, or, by the mouth of the Taw, the *Pebble Ridge*, and *Northam Burrows*, in  $4\frac{1}{2}$  miles.

Continuing by rail past Instow we get a pleasant retrospect down the Torridge and across the Taw, and soon come in sight of the clean-looking town of *Bideford*, rising steeply from the riverside quay across the stream.

The station is on the east side of the river, and the town is reached by crossing the bridge (*see next page*).

**Barnstaple to Lynton, coach route, p. 21.**

## Bideford.

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**Hotels** : (at the Station) *Royal* ; ( $\frac{1}{2}$  m. from Station across the Bridge) *New Inn Family* ; *Tanton's*. Bideford is well off for comfortable hotels. **Pop.** (1891), 7908.

**Post** : Del. 8.15 a.m.; 12.45, 5.15 and 8.15 p.m. Desp. 7.30, 9.10 a.m.; 2.10 (North); 7 p.m. Sundays—Del. 8 a.m.; Desp. 5.45 p.m.

**Public Conveyances** : Coach to *Bude*, *via* Clovelly Cross (for Clovelly); mail-break to *Clovelly* and *Hartland*; omnibus (meets trains) for *Westward Ho!* See Yellow Sheet and p. 22.

*Carriage* (1-horse) to Clovelly, 14s.; (2-horse) 20s. There and back, 18s. and 26s., including driver in each case; but see Clovelly, p. 66. *Carriage* (1 horse) to Hartland Quay, 15s.; pair, 25s.; see also p. 65.

Every visitor to these parts ought to be familiar with Kingsley's "Westward Ho!" and so we need not quote his description of this old-fashioned town and port. It stands on the margin and steep western bank of the Torridge, and is fully seen as we approach by rail. The town is of considerable antiquity, and was formerly of relatively greater importance than at present. Its principal streets are wide, and the general appearance of the place throughout is suggestive of quiet and healthy ways, not unaccompanied with fair prosperity. The bridge, originally built in the 14th century, has 24 pointed arches and is 741 feet long. It has been more than once widened, and affords a delightful promenade when the tide is up and the softly beautiful Torridge valley is bright with the windings of its then broad stream. There are no particular points of interest in the town, but it is a pleasant place for a day or two's sojourn whilst exploring the neighbourhood. The *Church*, with the exception of the tower, is modern—stone effigy of Thos. Grayfield, 16th cent., in old screen on S. side of the communion rails,—and there are no other public buildings of any moment.

**Chudleigh's Fort**, on the east side of the river (from the town turn to the right after crossing the bridge and then, after mounting the hill, through gate, left, opposite the last of the houses) is of no interest in itself, as it consists only of a rough and slight modern rampart, enclosing the site of a Parliamentary fort. It is for the **view** that it affords of the neighbourhood that it should be visited. Bideford is across the river, and its bridge and quays immediately below, and from the foreground to the right and left extends the valley of the Torridge, bounded, especially on the western bank, by a well-clad range of gently rounded hills. Due north we catch sight of Braunton, across the estuary of the Taw, and to the right and left of the mouth of the Torridge lie the pretty villages of Appledore and Instow, with its quay. Turning southward, we see the wooded glen-like valley down which the river comes from Torrington and Wear Giffard, though the windings of the stream shut out the view of these places. A little

above the town, on the western side of the stream, is the old house, "*Little America*." Taken as a whole, there are few English prospects of the softer kind more beautiful than that from this old fort.

**Bideford to Westward Ho!**  $2\frac{1}{2}$  m. from the Bridge. Omnibuses, to and fro, meet the trains. The road leaves the town on the north-west, and is for the first mile across a mead. Where it forks take the left-hand branch (that to the right goes to *Northam*, 1 m., and *Appledore* (p. 62),  $3\frac{1}{2}$  m. from the fork), which is at once pleasantly wooded. For the next  $1\frac{1}{2}$  miles we gradually climb, and though the route is pretty, it presents no features calling for notice. We come upon **Westward Ho!** (Hotels: *Royal*, *Pebble Ridge*) suddenly, as it is at the foot of the high ground that is here within a few yards of the shore before it begins to fall seaward. On foot from Bideford to Westward Ho! Take a lane about 300 yards N. of the bridge and continue by path and another obvious path after the turn out of the *Northam* road.

The view from above the village is wide and varied. Immediately below is the *Royal Hotel*, and stretching away to the right are the modern villas and lodging-houses that constitute the healthy little watering place. An expanse of fine sand lines the shore, on the landward side of which, running northward towards *Barnstaple Bar*, is the **Pebble Ridge**, a long bank of huge boulders cast up by the restless waters of the bay. **Northam Burrows** is an irregular area of rough grass and gorse separated from the sea by the *Pebble Ridge*. Here golf has its chief habitat south of the *Tweed*. The *bathing* at *Westward Ho!* in calm weather is good, and to afford a safe dip at times when the sea is too rough on the open shore, pools have been cut out of the rock. There is a small church here, erected in 1870, as well as spacious Baths.

**Westward Ho! to Appledore** abt. 4 m. The road for  $1\frac{1}{2}$  m. is the same as that to Bideford. Then we turn left, about 1 m. more, to *Northam*, whose church is on the high ground to the south of the Burrows. It is a short  $1\frac{1}{2}$  m. onward to *Appledore* (Inns), a quaint little port opposite *Instow*. The return, on foot, can be made across the Burrows in abt. 3 m.

**Westward Ho! to Clovelly**, 12 m. by road through *Abbotsham*. See *Bideford to Clovelly*, p. 65.

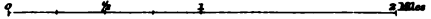
**Bideford to Wear Gifford** (3 m.) and **Torrington** ( $5\frac{1}{2}$  m.) by road. This route keeps the river on the left for  $1\frac{1}{2}$  miles from Bideford Bridge, when it crosses a small tributary. Immediately beyond it turns to the right, and in 2 miles has *Lancross Church* a trifle to the left. At *Lancross* was born *General Monk*, afterwards *Duke of Albemarle*, who mainly contributed to the restoration of the *Stuarts*. When a fork is next arrived at, take the road to the left. A canal, which has a small inclined plane, here takes the place of the river navigation, and in 3 miles from Bideford we are opposite the village of *Wear Gifford*, on the left. Here is a small *Perpendicular church* of some interest, and a 15th-century *manor-house* belonging to *Earl Fortescue*. The latter was used as a farm-house for a considerable period with the natural result, but some years ago it was restored, and is now well cared for. The *hall*, with its fine roof, is especially noticeable, and throughout the house is much good oak panelling. Of the surrounding wall little but the *gate-house* remains. Continuing our route, accompanied by river and canal up the wind-

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ing valley, well timbered with oak, in 5 miles we reach *Rothern Bridge*, which we cross, and then with canal and river on the right in  $5\frac{1}{2}$  miles arrive at Torrington.

**Torrington** (pop. 3,445. Inn : *Globe*), situated on the high eastern bank of the Torridge, is a town of considerable antiquity, but its chief historical interest is connected with the Civil War. It was hard by that Fairfax in 1646 won his victory over Hopton, and crushed the royalist cause in the West. Then, too, the 14th-century church was destroyed by an explosion. The present building was erected a few years later, but the tower is modern. The town is the seat of a glove manufactory, and the neighbourhood is a favourite one with fishermen. Without being in any way remarkable, this is a pretty corner of North Devon. The only object of antiquarian interest is the *Priory at Frithelstock*, a mile west of Rothern Bridge, but of this the remains are trifling; they are close to the church.

**Bideford to Clovelly, 11 m., and Hartland, 13 $\frac{1}{2}$  direct, 16 via Clovelly.** For Hartland Quay see p. 74.

*Mail-break leaves Bideford at 7.20 a.m., arr. at Clovelly (in summer via Hobby Drive) at 9.15 a.m., and P.O. Hartland Town at 9.45 a.m. Returns from Hartland at 4 p.m., and Hobby Gate, Clovelly, 4.45. Fare, 3s., return, 6s. Places booked by Colwill & Son, Allalands Street, Bideford. For Coaches to Bude and Clovelly see Yellow Sheet. For carriages see pp. 63 and 66. Thorne's omnibus-van from 5 p.m. train to Hartland, 1s. 6d.*

From the Station cross the bridge, turn to the right along the riverside. On reaching High Street go up it to the top of the town (1 m. from Sta.). There the road forks; left, the main road (telegraph) to Clovelly. [A pleasanter way is by the right-hand road, past *Duddon Hall*, left, just before reaching which we get a peep to the right over Northam Burrows and the Taw estuary. When, in  $1\frac{1}{2}$  miles, the road forks, take the left branch, and in a few yards you reach **Abbotsham**, with an interesting little *Church*. In the south-east of the church-yard there is a good modern *Iona Cross*, and through the trees we get a glimpse away across the Taw Valley. The church contains good benches and a curious font. Half-a-mile beyond the church we join the main road,  $2\frac{1}{2}$  miles from Bideford, which having climbed a ridge, keeps it nearly all the way to Clovelly.] Passing through the little hamlet of *Ford* and ( $3\frac{1}{2}$  m.) *Fairy Cross* we reach *Horns Cross* (5 m; Pub. Ho.).

The road, right, leads down Peppercombe to the sea in something under a mile. On the point W. of the mouth of the brook are some remains of Peppercombe Castle.

At  $5\frac{1}{2}$  miles from Bideford is the *Hoops Inn*, with a little clean accommodation.

**To Bucksmill.** A fishing-hamlet set in a V-shaped and wooded combe, and vying in the beauty of its site with Clovelly. The *détour* to it and back to the main road at Bucks Cross (a mile short of the entrance to the Hobby Drive) adds about a mile to the road distance to Clovelly. About  $\frac{1}{4}$  m. beyond Hoops Inn, at a school, turn up a lane on the right, and in 150 yards or so take a field-path on the left. This crosses two fields to Lower Worthygate, and at the far end of the next field enters a wood, and drops down the combe to the hamlet. The view of the coast from the shore extends N.E. past Westward Ho! and Baggy Point to Morte Point; and W. to the sheer cliff of Gallantry Bower (beyond Clovelly). [On a falling tide Clovelly can be reached by the shingle—

very rough—in about  $2\frac{1}{2}$  m. At  $\frac{1}{2}$  m. and  $\frac{3}{4}$  m. from Bucksmill are minor waterfalls, and a good one at  $1\frac{1}{2}$  m., in a tinycombe adjoining a curious natural archway. Just before we reach Clovelly is the Freshwater Cascade, mentioned in *Westward Ho!*] Return to the top of the hamlet, and take the lane to the right, up to Bucks Cross.

Just beyond the sixth milestone a road diverges, left, to Woolfardisworthy (*pron.* Woolsery), and then over a gate on the right is a good view of Lundy and the cliff, Gallantry Bower.

**Another Way to Bucksmill.** Nearly  $\frac{1}{2}$  m. W. of the Woolfardisworthy finger-post (and almost opposite a by-road on the left) go down a narrow rough lane on the right. After two twists this ends at (4 min.) two gates. Go through the left-hand gate into a field, which affords a lovely view. From no other point does Lundy appear more sheer. On its left extremity is the Lighthouse, and beyond, to the right, is the line of the Welsh coast. Bucksmill lies in its deepcombe below, and Gallantry Bower is seen peeping over the woods to the left of the hamlet. From the lower end of the field a steep path descends to Bucksmill, almost in a line with the road through it. By the shingle or back to the main road for Clovelly, see *small print at foot of p. 65.*

Some 300 yds. beyond the 8th milestone from Bideford, on the right, is the entrance to the **Hobby Drive** (*adm.* on foot 6d.; one-horse carriage 1s., two-horse 1s. 6d.; closed on Sundays, on which day Clovelly can be reached by Clovelly Cross,  $1\frac{1}{2}$  m. further on) which is  $2\frac{1}{2}$  m. long and lovely throughout. For the first half-mile the drive,

“..... where art with votive hand has twined  
A living wreath for Nature's grateful brow,”

is through plantations, and then, as the road turns a corner westward, we get a pretty outlook on the right, down a glen. Soon the road again bends sharply to the left, and we have as we descend a view up the coast eastwards. The scenery improves continuously, and is at its best just as the drive again bends inland towards the head of the ravine at the mouth of which is the village. From this point on to *New Road Gate*, where carriages stop, delicious is the only word that conveys at all the beauty of the route. For continuation of road to Hartland see p. 71.

## Clovelly.

**Approaches.** From Bideford, see p. 65 and Yellow Sheet. From Bude by coach to Clovelly Cross and thence by waggonette (included in coach-fare) to New Road Gate. This approach is described the reverse way, pp. 68, 77. Steamers in summer from Ilfracombe.

\*.\* At New Road Gate, where vehicles stop, sledges and donkeys meet the luggage.

It is well for the traveller to decide on his inn before arriving here, as the nuisance of hotel touts is not unknown. In summer a bed should be secured in advance.

**Posting.**—L. Jeffery is reasonable, 10s. to or from Bideford; 25s. Tintagel.

**Hotels:** *New Inn* (table d'hôte 3s. 6d.), in the village street, half way down. *Red Lion* (unpretending but good; Bed and Attendance 3s., meat breakfast 2s., lunch 2s., dinner 3s.), at the bottom of the village, close to and overlooking the sea.

**Post :** *del.* 9.30 a.m.; *desp.* 4.30 p.m. (Sundays 3.30). **Tel. Off.** open weekdays : 8 to 8 ; Sundays : 8 to 10 a.m.

**Boat and Man,** 2s. an hour.

N.B.—For a good account of Clovelly and views (better than photographs) see the *English Illustrated Magazine* for December, 1884 (*1s.*). The village is also described at length in Dickens' *A Message from the Sea*, and also in *Ferny Combes* by Mrs. Chanter, Charles Kingsley's sister. The father of Charles Kingsley (*b.* 1819) was rector of Clovelly, 1830-6. The present (1892) rector, Rev. W. Harrison, is a son-in-law of the author of *Westward Ho!*

From New Road Gate a steep winding track conducts to the head of **Clovelly** Street, which consists of a zigzag stair, on either side of which, no two on the same level, cling the houses. The village occupies a mere rift in the steep cliff slopes. Above and on each side of it, it is embowered in abundant woods, and from its tiny cove juts out a short pier that thus forms a small harbour. At one time it seemed as though the irregular quaintness of the place was to be sacrificed to meet the supposed needs of the omnipresent tourist, but happily not much damage has thus far been done, and it is still the funniest and most primitive of fishing villages, a very paradise for the sketcher. Only at the lowest tides is there any sand, but the sheltered bay is perfect for a swim from a boat. Both the hotels are apt to be full in summer. There are some small lodgings of an unconventional type.

Of directions for exploring the immediate neighbourhood but few are needful. To even the hurried visitor we would say, however, that the main street is not the whole of the village, and that many a quaint study is to be found in the little by-lanes west of it. Of walks, that eastward by the Hobby Drive (for charges see *p.* 66 ; weekly tickets, *1s.*) is given above. Westward are the charming grounds of **Clovelly Court**, which are entered at *Yellery Gate* (closed on Tues. and Sat., but open on Sundays ; *6d.* each person) a little beyond and opposite New Road Gate. Keeping along the seaward side of the lovely park, well shaded paths bring us in  $1\frac{1}{2}$  *m.* to **Gallantry Bower** (387 ft.), an almost-perpendicular cliff commanding a superb view. Beyond this, down the glade it is a short  $\frac{1}{2}$  *m.* to **Mouth Mill**, a sweet spot where a brook enters the sea. Here the forms of the rocks are very striking, and suggest the idea of having been furrowed by some giant plough. Of seaweeds a great variety can be collected, and the deep clear pools left by the tide are studies for the naturalist.

The return to Clovelly can be made by the upper of two tracks, on the E. of the Mouth, which leads through the grounds of Clovelly Court, and, left, into a road near the house and church.

**Clovelly Dykes** or *Ditchen Hills* ( $1\frac{1}{2}$  *m.*). These are 3 concentric earthworks of unknown date, at the junction of the road from Clovelly with the one from Bideford to Hartland. Those who drive must go through New Road Gate and along the road passing below the Coastguard cottages.

Pedestrians should save a quarter-of-a-mile by taking the narrow lane to the left of New Road Gate. This will take them past the School at Winklebury and out into the road at *Lower Sierra* (below), where turn to the left.

The house in front is the Rectory, and on the right we pass an ivied gateway that gives a picturesque approach to the Church, adjoining Clovelly Court. The road now turns sharply to the left and passes the hamlets of *Lower Slerra* (*Farmer's Inn*) and *Higher Slerra*, where is kept the Rocket Life-Saving Apparatus. The next hamlet is *East Dyke*, and here a gate on the right admits us at once to the encampment. The outer one of the three mounds is now imperfect, having been cut through by the road. The view from the Dykes (the highest point is on the western side) is extensive, but rather lacking in interest. On a clear day the heights of Dartmoor are seen on the south horizon, and beyond Hartland, over Hartland Quay, is the sea, which is also in sight northwards to Gallantry, and Lundy north-west. The return can be made along the Bidford road (1½ m.), and then down the Hobby Drive.

Those who desire to appreciate the romantic situation of Clovelly should, if they have not arrived by water, by all means choose a bright, calm evening for a row in the bay. Down by the little pier and harbour a civil boatman with a decent craft can always be found, and for 5s., or a trifle more in the height of the season, he will row to Mouth Mill and back. The cliffs to the west of the village come down dark and sheer into the sea, and the strata of which they are composed are in places singularly contorted. From Clovelly Pier Gallantry Bower appears only sharply inclined, but now as we pass under it, its height, nearly 400 ft., and its perpendicular face make it singularly impressive. Here and there is a cave in which on occasion a stray seal has been seen, and a group of rocky islets with a natural archway, *Church Rock*, navigable in calm weather, just west of Gallantry, adds much to the beauty and interest of the coast. Lundy is of course a prominent object seaward, and the bluff promontory of Hartland is seen to advantage. At *Mouth Mill*, in the absence of a ground-sea, we can land and explore the woodland charms of that pretty mouth, but if this water-excursion is made, as it should be, near sunset on a summer's evening, the visitor will, we think, be loath to quit the water, and will prefer leisurely coasting along back to Clovelly.

For *Bucksmill*, see p. 65. The finest approach to it by "another way."

From Clovelly a visit can be paid to Lundy, for which the charge for a sailing-boat is 20s. to 30s. according to the number of the party. In summer a steamer from Ilfracombe occasionally calls at Clovelly and goes on to Lundy. It is, however, only in calm weather that a landing can there be safely made. For other approaches to Lundy, see next page.

It may be well to inform the tourist that to attempt to pass by water from Clovelly to Hartland Quay is, owing to the sudden and impossible-to-be-foreseen rising of a ground-sea, an expedition not wisely made, and one that is declined by the prudent boatman.

**Clovelly to Bude** by road, 18 m. This route is by Clovelly Cross and is identical with the road from Hartland to Bude (p. 77) from West Country Inn onwards. For *C. c. b.* see Yellow Sheet.



# LUNDY

Scale of One Mile



## Lundy.

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**Approaches.** The only *fixed services* are (i) *Gannet* (40 tons), on Thursdays, from Instow, at hours varying with the tide. The voyage, about 25 miles, takes 3 hours, and the skiff remains about 5 hours at the island. Single fare, 5s.; return, 7s. 6d. Capt. Dark (*Primrose Cottage, Instow*) has made this trip for many years, and on other than mail-days the *Gannet* can be hired, to Lundy and back, for 30s. (ii) The Trinity House skiff from Appledore on the 1st and 15th of the month.

*Excursion steamers* (4s. 6d., 3s.) weekly (June to September) from Ilfracombe (25 m.) and Clovelly (17 m.).

*Sailing-boat* from Clovelly, 20s. to 30s.

**Postal Address:** "Lundy Island, Instow, R.S.O., Devon."

**Tel. Off.** open from 8 a.m. to 10 p.m.

**Pop.** (in 1892): 65.

**Accommodation:** No inn, but Manor House Farm (6s. a day), near landing-place, supplies refreshments and some lodgings. There is also a furnished six-roomed cottage, which the proprietor of the island (Rev. H. G. Heaven) occasionally lets when he does not require it for visitors.

**Description.** Lundy—to add "island" is redundant—lies 12 m. N.W. of Hartland Point and is about 3 miles long. Its outline, much indented, has been compared to a long, notched oak leaf. In breadth it nowhere measures a mile, and its northern portion averages less than half that width. It consists of a plateau of granite slightly depressed in the middle, of a mean elevation exceeding 400 ft., and attaining at Beacon Hill, in the south-west, a height of 525 ft. The only landing-place is at the south-east corner, where the peninsula of *Lamator* and the adjoining *Rat Island* form, with the main portion of the island, a fairly sheltered anchorage. Lundy is in fact a natural breakwater, on the east of which, during westerly and south-westerly gales, many vessels find temporary shelter. The cliffs are impressive as the island is neared. The landing from steamers is effected by boats, and from the beach a good road winds up to the top of the island to a farm-house. Mr. Heaven's house nestles on the right in a little glen called *Millcombe*. The trees about it and the gardens, which contain many shrubs, not hardy enough for the mainland, form the only relief to the natural bareness of the island, which, with slight exceptions at its southern extremity, is chiefly moorland. The circuit of the island may be made by the cliffs, a rough walk of about 9 miles.

The **Sea-birds** are the most distinctive and attractive peculiarity of Lundy from May to early in August. "We turn the corner of a pile of rock, and stand in the midst of a myriad of birds; we are on an inclined plane composed of numberless hillocks of red earth, with great boulders of granite rock. On these, on the hillocks and in the hollows between, sit the birds, indifferent to our presence until within two or three yards of them; the air, too, is filled with them like a cloud; thousands and tens of thousands are flying round in a vast



circle or orbit, the breadth of which reaches from where we stand to half a mile seaward. But the earth and air are not the only spheres occupied by these birds. Look down on the sea; its shining face is strewn as far as you can discover anything with minute black specks associated in flocks or groups, some comprising few, others countless individuals."—*Gosse*.

**History.** We know nothing definitely about Lundy till after the Norman conquest. Soon after that event we find it in the possession of the Marisco family, whose ownership appears to have extended with some interruptions to the beginning of the 14th century. Edward II. in 1326 intended to seek refuge on the island, but adverse winds compelled him to abandon his purpose and retire into Wales. For a time Hugh Despenser had a grant of the island. After passing through several families, we find it in the middle of the 17th century the property of the wife of the gallant admiral Sir Richard Grenville, father of the hero of Stamford Hill. The island all through this period was the haunt of pirates and foreign privateers, and with short intervals continued so to be as late as the reign of Queen Anne. In 1748 Lord Gower, then the owner of the island, leased it to a Bideford merchant, named Thomas Benson, who, pretending to ship convicts to the American colonies, landed them at Lundy for the sake of their labour. Convicted later on of smuggling and piracy and of frauds on underwriters, all Benson's property was confiscated, and he fled to Portugal, where he died. Since Benson's time the island has frequently changed hands. In 1834 it was purchased by W. Heaven, Esq., to whose family it still belongs.

**Walk round the Island.** Just after passing Mr. Heaven's house we have on the right the projecting rock, called the *Sugarloaf*, which marks the limit of the granite in this direction. That corner of the island on which we landed is composed of clayey shales. A quarter of a mile beyond the Sugarloaf we pass the *Quarter Wall*, which runs across the island, and then have before us the workings and cottages of the Lundy Granite Company. Some of these cottages are occasionally used by visitors. We next reach *Half-way Wall*, which divides the island, as its name implies, into two nearly equal portions. The Logan stone near its eastern extremity can no longer be moved. Next ahead is the *Templar Rock*, with its singularly natural outline of a man's face. Beyond it we rise to *Tibbett's Hill* (510 ft.). Off the shore, on the right, is the *Gull Rock*. Proceeding onward, in a quarter of a mile we reach the promontory known as *Brazen Ward*, so called from a battery of brass pieces that in the 17th century marked the spot. A little beyond this we pass a freak of rock arrangement not inaptly called the *Mouse-trap*, and a quarter of a mile beyond it, across a boggy depression, arrive at the *Gannet Rock*, so named from the birds that frequent it. We are now close to the northern end of the island, and the visitor will note the large quantities of guano here deposited. The pyramidal rock just beyond the ruined *John O' Groat's House* is called the *Constable*. On the north-west of the island a narrow ridge protrudes, on either side of which is a chaos of huge fragments of granite. The group of islets off this point is called the *Hen and Chickens*. Turning southward, the western side of the island for the first half-mile is comparatively unindented. After passing a little stream, off the second considerable promontory is *St. James's Stone*, and then, when we have on our left the boss which was the site of a Round Tower, the sea-slopes exhibit the singular crevasses locally termed *Earthquakes*. After repassing

Half-way Wall, near the end of which the forms assumed by the granite justify the name of *Cheeses*, and skirting *Jenny's Cove*, with the rock called the *Devil's Chimney*, we reach the *Punch Bowl Valley*, so named from a granite basin, now broken, and probably once a millstone. From this point onward the crevasses already alluded to increase in size and number, and are of sufficient width to allow the inquiring tourist to examine them. Many of them are of great depth. After re-passing the Quarter Wall we have below us the *Fog Signal Station*, the guns of which are fired at intervals during thick weather. Nearly half-a-mile beyond it on *Beacon Hill* is the *Lighthouse*, which exhibits two lights, one at the base and the other at the top. This lighthouse will be supplanted by those now in building at the N. and S. ends of the island. To the east of the Lighthouse is the site of *St. Helen's Chapel*, which was the parish church of the island until, its revenues being confiscated on the suppression of Cleeve Abbey, in Somerset, it was allowed to fall into ruins. The iron church that in recent years has served the Islanders is now replaced by one of masonry. Continuing down the coast past the Lighthouse we reach, at the south-west corner of the island, its most remarkable natural feature, the *Devil's Lime Kiln*—a huge cavity more than 350 ft. in depth, communicating with the sea by a couple of tunnels. Off it lies the *Shutter Rock*, so named from the notion that if it could be hurled into the chasm it would fill it. Beyond the Shutter Rock is the huge mass of *Black Rock*. Turning eastward, in a few hundred yards we quit the granite and re-enter the shaley corner of the island, and complete our tour by examining the remains of *Marisco Castle*, of which the keep, is the only part preserved. Hard by is *Benson's Cave*, which in the days of high protective duties was a smuggler's storehouse.

Those whose visit to the island is limited to a few hours will embrace all that is best worth seeing if they proceed north from the landing-place as far as *Tibbett's Hill*, and then crossing the island wander south along its western margin. The *Lighthouse* should by all means be ascended, as from it not only is the whole of this little territory seen at a glance, but fine views of the adjoining coast are obtained.

Those contemplating a more or less prolonged visit should endeavour to obtain "*Lundy Island*," by J. R. Chanter, published by Cassell; price 3s. 6d. This little volume contains a full treatment of the fauna and flora of the island, but has long been out of print.

**Clovelly to Hartland, 6, and Hartland Quay, 8½ m.** The road, by way of Clovelly Dikes, is, as far as Hartland, devoid of interest, and is sufficiently indicated on the map.

**Pedestrian Route**, not recommended. Proceed to Mouth Mill as described on page 67. From the Mouth a path zigzags up the west side of the glen, and on clearing the wood a track can be followed along the cliff top. Short of Windbury Head is a deep combe, which it is almost better to cross near the

mouth, in spite of the dip. To work inland involves bog in the woodland bottom. On Windbury Head are the slight remains of a camp. Westward there is more or less of a track along the cliff top, but most pedestrians will be glad to get on to the road near Fatacott (see map). The last mile of this road, from Titchberry to Hartland Point, renews the interest.

**Hartland Town** (Inn: *King's Arms*, sound), as entered from the eastward, is unattractive village, but the inn is a convenient resting-place from which to explore several miles of magnificent scenery, as well as to visit the fine church and beautiful vale of Stoke. **Hartland Point** is about 4 miles N.W. Take the road which strikes N. from the E. end of the town. At *Pattard Bridge* ( $\frac{1}{2}$ ) turn to the left to *Pattard Cross* (1). There go to the right, and in a few yards to the left, and through *Long Furland* ( $1\frac{1}{2}$ ) down to *Gaulish Bridge*. Cross this, and turn to the left down to *Shamley Bridge* ( $2\frac{1}{2}$ ). Do not cross this, but follow the road up to *East Titchberry*. Then to the left, and soon afterwards to the right, to *West Titchberry* ( $2\frac{1}{2}$ ). Here once more to the right, and, just North of *Blagdon*, to the right again direct to the **Lighthouse**, which stands on a ledge below the summit of the cliff, and was erected in 1874. From the gallery round the lantern is a good view of the stern headland and of the wide Atlantic, which, after a storm, rolls in grandly, and may be seen creaking in clouds of spray on the cliffs of Lundy Island. adjoining the lighthouse is a Siren fog-horn, worked by an air-engine.

**Hartland Point.** Another route somewhat longer. Follow the Stoke road till in full view of Hartland Abbey. Then turn sharp to the right over Bow Bridge and along a road winding up to the left. At a cross road turn to the right, and follow down a path, across a stream and field, and through Blagdon farm-yard, out into the road which leads to the Lighthouse. A notice attempts to hinder the use of a public path.

Returning from the lighthouse the pedestrian can proceed up and down along the top of the cliffs to the fine bay, *Black Mouth* ( $\frac{3}{4}$ -1 hr.; p. 73).

Those who drive to and from Hartland Point from the Town are practically confined to the same route out and home; but, if it is desired to return from the Point to Clovelly, Hartland Town may be avoided, and a road going east, from Longfurland or Pallard Cross, taken.

**Hartland to Stoke, Black Mouth, and Hartland Quay.** This walk ( $3\frac{1}{2}$  m.) includes, with the exception of Hartland Point, the best scenery of the neighbourhood. Leaving the Town at the west end, we can either keep the main road or, entering at the lodge, proceed down *the Vale* to Hartland Mill. The Vale, as its name implies, is a comparatively open valley, down which the road winds, well timbered on both sides. In contrast to the bare upland country, across which we have come from Clovelly, it is delightful, and in any country side indeed would, as it opens out on the banks of the little trout stream, where we rejoin the public road (turn left over bridge for Stoke), be deemed beautiful.

**Hartland Abbey** (Col. Stuckley), a castellated mansion built at

the end of last century on the site of an Augustinian Monastery, of which some portions of the cloisters (Early English) are preserved in the basement, is next passed on the right, and its lawns add much to the picturesqueness of the spot.

After mounting a short hill we arrive at **Stoke Church**—the cathedral of North Devon it has been called—of which the humble building at Hartland Town is a chapel of ease as well as of ugliness. It is dedicated to St. Nectan, and the lofty and graceful tower (Perpendicular) must often, before the days of Hartland Lighthouse, have seconded the efforts of the saint—who is credited with having preserved Earl Godwin, amongst others, from shipwreck—in affording warning to mariners to give a wide berth to the iron-bound shore below. The churchyard, entered by a lichgate, shaded by limes, contains a dead-house for the reception of the bodies of the drowned. The most noteworthy details within this church are the fine Perpendicular rood-screen and the good carving of the ceiling of the north aisle of the chancel. The whole building, some few years ago, was well restored.

For **Black Mouth**, the pedestrian will quit the churchyard by a path which, from the north-west corner, keeps along the top of a meadow. A good view of the valley on the right is obtained, and when the stile at the end of the meadow is reached, he must strike off downward and across the next meadow. In the bottom a track will be found leading to a bridge across the stream, which, however, should not be crossed but kept on the right hand. In a few yards he will gain a point above the bay, where a coast view of grandly savage beauty suddenly arrests him. Sheer black precipices are on either hand, and from them huge rocky ribs, like groins, in endless succession, run out seaward, over which, even in the finest weather, the waves dash in one continuous roar. Hartland Quay appears close by on the left, and we can trace the coast-line west to Upper Sharpness Point. Northward the view is more limited, and terminates at the half-island promontory of Damehole Point. The vertical position of the strata will be noticed in the cliffs close at hand on the right.

The cliff path to Hartland Point is seen, beyond the stream, climbing the hill. To gain it, it is needful to return to the bridge.

After returning a little way as we came, we strike up the hillside and pass a pleasant walk over the short turf of the *Warren*, past a small ruin, said to represent a pleasure-house of a former owner of Hartland Abbey—some of the bricks apparently of 17th cent. make—and then, bearing to the right, drop down on **Hartland Quay** (p. 74).

## Hartland Quay.

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**Approaches :** road from Hartland, 2½. (Conveyances, pp. 63 and 65) : Clovelly, 7½ ; Bideford, 16 m.

**Hotel :** *Hartland Quay*, good. Landlord will arrange to meet visitors at above places. During summer accommodation should be engaged in advance.

**Postal Address :** Hartland Quay, Bideford. Letters arrive and depart about noon.

**Telegraphic Address :** Hartland Quay, Hartland (porterage, 1s.).

This delightfully out-of-the-world spot is not even a village. The hotel, a Coastguard Station, and a quay—truncated by Atlantic storms—represent man's handiwork. On either hand are bold and contorted cliffs and savage rock-ribs—as grandly stern a bit of coast as any in Devon. For sea-bathing there is a small patch of sand fairly sheltered by the quay. The walk along the cliff-top to Black Mouth and Hartland Point (abt. 3 m., but 1½ hr.) has already been sufficiently described. Unique Clovelly (7½ m. by road) suggests an obvious day's outing. On Sunday, Stoke Church, a mile distant, may combine with Black Mouth and the walk over the Warren (*above*). The ramble down the coast from Hartland Quay is very fine. It is described in the next route.

**Hartland Quay to Bude.** This walk is, in our opinion, best taken as follows: by the cliffs to Marshland Mouth, 7½; road to Moorwinstow, 10, and Coombe Valley, 13; cliffs to Bude, 17 m.

The cliffs between Marshland Mouth and Moorwinstow are fine, but toilsome, owing to combs, and will add nearly an hour. There is nothing special about the cliffs between Moorwinstow and Coombe Valley.

From Hartland Quay a broad path has been cut southward for some distance along the sea-slope. It affords a perfect view of the rugged points and rib-paved inlets. Tor Point has a cliff of finely contorted strata, and then we reach a brook that falls in a cascade to the shore—here accessible by a steep path. Crossing the brook, we skirt the inland side of *St. Catherine's Tor*, up which there is a zigzag to the summit, with the remains of a cliff castle on the verge of the precipice. Beyond the Tor we regain the cliff and might descend to the shore and so, with the tide out, reach Spekes Mouth. We prefer the up-and-down cliff-top, which is encroached upon by cultivation.

At **Spekes Mouth** (1½) a brook makes a fine fall into a deep and narrow rift in the rocks. Crossing a bridge a little above this, we have a steep ascent, but, once on the cliff-top, the walk onward is

delightful, and gradually lands us on *Embury Beacon* (5), a noble cliff of natural masonry, crowned by the remains of an earthwork, with well-defined banks and ditches. From the Beacon we may follow a track at first near the cliff and then left down to Knap, a house on the verge of the thorn-decked valley of Welcombe—church and village high up on the opposite side. It is a plunge into the valley, down which flows a good-sized brook, over which there is a bridge almost under Knap. From the bridge follow the road to *Welcombe Mouth* (6½). By cliff path it is a short mile to *Marshland Mouth*, wider than Welcombe, but flanked by steep downs. The brook is the boundary between Devon and Cornwall, and the Mouth “is a landing-place for boats, made possible by a long sea-wall of rock, which protects it from the rollers of the Atlantic.” Readers of *Westward Ho!* will recall the moonlight meeting of Rose Salterne and the White Witch and latter’s warm meeting of the fleeing Jesuits.

From the Mouth we ascend the road up its S. side and follow it over the brow to *Marshland Farm*. After a further up-and-down course of something over a mile, this road runs into another, and we then go to the right down to *Moorewinstow* (abt. 2½ from *Marshland Mouth* and 10 from *Hartland Quay*), where there is a small inn (1 or 2 beds). From 1834 to 1875 the Rev. R. S. Hawker was vicar, and his writings—perhaps even more his *Life* by *Baring-Gould*—have made of the remote spot a tourist’s shrine. The church, on the side of a steep combe, about ½ mile back from the shore, is said to have been founded by St. Morwenna, the grand-daughter of a Welsh prince, named *Brychan*, who dwelt at *Brecknock*, and died A.D. 450. It is dedicated to St. John the Baptist, and the little stream which flows through the churchyard, and a well near the adjoining vicarage, are both associated with the same saint. The church, partly girdled by a few storm-gnarled trees, overhanging touching memorials of many a shipwrecked mariner, is a grey and venerable pile, with a pinnacled tower. Its oldest parts are Norman, though probably it occupies the site of an earlier Saxon church. It was restored in 1889.

“The storm—the blast—the tempest shock,  
Have beat upon those walls in vain;  
She stands—a daughter of the rock—  
The changeless God’s eternal fane.”

The *Porch* is entered by a doorway formed of the outer member of the Norman church-doorway, the two other orders of which remain in their original position. The work before it was thus barbarously treated must have been fine. The north aisle is divided from the nave by Norman and Early English arches, the latter plain, the former with beautiful zigzag mouldings. We must quote in this connection Mr. *Baring-Gould*:—“When I first visited the church I exclaimed at the beauty of the zigzag moulding. ‘Zigzag! zigzag!’ echoed the vicar, scornfully, ‘do

you not see that it is near the font that this ornament occurs? It is the ripple of the lake of Genesareth, the Spirit breathing upon the waters of baptism. Look without the church—there is the restless old ocean thundering with all his waves, you can hear the roar from here. Look within. All is calm; there plays over the baptismal pool only the Dove who fans it into ripples with His healing wings.’ ”

The *South Arcade* is 16th century, and good. The bench-ends in the nave are interesting and mainly 16th century. The *Font* belonged to the original church and is rude. In the *Chancel* is an E. E. piscina, and a modern and poor East window, representing “ St. Morwenna teaching Editha, daughter of Ethelwolf, between St. Peter and St. Paul,” an anachronism which resulted from Mr. Hawker’s confounding Morwenna with Modwenna, a 7th century Irish saint. Of the *vine* that twines along the church, Mr. Hawker must himself be allowed to tell :—

“ Hearken ! There is in old Morwenna’s shrine,  
A lonely sanctuary of the Saxon days,  
Reared by the Severn sea for prayer and praise  
Amid the carved work of the roof, a vine.  
Its root is where the eastern sunbeams fall,  
First in the chancel, then along the wall ;  
Slowly it travels on, a leafy line  
With here and there a cluster, and anon  
More and more grapes, until the growth hath gone  
Through arch and aisle. Hearken ! and heed the sign.  
See at the altar side the stedfast root ;  
Mark well the branches, count the summer fruit :  
So let a meek and faithful heart be thine,  
And gather from that tree a parable divine.”

The vicarage house was built by Mr. Hawker. Over the hall door is a stone with this inscription :—

“ A house, a glebe, a pound a day,  
A pleasant place to watch and pray.  
Be true to Church, be kind to poor,  
O Minister, for evermore ! ”

*Moorwinstow Cliff* is that on the south of the combe, and half-way down it is *St. Morwenna’s Well*, which till a few years ago was the outlet of the spring which now, however, has worn its way lower down.

From Moorwinstow we return up the road for about half a mile and then turn to the right and half a mile onward once more to the right. A short distance onward a lane, right, diverges to *Tonacombe*.

A little south of Moorwinstow is a perfect specimen of a 16th-century Manor house, called *Tonacombe*, which owes much of its present interest to the Mr. Hawker, at whose suggestion some later internal additions were made. “ A low gate, with porter’s lodge at the side, leads into a small yard.

into which look the windows of the hall. The hall goes to the roof with open timbers; it is small, 30 ft. long, but perfect in its way, with minstrels' gallery; large open fire-place, with andirons, and adorned with antlers, old weapons and banners, bearing arms of the Jourdaines, Kempthornes, Waddons, and Martyns. The hall gives access to a dark panelled parlour, with peculiar and handsome brass andirons in the old fire-places, looking out through a latticed window into the old walled garden, or Paradise."—*Baring-Gould*.

It is now 2 miles as straight as may be to **Combe Valley**, charmingly wooded. Crossing the bridge, we turn down the valley and gradually ascend to the cliff-top. The 4 m. into Bude are as easy as pleasant. The town is entered across Summerleaze Down.

### Hartland by West Country Inn (4 m.) and Kilkhampton (10 m.) to Bude (15 m.).

This route is of an uninteresting character and largely over the desolate moorland district in which the rivers Torridge and Tamar take their rise. Some 2½ m. beyond West Country Inn, on opposite sides of *Woolley Down* (marked by two barrows close to the road on the left) and within a mile of each other, these streams commence their courses, which are to end so widely apart, the one in Barnstaple Bay, the other in Plymouth Sound. The considerable village of **Kilkhampton (Inn)** is reached in 10 m. from Hartland. The *village* is as dull as the **church** is interesting. This stands in its timbered churchyard on the right of the road. Its earliest portions are Norman, and the south door in this style is fine. The rest of the church is mainly Perpendicular. In the interior that which at once strikes the visitor is the rich carving in oak, black with time, of the bench-ends. On the south side of the chancel is the monument of Sir Beville Grenville, the victor of Stamford Hill, who was soon afterwards slain in the battle of Lansdowne, near Bath, 1643. The church was admirably restored by the late Sir Gilbert Scott, in 1860. Some of the glass is good, and there are many interesting memorials of the Grenville and Thynne families. The subject of the once popular volume "*Meditations among the Tombs*" is said to have been suggested to Hervey, who was then curate of Bideford, by Kilkhampton churchyard. The famous mansion of the Grenvilles, *Stow*, no longer exists. The moat alone marks its site, 3 miles west of Kilkhampton, on the high ground above Combe. The house was pulled down in 1720. The present house of that name is on another site, and was built by the late Sir G. Scott.

Proceeding onward by road to Bude, it is 2½ miles, for the most part down hill, to *Bush*. Where the road forks, near a chapel, we have a choice of routes, that *viâ Stratton* (p. 19) is the left-hand road, and that little town is 1 mile from the fork. Should the tourist determine to take the right-hand road at Bush, he will at once have to mount a steep hill overshadowed by trees, and then



proceed westward to the village of **Poughill**, where the church is as interesting as it is charmingly environed. The wagon roof, with carved ribs and bosses, and the 16th cent. benches, are quite remarkable. Gradually descending, the hamlet of *Flexbury* is passed, and then, across *Summerleaze Down*, Bude is reached.

## Bude.

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**Approaches:** From Holsworthy (*p.* 19); from Bideford (*pp.* 65, 68, 77).

**Hotels:** *Falcon, Bude, Globe.* The last unpretending.

**Post:** *Del.* 7.40 a.m., 7.15 p.m.; *desp.* 8.35 a.m., 5.20 p.m. Sundays, *del.* 7.40 a.m.; *desp.* 5.5 p.m. **Tel. Off.** open 8 to 8; Sundays 8 to 10 a.m.

**Coaches** to Holsworthy and (in summer) to Clovelly and Bideford.

**Distances:** Holsworthy, 9½ *m*; Boscastle, 16 *m*; Tintagel, 20 *m*; Clovelly, 18 *m*; Hartland, 15 *m*; Bideford, 26 *m*.

\*. Railway from Holsworthy not yet begun (Apr. 96).

Bude is a widely-scattered and disjointed village, in a broad, sandy valley, about ½ mile from the sea, on the banks of a small stream and near the outlet of the Holsworthy and Bude canal. The place is alike lacking in historical, architectural, or picturesque interest, nevertheless it seems to grow in popularity. Its attractions are extreme healthiness and a fine coast. The grandeur of the sea during storms can in few places be more impressive than at Bude, and how liable it is to storms will be sufficiently indicated when we mention that it is a common thing for vessels to be unable to quit or enter the haven for weeks together. Three months and more have occasionally occurred during which no seaman dared to venture his craft across the bar. The castellated building which juts out, with its green slopes, into a bend of the little stream, and nestles for shelter behind its earthen ramparts, is *Bude Castle*. The church, a chapel-of-ease formerly to Stratton, is on the rising ground south of the canal, and in this part of the village are some lodging-houses and the *Falcon Hotel*, from which the coaches start. The house in the trees above the church is *Efford House*. Boating at Bude is practically *nil*, and bathing, except in calm weather, is dangerous. The bathing-place for ladies is at Mearlake, a sandy cove on the north side of the haven; that for gentlemen is near the breakwater, where a small bathing-pool has been cut in the rocks. The breakwater on the south side of the haven, 300 yards long, is the promenade of the place, and is terminated by a natural head, called the *Chapel Rock*. To appreciate the varied though wholly rugged character of the shore, a **walk** should be taken along the cliffs for a short distance south of the haven. Leaving the village, the first point to be made for is *Compass Point*, with its weather-beaten octagonal tower. Hereabouts it is dangerous to approach the edge of the cliffs, owing to their crumbling nature and the consequent liability of accompanying a landslip on to the rocks

below. Leaving Compass Point and passing through a stone wall by a stile, and then climbing a short slope, we reach a mound called *Efford Beacon* on the edge of the cliff. The view south and south-west down the coast is magnificent. Endless ribs of rock run out to sea, and the irregular height of the cliffs shows at a glance the up-and-down character of the walk, to Boscastle and Tintagel along their margin. The bay below us is *Widemouth Bay*, half way along which on the shore is the Black Rock, a dark pillar of schist where Featherstone the wrecker is doomed to twine "cordage of the sand." The first prominent headland is Dizzard Point, 5 m. Jutting out next beyond it is Cambeak, and further still Tintagel Head (14 m.). The Rumps (21 m.) adjoining Pentin Point come next, and then the bounding promontory Trevois Head (27 m.). The view up the coast is both less extensive and less bold. Lower Sharpnose Point (4 m.) is the limit in this direction. Bude, amidst its dunes, lies near at hand below, and eastward, 2 miles off, we see the tower of Stratton Church.

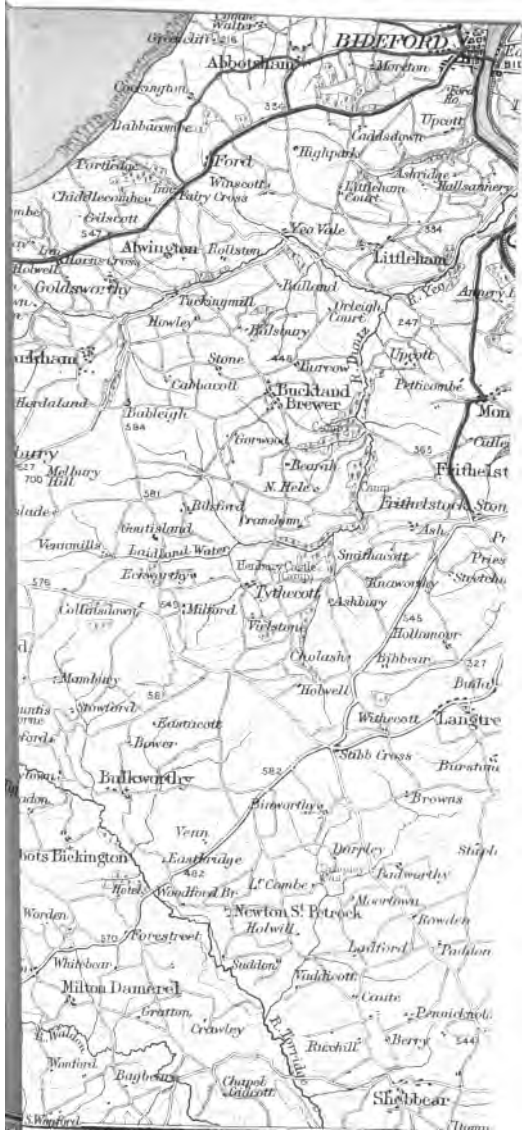
**Bude, Holsworthy, and Launceston Canal.** This was constructed between 1819 and 1826, mainly for the purpose of transporting sand which was largely used as manure. Its total length, including its branches is 36 miles. It extends from Bude to Blagdonmoor Wharf, 2 m. N.E. of Holsworthy. At Marhamchurch, 2 miles, and Hobbacott Down, 4½ miles along it are the two principal *inclined planes*, which can be visited conveniently from Bude and Stratton respectively. The former of these can be taken on the road to Boscastle. [About 6 m. from Bude, close to Red Post (*inn*), the Launceston branch goes off to the east down the picturesque Tamar Valley to Druxton bridge, about 3 miles from Launceston, and 22 from Bude.] By a devious course of 3 miles from Red Post, the canal crosses the Tamar into Devon, and ¼ m. onward another branch comes in, 4 miles in length, from the *Alfordisworthy Reservoir*, which is a considerable sheet of water formed by damming up the Tamar stream. From the junction of this branch, the canal extends another 6 miles eastward past Holsworthy to Blagdonmoor, which, along its course, is about 16 miles from Bude.

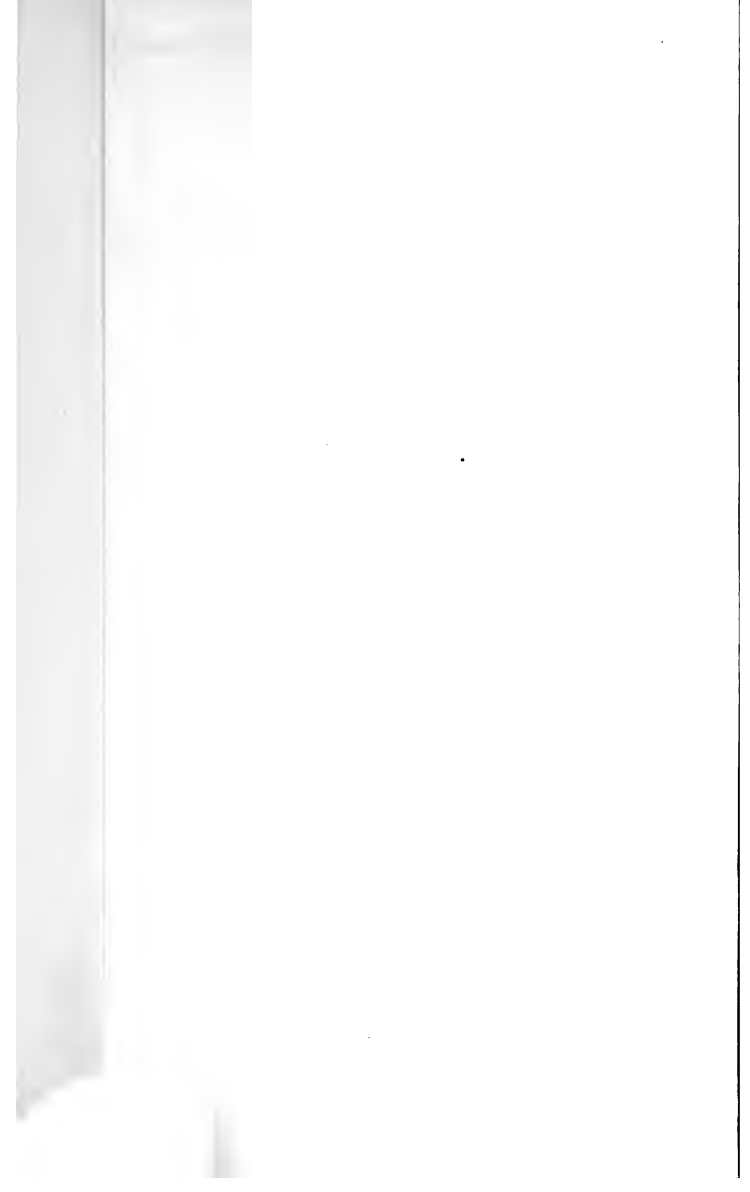
### Excursions from Bude.

**To Poughill, 1½ m.** over Summerlease, a delightful walk to a charming little village—see p. 78.

**To Coombe Valley by the cliffs and back by Kilkhampton, 13 m.** Crossing the bridge, and leaving the village, we take the road over Summerlease. Then striking left across the downs to the cliffs we pass *Maerlake*, the ladies' bathing-place, and in 2 miles reach *Norcot Mouth*, with its little brook hurrying to the sea. Still along the cliffs, in a mile further we arrive at *Sandy Mouth*, and in another mile at *Duck-pool* at the mouth of the *Comb Valley*. Here we turn inland by a track on the north side of the burn, and in ¾ m. have above us on the right the woods of *Stow*. Continuing up the pleasant glen along the stream for nearly 2 miles, we strike a road which in 1½ miles further brings us to *Kilkhampton* (p. 77). The return routes to Bude from Kilkhampton are described on page 78.

The cliff walk may, however, be continued from Duckpool or





Coombe, past Lower Sharpnose Point, Stanbury Mouth with its splendid cliffs and much contorted strata, and Upper Sharpnose Point to Moorwinstow (p. 75),  $7\frac{1}{2}$  m. from Bude, whence the return can be made by Kilkhampton, 5 miles along a series of rather intricate lanes. This round from Bude is nearly 18 miles.

**Bude to Moorwinstow**, by road  $9\frac{1}{2}$  to 10 m. The best driving road is through Stratton to Kilkhampton (5 m.; p. 77). There turn to the left just beyond the Church, and, a mile down the valley, to the right over the two brooks. At the top of the hill bear to the left, and shortly afterwards take the second turn to the right. This crosses a combe to Woodford ( $7\frac{1}{2}$ ) where you turn to the right, and at Woodford Cross (cross-roads),  $\frac{1}{2}$  m. further, turn to the left, and at once to the right. At the next cross-roads go straight on, and on joining another road, at Orosstown, bear to the left, and then turn down to the right to Moorwinstow Church (p. 75).

**Bude to Boscastle by road**,  $14\frac{1}{2}$  miles. For coach (6s.) see Yellow Sheet; carriage and pair abt. 30s.

The route after passing Marhamchurch with its inclined plane, on the right, for the most part follows the crest of the ridge which here runs nearly parallel to the coast. The scenery is somewhat commonplace and at times distinctly uninteresting. At  $7\frac{1}{2}$  miles from Bude *Wainhouse Corner* (543 ft.; Inn) is reached.

The road going off right leads to **Crackington Haven** (some lodgings; nearest station: *Otterham*, abt. 6 m.), a deep and fine bay, juts north of Cambeak. Crackington this way is 11 miles from Bude, from which it may well be made the object of a distinct excursion by those who do not propose to take the walk given below.

Just beyond *Wainhouse Corner* we keep to the left, and  $1\frac{1}{2}$  m. onward turn to the right to *Tresparrett Posts* ( $10\frac{1}{2}$ ). Here we take the right-hand road of two in front. In about  $\frac{1}{2}$  m. the long descent to Boscastle begins, and is steep during the last mile. The Wellington Hotel is close to Boscastle Bridge, over the Valency River; the last mile fairly wooded.

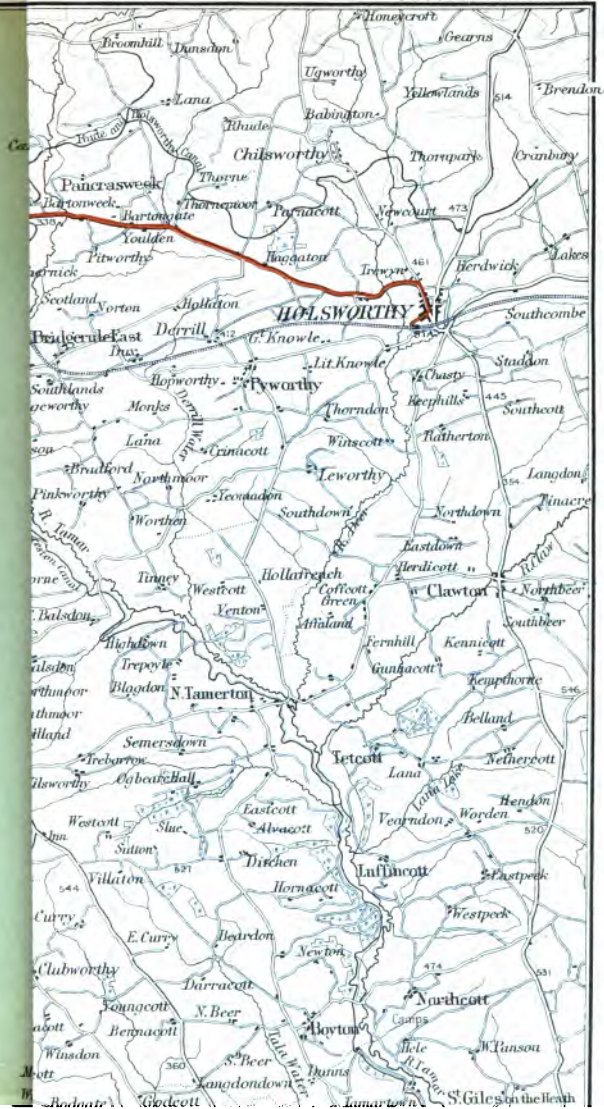
**Bude to Boscastle by the cliffs**, 15 m., but 5-6 hrs. This route is much to be preferred to that by road, but can only be undertaken by pedestrians. The distance by the cliffs the whole way would be quite 18 m., and too rough. Leaving the town past the church we make for *Efford Beacon* (p. 76). Three and a half miles from Bude is *Black Rock*, a pillar-like mass of schist. Still keeping to the cliffs, we reach *Millook Mouth* (5 m.), a deservedly favourite short excursion from Bude. Cross the stream between the mill and the shore, and ascend the zigzag track to *Millook Common* (395 ft.). [It is possible to keep outside enclosed land to *Dizzard Point* and to *Cleeve* ( $3\frac{1}{2}$  from Millook), and even beyond that, but the game is not worth the candle.] From the far end of the Common, nearly a mile from Millook, follow the track inland. It gradually ascends through the fields, becomes a farm-road, and then almost at once turns sharp to the right (with a bend to the left just short of a farm-house) up to *Higher Dizzard* (489 ft.;

7 m. from Bude). Just beyond the farm keep to the left, and, at the next fork, to the right to *Whitemoor* (457 ft.;  $7\frac{1}{2}$ ), another farm

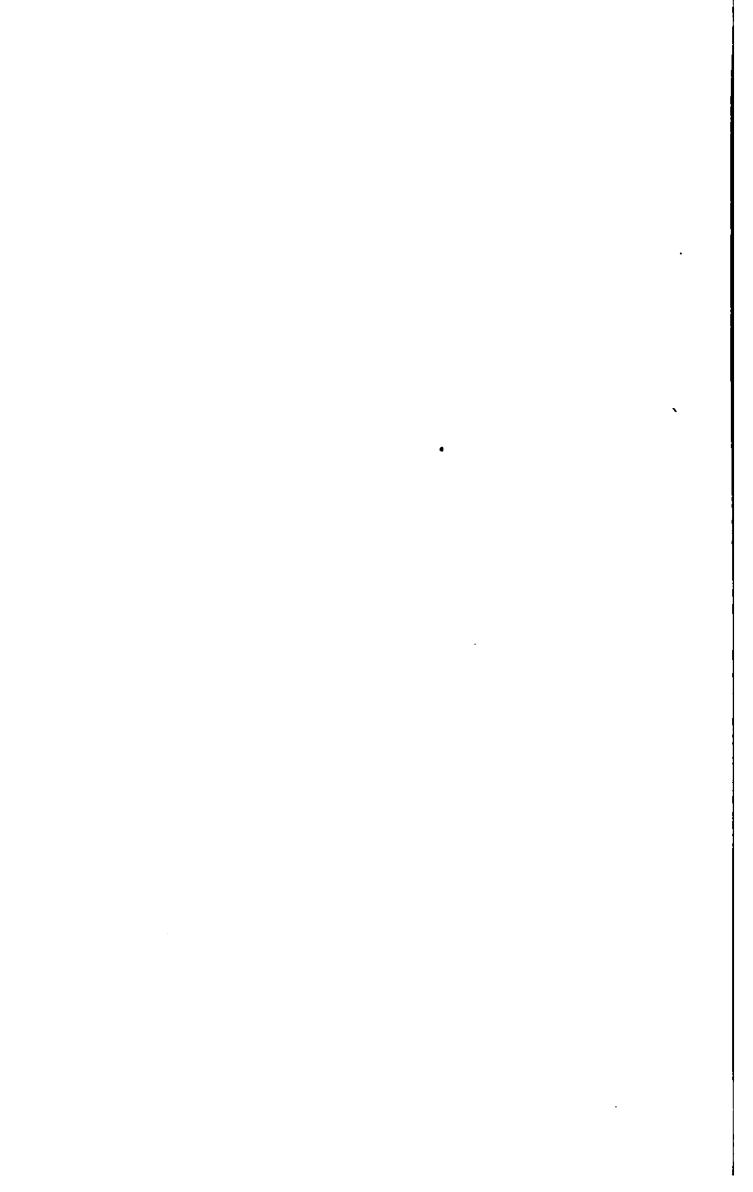
150 yards beyond *Whitemoor* you might turn to the right past *Tresmorn t Cleeve* (349 ft.; a mile from *Whitemoor*). A foot-track crosses the combe direct to *St. Gennys*, where at the vicarage it becomes a road. You quit this road a few yards further for a path on the right. This passes the church, and leads steeply down to **Crackington Haven**,  $2\frac{1}{4}$  m. from *Whitemoor*.

At the fork beyond the divergence just described, keep to the right down to *Coxford* ( $8\frac{1}{2}$ ), and 250 yards further, at a chapel, turn to the right and follow the road down to **Crackington Haven** ( $9\frac{1}{2}$  m. this way from Bude) a retired bay, shut in between the far projecting point of *Cambeak* on the left and the grand mass of *Pennennor Point* on the right. The latter, which rears its front more than 350 ft. above the sea, exhibits dark-slate rocks curiously contorted and veined with lighter-coloured strata. At its base, too, the rugged boulders and rock masses are beautifully veined. The lines of the head of the bay, as seen from the shore, are singularly majestic. *Cambeak*, the western boundary of the cove, stretches so far seaward that, on quitting *Crackington*, the pedestrian is advised to take the cart-road indicated on the map. This passes in about a mile, *Trevigue Farm*, and there bends towards the coast. About  $2\frac{1}{4}$  m. from *Crackington* another cart-road comes in on the left, and thereabouts the cliff top (*High Cliff*, 700 ft.) should be made for, and followed for nearly a mile. The bay to which *High Cliff* crumbles rather than falls is, under sunshine very beautiful, and the bluish clay-streaks of the cliffs are striking. When the coast-line trends west, and has off it the rocky islet called *Beeny Sisters*, it is better to return to the road, and, by the hamlet of *Beeny*, to descend to the head of **Pentargon Bay**, which is the next inlet. Here the coast-walk should be resumed, and followed, at any rate, to the south side of the inlet. From the point thus reached we get a good view of as savage a little bay as any on the coast. The black cliffs drop sheer into the sea, and at the head the little stream we have crossed falls in a good cascade. Some years ago the writer, visiting the spot in the winter, when the stream was of fair volume, saw it vainly struggling to pour its waters into the sea. A stiff gale from the north-west, entering the funnel-like bay, blew the cascade in clouds of spray back over the land, just as the well-known *Kinder Downfall* in Derbyshire is affected by a strong sou'-wester.

Those intending to make *Boscastle* their headquarters, for even a short time, had now better proceed straight from *Pentargon* ( $\frac{1}{2}$  m.), and reserve the intervening bit of cliff for a short stroll; but, should the tourist not intend staying there, he should follow the cliffs round to *Boscastle Harbour*, and then wind up along the creek to his inn.







## Boscastle.

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**Approaches:** By coach from Bodmin, Launceston and Bude. See p. 22 and Yellow Sheet.

**Hotels:** *Wellington*, near the harbour. (Bed and attend., 4s. 6d.; table d'hôte breakfast, 2s. 6d., dinner 3s. 6d.)

*Providence* (private) at the top of the village.

**Post:** Del. 9.40 a.m., 7.15 p.m.; desp. 8.20 a.m., 4.25 p.m. Sunday: Del. 8 a.m.; dep. 4.25 p.m. **Tel. Off.** open 8 to 8; Sundays 9 to 11 a.m.

**Distances:** Tintagel, 3½ m.; Camelford, 9 m.; Launceston, 17 m.

\*.\* The new inch Ordnance map, sheet 322, price 1s., includes the coast from a little S. of Bude to Tintagel. Sheet 336 continues it to Padstow.

The village of *Boscastle* is itself unattractive. It is the strange little harbour and fine cliffs that make *Boscastle* a favourite spot with visitors. The coach from Tintagel to Bude stops long enough for a walk down to the harbour-mouth. Two streams that come down converging combs unite and flow together into the harbour, which is a winding creek ¾ mile long and very narrow. The *harbour* proper is the portion within the pier and breakwater, which project from opposite sides of the creek. Walter White, who published his "Walk to the Land's End" when the Crimea was a household word, likens *Boscastle* harbour to *Balaclava*, and the comparison is a happy one. The Cornish inlet though inferior in size and in the height of its surroundings is more, rather than less, intricate in shape than the Russian one. The marvel is how any captain should dare to risk his vessel in the narrow cliff-bound entrance, and to a landsman, more marvellous still: how, having entered, the sharp bends of the narrow gorge can be threaded. The walk from the *Wellington* down to the mouth of the harbour is by a path high up on the left-hand side, from which a complete view of the channel is obtained as we proceed. Everywhere are signs of the power of the sea. Huge hawsers lie about the quay, or moor the little vessels. At the entrance of the harbour the southern promontory is *Willapark*, flanked on either side by the well-known *East* and *West Blackapit*. Off the harbour lies the islet *Meachard*. Visitors to *Boscastle* should not fail to explore thoroughly the few miles of coast from Pentargon (p. 82) on the east, to Welltown Combe (p. 84) on the west.

**Boscastle to Tintagel**, by the cliffs, 4½ to 5 m., is an almost impossible walk, except after long drought and when the corn is cut. The main difficulty is in crossing the mire at the mouth of the Rocky Valley, but before reaching that you would have

overcome the brook in the Welltown combe. The first part of the walk, as far as that brook, is always practicable, and worth taking either as a stroll from Boscastle—about 40 minutes from the Wellington Hotel—or as part of the walk to Tintagel. In the latter case you can join the main road at Trevalga, and make a divergence from it to *St. Nectan's Kieve* (p. 91).

Follow the W. side of Boscastle Harbour and the cliffs round *Eastern Blackapit* (fine). Cross the promontory of (*Eastern*) *Willapark* to *Western Blackapit*. The next deep-set inlet with a brook is Welltown. Here turn inland. Just short of the main road you can take a field path, on the right, direct to *Trevalga Church*—2 miles this way from Boscastle. Join the main road, and follow it to (2 m.) *Trevena* (p. 89), or if the weather has been dry you can from *Bossiney* make for the cliffs, and follow them round to Tintagel.

*For Tintagel see p. 89; to Bude, see reverse routes, p. 81.*

**Ferrabury Church** is about  $\frac{1}{2}$  m. W. of Boscastle. It has lost much of its interest through restoration, but its "silent tower" will recall the legend attaching to its missing bells. The story goes that the lord of *Bottreux Castle*—whence Boscastle—ordered a peal to be shipped from London, and in due course they arrived off the port. The pilot, a native of Tintagel, caught the sound of his village bells:—

"Thank God," with reverent brow he cried,  
"We make the shore with evening's tide."

\* \* \*

"Thank God, thou whining knave, on land,  
But thank, at sea, the steersman's hand,"  
The captain's voice above the gale:  
"Thank the good ship and ready sail."

\* \* \*

Uprose that sea! as if it heard  
The mighty Master's signal-word;  
What thrills the captain's whitening lip?  
The death groans of his sinking ship.

We will not further mangle Mr. Hawker's delightful ballad. Suffice it, that the bells were lost with the ship, and only the pilot escaped. The dwellers in the hamlet are wont to say that the storm rings the bells in the depths below.

**A Seven-mile Walk.** About a mile E. from the top of Boscastle village is **Minster Church**, which, as its name implies, is a remnant of a religious house—a priory belonging to the abbey of *St. Sergius* at *Angers*.

"The Minster of the Trees! a lonely dell,  
Deep with old oaks, and, 'mid their quiet shade,  
Grey with the moss of years . . . ."

The existing building was the chancel of the Minster. Its oldest portions are Early English. *The key is kept at Boscastle.*

It is about  $1\frac{1}{2}$  miles eastward to **Lesnewth**. There the church has some Norman and Early English portions and a good Perpendicular tower. The return to Boscastle can be varied by still going E. for  $\frac{1}{2}$  m., and then turning to the left through the hamlet of *Trewanton*. Three-quarters of a mile from this, take the turn on the left after crossing the *Valency*, which runs down to Boscastle harbour. The road leads to *St. Juliot's Church*, and,  $\frac{1}{2}$  m. further, the Rectory. Hence, a field-path, straight on, leads into the road from Bude to Boscastle.

**Boscastle, by Brown Willy, to Launceston**, abt. 21 m. Road  $4\frac{1}{2}$  m. to *Victoria* (a pub. house), then south by road, till opposite the mountain. Then cross (left-hand end) a bog beyond which is one of the curious stone pillars marking at intervals an old trackway from Watergate (S.E. of Camel-ford) to Five Lanes, and bearing the initials of the two places. Past the trackway you can bear to the right to the top of **Rough Tor** (p. 88), and thence direct to top of **Brown Willy** (p. 87), leaving an uncomfortable-looking bog on your left. From Brown Willy descend to the pond, Fowey Well (see map), and thence go due E. (without difficulty) to *Trewint*, where the high road is struck, and you turn left along it for  $\frac{1}{2}$  m. to *Five Lanes* (p. 88) which is thus 9 m. from *Victoria* and  $7\frac{1}{2}$  m. short of Launceston.

**Boscastle to Tintagel** (*Trevena*), by road,  $3\frac{1}{2}$  m. Ascend the village, and opposite a plantation, left, turn to the right. Beyond *Trevalga* ( $1\frac{1}{2}$ ) the road descends steeply, passing divergence, left, to St. Nectan's Kieve (p. 91, where places on this route are briefly described), to *Long Bridge* ( $2\frac{1}{2}$ ). The ascent beyond this is steep, but affords a good view, right, of the Rocky Valley. At  $3\frac{1}{2}$  m. is *Bossiney*, and,  $\frac{1}{2}$  m. further, the hotel at *Trevena* (p. 89).

## Launceston.

**Railway Stations**: G.W.R.; L. & S.W.R.; a few yards apart.

**Hotels**: *King's Arms, White Hart, Railway.*

**Post**: *Del.* 8 a.m., 2.45 p.m. (*North*), 5.50 p.m.; *desp.* 10.25 a.m. (*North*), 1.35, 6.30 p.m. *Sundays*: *del.* 8 a.m.; *desp.* 6.30 p.m.

**Distances**: *Tavistock (rail)*,  $16\frac{1}{2}$  m. *Lidford (rail)*,  $12\frac{1}{2}$  m. *Okehampton (rail)*,  $22\frac{1}{2}$  m. By road, *Camelford*, 16 m. *Tintagel*,  $19\frac{1}{2}$  m. ( $22$  m. *via* *Camelford.*) *Boscastle*, 18 m. *Bude*, 19 m. *Five Lanes (Inn)*, for *Brown Willy*,  $7\frac{1}{2}$  m. *Bodmin*,  $21\frac{1}{2}$  m.

**Launceston** (pop. 4345) can be reached either *via* *Plymouth* G.W.R., or by L. & S.W.R. *via* *Exeter*. The latter route is the quicker from London, &c., and is described on pp. 7, 18. The situation of the place, especially as seen from its northern suburb of St. Stephen's, on the *Bude* road, is very picturesque, and the tourist bound for the north coast should here break his journey for the purpose of seeing the **Castle**. This is a considerable ruin, the precincts of which are laid out with much taste. Entering at the *West Gate-house* we find ourselves on a plateau overlooking the town on the north. This is now a lawn, without any remains of the buildings which once covered it. It has, however, the grim association of having been till comparatively recent times the place of public executions. At the cottage we obtain entrance to the path that leads up to the keep; this is bordered by fragments of ivy-covered ruins, amidst which luxuriant shrubs add much to the beauty of decay. Mounting the flights of steps we reach the *Keep*. This is circular, and once was divided into stories, but the roof and floors have long disappeared, and it is now a mere shell.

The keep is surrounded by a thick wall which, when connected with it by a roof, formed a covered way. This wall has in it a

staircase, by which its top may still be reached. Outside this encircling wall, along the edge of the knoll, runs a narrow path, at present unprotected, though doubtless formerly guarded by a rampart. The whole of the ruins are Late Norman. The view obtained from this elevated spot is rich and wide, extending eastwards over the Tamar Valley to Brent Tor and the heights of Dartmoor, and westwards to the clearly marked heights of Brown Willy and Row Tor. The parish church is immediately below on the east, and on the north across the valley of Kinsey, a tributary of the Tamar, the suburb of St. Stephen's straggles up the hill to its granite church.

The **Parish Church** of Launceston, which we have just noticed as below the castle, is also of granite. It was erected early in the 16th century by Sir Henry Trecarrel, with the exception of the tower, which is older. Outside, the carving is particularly rich; the interior was restored and refitted in 1893-4, when the chancel was extended. There was formerly at Launceston an *Augustinian Priory*, the site of which is now built over. The only remains of it are the old doorway, and that has been removed to the entrance of the "White Hart" hotel, a house which is itself of considerable age. Close to the "King's Arms" hotel is a fine gateway, Decorated, which once formed a part of the town walls. A tree, springing out of the masonry, adds to its picturesqueness.

**Launceston to Camelford**, 16 *m.* (**Boscastle**, 21½ *m.*; or **Tintagel**, 22 *m.*); **Wadebridge**, 27 *m.* (**Padstow**, 35 *m.*); **St. Columb Major**, 35 *m.*; **Newquay**, 43½ *m.*, by road.

\*.\* For rail from Launceston to Wadebridge see *p.* 22.

From the stations we go up into the centre of the town, and there bear to the right. Ascending the hill, about ½ *m.* out of the town, at cross-roads, turn to the right (telegraph). *Trebursye Oak* (1½ *m.*) is locally reputed the oldest in Cornwall, but now an insignificant remnant. At 2½ *m.* is *Tregadillet* hamlet, and at 3½ *m.* the *Bodmin road* (*p.* 88) diverges left. We still follow the telegraph, and pass the hamlet of *Piperspool* (5½).

From *Hallworthy* (10½; *Inn*) we ascend the main road, westward, and continue past *Davidstow Church* (12½) to the **Victoria Inn** (980 ft. above the sea-level; 13½ *m.*)

**Victoria to Boscastle** (direct), 4½ *m.*, to the *Wellington Hotel*. In coming from Launceston turn to the right opposite the Inn, and keep straight on across the *Bude and Camelford road*. After descending into the valley and crossing the brook, you can either take a field-path straight on up the hill, or follow the road, which bears to the left up the hill. On joining another road, turn to the left, and, at a fork (1½) just beyond, keep to the right. In 1½ *m.* more you strike the *Camelford and Boscastle road*, and turn to the right.

**Victoria to Tintagel** (*Trevena*), 5½ *m.* Proceed as for *Boscastle* (*above*), but at the fork (1½) take the left-hand road, and keep to it. It crosses the *Camel-*

ford and Boscastle road (2½), and, after a sharp drop, another road (4½). If on foot, you may cut off the Bossiney corner, and save a quarter-of-a-mile by taking a field-path, left, some 300 yds. further on. The road ascends to Bossiney (5½), where you turn to the left for *Trevena* (p. 89).

Keeping straight at the inn, we turn to the left 200 yds. onward, and shortly afterwards gain the highest point on the road (1002 ft.). Then it is down hill for the rest of the way to the bridge over the river Camel, at the foot of the main street of Camelford.

**Camelford** (Inns: *King's Arms, Darlington Arms*) has no claims on the tourist's attention. The station is 1½ m. N.N.E. from the town. Down to 1832 it returned a member to Parliament, and at the end of the last century was represented by Macpherson, the editor (or compiler) of "Ossian."

**Camelford to Rough Tor and Brown Willy**, about 5 m. Cross the bridge, and about ¼ m. up the road turn to the right, and make straight for Row Tor (p. 88).

**Camelford to Boscastle**, by road, 6 m. Go up Trout Street, and in 100 yards turn up to the right, and shortly afterwards to the left. At the "Sportsman's Arms" turn to the right, and then keep straight on for 4½ m. Then the road bends sharply to the left, and wriggles down to *Boscastle* (p. 83).

**Camelford to Tintagel** (*Trevena*), by road, 5½ m. Start as for Boscastle (*above*), and at cross-roads (1½) turn to the left, and, 300 yds. onward, to the right up the hill. At the top turn to the right, and then round to the left down hill, past the *Prince of Wales' Quarries* (3½). Then turn to the right over the brook, and ascend the steep to *Trewarmett* (4½), and continue almost straight on to *Tregatta* (5). There turn to the right, and, after a dip, enter *Tregena* by Moleworth Street; see p. 89.

**Pedestrian route from Camelford to Tintagel**, about 6 m. Take the right-hand street from the middle of the town, and at the Workhouse, just W. of the town, take a field-path, left. This in about a furlong joins another road, along which go to the right, and follow it N.W. for 1½ m. Then turn left to the **Old Delabole Quarry**, a huge excavation some 300 feet deep, with sheer sides. Following this round, you join the road in Delabole village, about ¼ m. N.E. of the Church, and the same distance S.W. of the cross-roads at Rockhead. If you prefer to finish the walk by road, proceed to these cross-roads, and turn to the left, and then in ¼ m. to the right. In this way you descend into the valley and cross the brook, whence the route is by *Trewarmett* (*above*). It is ¼ m. shorter to take a field-path straight on from the point where you joined the road after leaving the Delabole quarry. It cuts off the Rockhead corner.

**Camelford to Wadebridge, 11, and Newquay, 27½ m.** We leave the town southward by the main street, and at a fork (17 m. from Launceston) keep to the right. After passing through the hamlet of *Helstone* (18), it is rather steeply down-hill to *Knights-mill* (19), where we cross the river Allen, and at once turn to the left. [The road to the right leads up to (½ m.) *St. Teath* village.] For 3½ m. the road descends the wooded W. bank of the stream, and then bears to the right up to **St. Kew Highway** (23½; inn), where we turn to the left, and, passing a camp, *Kelly Rounds* (25), left, and just beyond it *Three Holes Cross*, descend to the bridge at **Wadebridge** (27; p. 93; for road to **Padstow** see p. 94). Keeping straight on up the main street, and following the main road, there is nothing that calls for mention on the way to **St. Columb Major** (35; p. 97).

Here we go up the main street, and at the top turn to the right,

and at cross-roads (36) turn to the right, and at the second opportunity (37) to the left. After passing a chapel, the road descends Rialton Hill. At the bottom we turn to the left, cross the stream, and turn to the right up to **St. Colomb Minor**. Opposite the Church (40½) we turn to the left, and, on reaching the main road, to the right, and thus enter Newquay (*p.* 100) close to the station.

**Launceston to Bodmin**, by road, 21½ *m.* To *Bodmin G.W.R.* it is nearly ½ *m.* S. from the centre of the town. *Bodmin Road Station* (on main *G.W.R.*) can be reached in 23½ *m.* without entering Bodmin. The route can be made to include a *détour* to the top of Brown Willy and Rough Tor. The walk over these mountains to Boscastle is given the reverse way, *p.* 85.

Leave Launceston by the Camelford road, and at the fork beyond *Tregadillet* (2½ *m.*) turn to the left. Keep to the left at a fork a mile onward, and descend to *Two Bridges*, where you cross successively the river Inny and the Penpont Water just above their confluence. Bear to the right up the hill, and after a short descent keep to the right at a fork, and so on to *Five Lanes* (7½; fair roadside inn). Still follow the main road westward to *Trewint* (8½).

**To Brown Willy and Rough** (*pron.* Row, like Cow) **Tor**, about 1½ and 1¾ *hrs.* from *Trewint* (about 750 *ft.* above sea-level). Follow a track due W. across the moor. When this ends at a brook the rest of the way (see map, *p.* 96) is quite simple, and the ragged top of **Brown Willy** (1375 *ft.*) is straight in front. Attack the steep from a pond—*Fowey Well*.

From Brown Willy to **Rough Tor** (1296 *ft.*; fine rocks) is an easy ½ *hr.* N.W., and you have only to avoid a bog on your right.

The S. slopes of Rough Tor are thickly sprinkled with hut-circles. About ¼ *m.* due S. from the summit is **Fernacre Stone-circle**, which consists of small stones—perhaps they are sunk in the boggy soil—of which 45 are more or less erect and 10 fallen.

From Rough Tor to Boscastle see *p.* 85; to Camelford, *p.* 87. To regain the Bodmin road from Brown Willy we once struck due S., and found the walk detestable from bog. A correspondent writes that a S.E. course is quite fair walking, the road being struck near *Bolventor Church* (below).

A mile beyond *Trewint* is the *Vincent Mine*. At the top of the hill is a cottage. The road descends rapidly to *Palmer's bridge* (10½), where the river *Fowey* is crossed. A mile onward is *Bolventor* (above), and about ½ *m.* beyond the church the summit-level (987 *ft.*) is reached.

**Dozmare Pool** (*pron.* *Doz'-máry*) is ½ *hr.* from *Bolventor*. To visit it adds 2 *m.* You rejoin the road a mile onward. About 500 *yds.* beyond the Church, take a cart-road, left, and follow it down till (1¼ *m.*) it turns to the left and crosses a brook. The Pool is then 8 *min.* E. over the brow, and is some 500 *yds.* in diameter and nearly 900 *ft.* above sea-level. It is the traditional scene of the "passing of Arthur" (see *Tennyson*); the giant *Tregeagle* is condemned to empty it with a limpet shell. In winter it supplies large quantities of ice.

To regain the main road, return across the brook and from the bend in the cart-track follow a foot-track nearly due W. for ¾ *m.*

At 13¾ *m.* (the 8th milestone from Bodmin) the road forks.

*The Old Road*, left at fork, saves about ¼ *m.*, but is rough. From the stream at the foot of the hill there is a good view, N., of Brown Willy. Half-a-mile rther is the poor village of **Temple**, named from the Knights Templars, who founded the church. The New Road is rejoined a mile beyond the village.

Taking the right-hand (or *New*) road, we reach in a long half-mile Temple New Bridge—good view of Brown Willy.

**Stripple Stones.** The rising ground on the N. of the road on the W. side of the brook is Hawkstor, and on the S. slope, about a mile from the road, are the remains of the largest stone-circle in Cornwall. Originally, it would seem, of 37 stones and 148 ft. in diameter, only 16 stones are now left, and of these 5 are standing. The central longstone (12 by 5 ft.) is also fallen. The circle-platform is enclosed by a ditch and bank, and is defended on E., N.E., and N.W. by half-moon works. About 80 yds. E. from the longstone is a small barrow with a cist (cover displaced).

The *London Inn* (17) is no longer an inn. The road onward is across Racecourse Downs, and affords good views of the Camel valley, right, and of a tributary glen of the Fowey, left. At 20 m. the road forks, right to Bodmin, left to Bodmin Road Station. The conspicuous obelisk on the Beacon, S. of Bodmin town, is to the memory of the late Sir Walter Gilbert. For Bodmin see p. 93. For Bodmin Road Station take the right-hand road, and turn left 500 yds. further. This road is presently joined by the road from the town, and, a little beyond the junction, passes E. of and below the fine earthwork, *Castle Canyke*. It then bears to the left, and goes over the branch line, and descends to the bridge over the Fowey, here beautifully wooded. Just beyond the bridge the road to the right leads in 300 yds. to *Bodmin Road Station*; see our "*S. Devon and S. Cornwall*," p. 153.

**Launceston to Bude**, by road, 19 m. From the bridge over the Kensey at the foot of the town, proceed by the main road northward to *St. Stephen*, and, over the brow, down to *Yeolmbridge* (2). Climb the hill to *Ladycross* (2½), and there turn to the left. Onward, no mistake is possible. The road is dull, and an occasional roadside inn is all we have to note. At 10 m. *Whitstone* is ¼ m. to the left. Two stiff ascents and descents occur between this point and *Red Post Corner* (14; inn; p. 19), just short of which the Bude Canal is crossed. Turning to the left, it is 3 m.—the latter half down hill—into *Stratton* (17; p. 19), where turn to the left at the *King's Arms*, and then to the right by the *Bay Tree Inn*. At a fork, ¼ m. beyond the Workhouse, take the right-hand road (telegraph). At the bottom of the hill the road bends to the right into **Bude** (p. 79).

## Tintagel.

**Approach:** By rail to Camelford, L. & S. W. R., and thence 'bus, 1s. 6d.

**Hotel:** *Wharnclyf Arms*.

**Post and Telegraph Office:** Letters *del.* 8.50 a.m., 7 p.m.; *desp.* 8.50 a.m., 3.20 p.m. No Sunday post.

**Post Town,** Camelford.

**Distances:** Boscastle, 3 m; Camelford, 6 m; Bude, 19 m; Launceston, 19 m.

The village (also called *Trevena*) is half a mile from the sea, which is reached by descending a somewhat bare valley, along the bottom of which flows a small stream. The view down the valley, however, from a point a little below the vicarage, is good, being terminated by a V-shaped bit of sea. Proceeding down the valley, and obtaining the key of the island part of the **Castle** at the cottage (*refreshments*), we have



above us on the left the mainland portion of the celebrated stronghold, which, history notwithstanding, will ever be associated with King Arthur and his Knights of the Round Table. Built of the native stone, which the storms of centuries have weathered to the likeness of the unhewn rock, the remains of the *Keep* and its adjoining ruins have an appearance of age which justifies, if it does not establish, their legendary history. That a West-Saxon stronghold occupied the spot is probable enough, but Sir G. Wilkinson thought the keep Norman. Other portions are late 12th century. We know that soon after the conquest the Earls of Cornwall had a castle here, and in 1245 David, Prince of Wales, was entertained here by Earl Richard. The next event recorded about the castle is that in 1385 the Lord Mayor of London was imprisoned in it. It then belonged to the Duchy of Cornwall, and appears to have been occupied from time to time down to the beginning of the 16th century, but since that period it has been allowed to fall into ruin, and it is gradually crumbling away under the wild blasts which for a large portion of the year sweep this coast. For a long period the office of Custodian of the castle was in abeyance, but at the suggestion of the late Prince Consort it was revived, and the late Rev. R. B. Kinsman, the vicar of Tintagel, was appointed to it in 1852.

The so-called *Island* is a bold headland, connected with the mainland by a rugged isthmus. Whether the chasm which now intervenes between the buildings on the mainland and those on the island existed at the time the castle was built, is a point that has been much discussed and variously decided. It is not unlikely that it was formerly much smaller than at present, and possibly, as has been suggested, was once spanned by a bridge. Its present width and depth appear to us far too great to be entirely accounted for by the action of the weather during so comparatively short a time as has elapsed since the erection of the existing buildings.

From the isthmus the summit of the island is gained by a steep but railed path, and when the door in the enclosing wall is reached the tourist should notice that the portion abutting on the chasm is in a straight line with the corresponding wall on the mainland. The work, too, on both sides is of the same character, and in the opinion of the late Mr. Kinsman, no mean authority, Roman. On the summit of the Island are the remains of a little chapel, the walls of which are still about 2 ft. high on the inside, and may be Saxon. The altar, the top of which is a huge slab of granite, still remains, and when the interior of the chapel was cleared out, some thirty years ago, two *loculi* (burial-places) were found, one on each side of the altar, but they were empty. On the top of the island is a spring of fresh water, and the tourist will also notice the hollows in the slate rock of the promontory, that are known as *King Arthur's Cups and Saucers*. He should by all means proceed to the far side of the island for the sake of the magnificent view thus obtainable of this majestic but to the mariner terrible coast. There is a good pillar rock to the S. of the

point. The irregular coast-line is itself a witness to the power of the sea, which has worn away everything not of the hardest rock, and to the west of the isthmus it may be observed how the cliffs under the action of the waves are distinctly hollowed out, so that the upper part in places considerably overhangs. The island adjoining the isthmus is pierced by a natural cavern, which can be traversed at low water. From within its western end we get a fine view of the cliffs. Before regaining the valley the visitor will notice the machinery overhanging the shore. This was formerly used for loading vessels with slate. **Tintagel Church** is on the cliffs to the west of the village. It is of much interest, and of late years has been tenderly cared for and restored. It is of various dates, ranging from Saxon to Perpendicular. The *Font* is a curious Norman one, on four legs. In the *Lady Chapel*, now used as a vestry, is a stone altar. Perhaps the most remarkable feature in the church is its fine Norman chancel arch, but the whole building is worthy of careful study. The tower at the west end, which is poor Perpendicular, is the only portion lacking in interest. The grave-yard around the church is as bleak and wind-swept a resting-place as is to be found on this wild shore. It contains no tombs of interest; the conspicuous one on the north side is to the late Mr. J. B. Cook, the first editor of the *Saturday Review*.

**Tintagel (Trevena) to Boscastle, by road, 3½ m.** If a détour be made to **St. Nectan's Kieve** (*below*) that will add 2 m. Including that and returning from Boscastle to Trevena partly by the cliffs (*p.* 83) is an interesting round of about 10 m. (4 to 5 hrs.)

Half-a-mile from Trevena we pass through *Bossiney* (pron. *Bo-sinney*), now a poor hamlet, but from Edw. VI. to 1832 returning two M.P.'s. About a mile from Trevena we get a good view, left, of the *Rocky Valley*, and then crossing its brook at *Long Bridge* reach the point of divergence (right; notice board) for **St. Nectan's Kieve**.

**St. Nectan's Kieve** (key at *Trethevey Farm*, where we quit the high road). Follow the lane, past four gates on the right, for about 5 furlongs, and then take grass lane on the right. When this reaches the fields follow the track to the left, and over a stile and past two white doors. The padlocked door leading to the Kieve is below the second of these. The cascade is a broken fall of about 40 ft. in a gorge, and is viewed from the foot, and from about half way up.

Mr. Hawker, of Moorwinstow, starting from a tale told him on the spot, wrote "The Sisters of Glen Nectan"—*not* founded on fact.

"Long years ago," the old man said,  
 "Twas told him by his grandsire dead;  
 "One day two ancient sisters came;  
 "None there could tell their race or name;  
 "Their speech was not in Cornish phrase,  
 "Their garb had signs of loftier days;  
 "Slight food they took from hands of men,  
 "They withered slowly in that glen."

By crossing the stile outside the padlocked door and between that and the nearer white door (*above*) a path can be followed down stream to the road.

Continuing by road, in a mile we pass, left, *Trevalga*, with its small church (restored), and at a fork,  $\frac{1}{2}$  m. onward, take the right-hand road, which wriggles down to *Boscastle* (p. 83).

**Tintagel to Boscastle** by the cliffs is not usually a practicable walk, but the first part from the Castle round to Bossiney is fair after dry weather. For the rest see the reverse route, p. 83.

**Tintagel to Trebarwith** (pron. *Trebarrith*) **Strand**,  $1\frac{1}{2}$  m. This walk is one that should on no account be omitted; the distance we have given is that from the village by road. Take the road, nearly opposite the hotel, which shortly after crossing the brook bends to the right. When *Trewithin* is passed, take the turn to left. Avoid the track which goes off to the right to a slate quarry, and keep that straight on, which rapidly slopes to the shore. *Trebarwith Strand* is a stretch of fine sand,  $\frac{3}{4}$  mile in length, lying between Penalleck Point on the north and Denny's Point on the south. The cliffs here are beautiful alike in form and colour, the sand is almost wholly composed of powdered shells, and off the southern end of the bay is the picturesque *Gull Rock*, which rises to a height of 133 feet above high-water mark. The great charm, however, at Trebarwith is the sea, which as it breaks on the pure shore is of every delicate tint, from blue to green. When the wind catches the crest of the waves, and the sun illumines the spray, we get that delicate emerald colour which only sea water when quite free from earthy matter affords. This strand is a favourite spot with artists, and is said to have furnished Creswick with many studies. The return to Tintagel can be made by the edge of the cliffs. The easiest way is to return by the road, till the turn left to the slate quarries is reached. Thence it is an up-and-down ramble over turf to the church (p. 90), whence the walk can be continued as far as the castle, and the return to the village be made by the side of the stream. The round in this way is about 4 miles.

**Tintagel** (*Trevena*) **to Wadebridge**,  $13\frac{1}{2}$  m.; and **Padstow**,  $21\frac{1}{2}$  m., by best driving road. The descent from Trewarmett to the Prince of Wales's Quarries and the ascent thence to the Delabole are both unrideable by cyclists. The rest of the way presents no difficulty, but the route is more breezy than interesting. For other routes see pp. 94 and 95.

Start by the road nearly opposite the *Wharncliff Arms*. At ( $\frac{1}{2}$  m.) *Trewithin* turn to the left, and in about 250 yds. to the right to ( $\frac{1}{2}$  m.) *Trewarmett*. Thence a steep descent leads down into the valley, where you turn left to the *Prince of Wales's Quarries*, and there to the right up the steep. At the top, turn to the left to cross-roads ( $3\frac{1}{2}$  m. from starting), and there to the right through *Delabole* village. At a fork ( $6\frac{1}{2}$  m.), take the left-hand road and follow it, through *Trelill* ( $8\frac{1}{2}$  m.), to *St. Kew Highway* (10 m.; Inn). Thence to Wadebridge, see p. 87.

**Bodmin Road Station to Bodmin, 3½ m.** by road For rail see below.

Bodmin Road Station is on the left bank of the Fowey in a singularly picturesque situation. The road to Bodmin after passing under the railway is carried across the Fowey by a bridge, from which the beauties of the spot are well seen. The *Fowey* has a good reputation as a trout stream. The road thence ascends a wooded glen, and just beyond the branch-line, 2½ m., has high on the left the large earth-work of *Castle Caryke*. At the fork, half a mile onward, we take the left-hand road and in a short mile enter Bodmin.

**Bodmin to Wadebridge, 7 m.; Padstow, 15 m.** by road.

We leave the town at the west end and turn to the right at the Asylum, and shortly afterwards cross the railway and the Camel and then climb a hill, having on the right the wooded valley down which the Camel comes from Camelford. At Mount Charles (2½ m.) keep to the left, and also at Washaway Inn (3 m.). In 6 miles we reach the village of *Egloshayle*, on the banks of the Camel, and in another mile arrive at *Wadebridge* (below.)

From Wadebridge to Padstow (8 m.) the road—turn to the right at direction-post, 2½ m. after a long ascent—takes us through the village of St. Issey and down to pretty Little Petherick. The latter is at the head of a branch of the Padstow estuary. After a steep climb, and then a steep descent, we enter the old-fashioned town of *Padstow* (p. 96).

**Bodmin Road and Bodmin to Wadebridge** by rail. The *G. W. R.* branch from Bodmin Road crosses the silvan glen of the Fowey and ascends above it. The Barracks are on the right as **Bodmin** (3½) is reached. Then the train backs out of the station, and at once diverges to the right into the Camel Valley, whith it follows to **Wadebridge** (11½). The *S. W. R.* between Bodmin and Wadebridge (6½), starting as it does from the N. side of the town, has a distinct course until it joins the *G. W. R.* in the Camel valley a little short of Wadebridge.

**Wadebridge** (*Molesworth Arms; Commercial*) is a dull little town on the estuary of the Camel, with a joint *G. W. R.* (above) and *S. W. R.* (p. 22) station. There is a long bridge across the river, down which, on a falling tide, it is a pleasant row or sail to Padstow.

Nearly a mile up the E. bank of the river is **Egloshayle Church**. It is Perpendicular and in part, if not altogether, the work of the good vicar, named Lovibond, who caused the original bridge to be built at Wadebridge. To *Padstow*, by road, see above.

## Bodmin.

**Railway Stations:** *G. W. R.* to S. of town; *S. W. R.* to the north of it.

**Hotels:** *Royal; Town Arms.* Pop. 4345.

**Distances:** (*Road*) Launceston, 21½ *m*; Wadebridge, 7 *m*; Padstow, 15 *m*. Rail to Wadebridge from either station.

**Bodmin** is in no sense a holiday rendezvous, but it is a well-to-do county town. There is a curious Haman-like story told of one Boyer, who was mayor of Bodmin at the time of the Rising of the West in 1549. Sir Anthony Kingston had been sent down as provost-marshal to superintend the punishment of the rebels, among whom Boyer had been one of the first to move. The mayor had, however, powerful friends and he hoped to be pardoned. "Kingston visited Bodmin in his progress, and sent the mayor notice that he would dine with him. He had a man to hang, too, he said, and a stout gallows must be ready. The dinner was duly eaten, and the gallows prepared. 'Think you,' said Kingston, as they stood looking at it, 'think you it is strong enough?' 'Yea, sir,' quoth the mayor, 'it is.' 'Well, then,' said Sir Anthony, 'get you up, for it is for you.' The mayor, 'greatly abashed,' exclaimed and protested. 'Sir,' said Kingston, 'there is no remedy, ye have been a busy rebel, and this is appointed for your reward,' and so without respite or stay the mayor was hanged."—*Froude*.

The town is of considerable antiquity, and, before the Conquest, shared with St. Germans the honour of being the seat of the Cornish bishopric. The **Church** is well worth a visit. It is the largest in the county, and mainly 15th-century work, but the tower and north chancel aisle are early 12th-century work. A spire which formerly surmounted the tower was destroyed by lightning in 1699, and has not been replaced. There is a fine Norman font, and the south porch, over which is a two-storied parvise, is good. The principal monument is to Bp. Vivian, 1553. On a wall-plate in the S. chancel aisle is the date 1452. Some worked-up bench-ends will be noticed. Between the churchyard and vicarage is the ruin of the chantry of St. Thomas. It includes some Norman work. In the immediate neighbourhood of Bodmin there is little to detain us. The view of the town from the top of the road up past the church is good.

**Tintagel to Padstow** (*viâ* St. Endellion) 15½ *m*.; or (*viâ* St. Kew) 16½ *m*. From St. Minver the routes are identical. Neither of them is of much interest, but they avoid the détour by Wadebridge. The distances are to Rock ferry.

**Viâ Endellion.** Follow the Wadebridge road (*p.* 92) to the fork, 6¼ *m*. There take the right-hand road, and at cross-roads, a short ½ *m*. onward, keep straight on. Half-a-mile further the fine earthwork, *Damelioc Castle*, adjoins the road on the left, and in

another  $\frac{1}{2}$  m. is the hamlet of *Pendoggett*. (For the road *viâ* *St. Kew*, see p. 95.) Here keeping straight onward, at  $9\frac{1}{2}$  m. (from *Tintagel*), you pass through *St. Endellion*, and descend the hill to *Plain Street* (11 m.). There turn to the left, and  $\frac{1}{2}$  m. further to the left again, and keep straight on to cross-roads at *St. Minver* ( $12\frac{1}{2}$  m.).

The *Church*, reached by continuing straight on at the cross-roads and then turning to the right, is interesting. It is partly Early English, and was restored and to some extent rebuilt in 1872.

Here turn to the right and soon to the left, and then keep straight forward down to *Rock* ( $15\frac{1}{2}$ ; Inn) on the *Padstow* estuary. For the ferry and *Padstow*, see p. 96.

**Viâ *St. Kew*.** Proceed as on p. 94 to *Pendoggett* ( $7\frac{3}{4}$ ) and there take the second road on the left, which descends sharply to *St. Kew* ( $9\frac{1}{2}$ ). At the entrance of the village turn to the right, and in 300 yds. bear to the left, and directly afterwards turn to the right, and keep straight on over the brow down to *Trevine Mill*, where turn to the right and follow the road up the hill to *St. Minver*,  $13\frac{1}{2}$  m. At the cross-roads here keep straight on (*see above*).

### Tintagel to Padstow by the coast, 16 m.

The cliffs can be followed all the way, though the route as far as *Port Isaac*, 8 or 9 miles, involves the passage of many combes, none specially picturesque, but sufficiently fatiguing. The coast, too, except just west of *Tintagel*, at *Trebarwith Strand* (p. 92), has no striking features to those who have already traversed the cliffs about *Hartland* or *Boscastle*. West of *Port Isaac* the coast-route is remunerative, and you will, therefore, do well to follow the last-described road for  $6\frac{1}{2}$  miles, and at the fork there take the right-hand road. At cross-roads  $\frac{1}{2}$  m. onward turn to the right, and in  $2\frac{1}{2}$  m. you drop down to the sea at *Port Gaverne* (small inn), at the head of a deep and picturesque little inlet. A climb over the next promontory will bring you, in another  $\frac{1}{2}$  mile, to *Port Isaac*. The village is devoid of interest but prettily situated, and possesses a dingy Inn or two, where substantial refreshment may be had. [ $3\frac{1}{2}$  m. to *Port Isaac Road Sta.* Carriages at *Prout's*.] From *Port Isaac* it is as well to take the road running up the combe inland on its western side to *Trefreock*, and then a field-path westward into a lane. Turn to the right to *Roscarrock*. A rough road of rather over a mile leads hence to *Portquin*, but the pedestrian is advised to follow the cliffs from *Varley Head* to *Kellan Head*. From the latter, *Portquin Bay* is seen to advantage, and is bounded on the west by the fine headland, called the *Rumps*. Immediately below are the *Cow and Calf* rocks, and the narrow opening of *Portquin Harbour*. Descending to the village, and following the coast onward for about 2 m., at *Pentireglaze* you can take a track that runs out to *Pentire*, and it is worth while to proceed to the extremity of *Pentire Point*, where the cliffs are exceedingly fine. [The *Rumps* peninsula has a small cliff-castle.] Off *Pentire* lies the island

*Newland.* The view up the Camel estuary is striking, and if the tide be out, and the day fine, the sands are of almost dazzling brightness. Up the coast,  $9\frac{1}{2}$  miles distant, projects the huge headland of Tintagel, while in the opposite direction we have Stepper Point guarding the Camel estuary at its mouth, and beyond that the fine promontory of Trevoze, with the little island of Gulland halfway across the bay. Quitting the point and proceeding south, in about  $1\frac{1}{2}$  m., at the head of a sandy cove, is *Polzeath*, a tiny hamlet, where decent lodgings may be had. Thence, over a district of blown sand, in  $1\frac{1}{2}$  m., you reach **St. Enodock**. Here the little church was formerly almost buried in the sands, but has of late years been excavated, and well restored, although previous necessary repairs had already diminished its interest. A Norman font of the ordinary Cornish type shows that the present building, which was erected in 1430, was the successor of a much older one. St. Enodock is supposed to have been a Welsh missionary, but his date is quite uncertain. At high water, the usual ferry across to Padstow is from **Rock (Inn)** further up the estuary, but when the tide is low a boat plies from the sandy shore a little way beyond St. Enodock.

## Padstow.

**Approaches:** G. W. R. or L. & S. W. R. to Wadebridge and on by bus in connection.

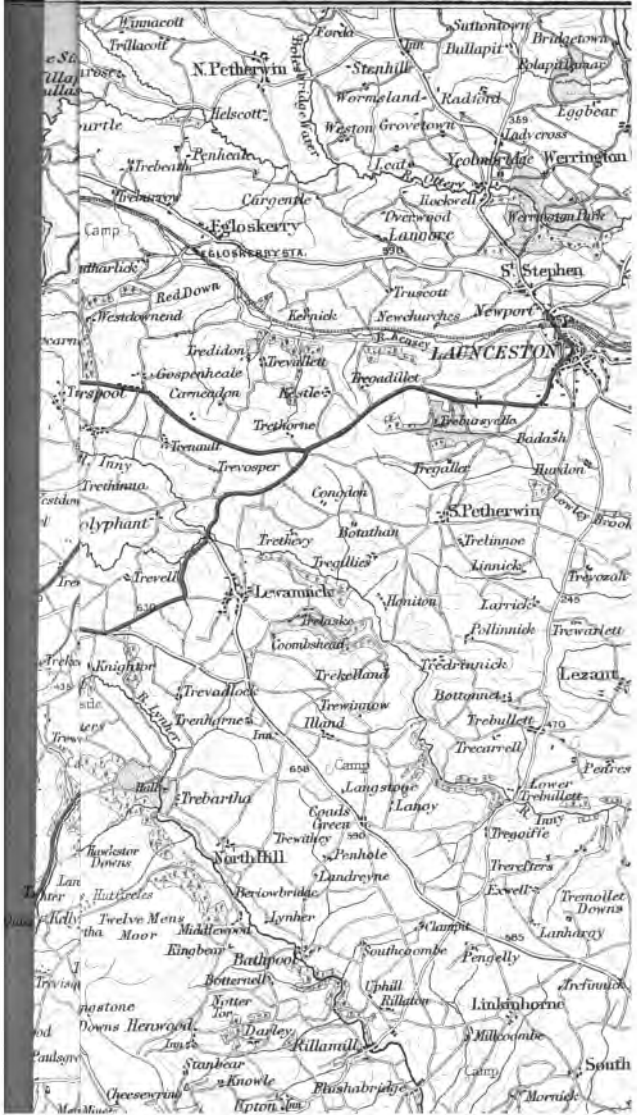
**Inns:** *Commercial*, and *St. Petrock's* (private). **Pop.** 1500.

\*.\* Passengers with through tickets can only use them for the omnibuses connecting with the issuing company's trains.

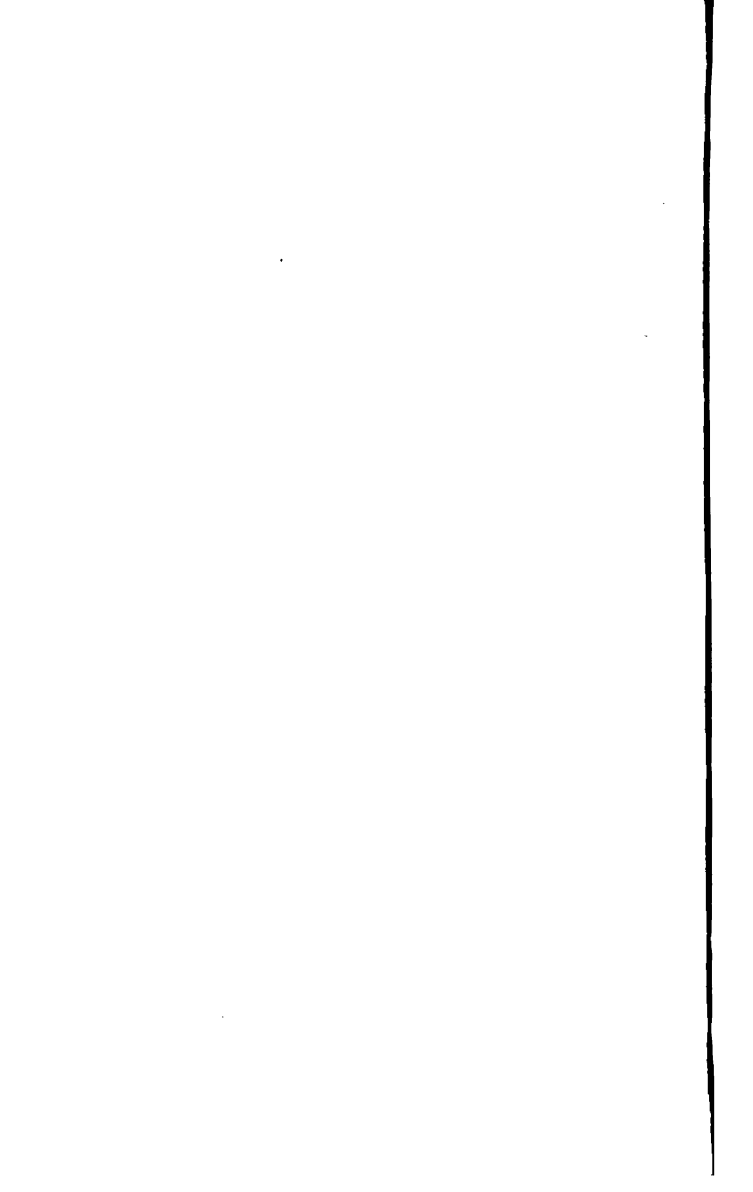
For **Steamer** to Swansea and Bristol, see Bradshaw.

This little town was formerly of some commercial importance, and had a considerable shipbuilding business, but its glory has departed. It lies in a little bay on the east of the Camel estuary, around a small harbour. We imagine few deliberately visit Padstow for its own sake, but those fond of a fine coast will find it a convenient resting-place for the night. The view across and down the estuary, when the tide is up, is pretty and soft. The hamlet of Rock (*ferry from the harbour*) is on the east shore. The spire of St. Enodock is seen over the Towans. The rocky island called Newland appears between Pentire and the Stepper. Towards its mouth the sands of the estuary give place to cliffs.

**Boat Excursion.** We recommend the pedestrian to follow the west side of the estuary, past the *Battery*, along a path skirting successive little perpendicular coves, to *Hawker's Cove*, where are a few cottages occupied by pilots. There he should bargain for a boat and proceed down the coast, for at least three or four miles. The channel hugs the rocks round *Stepper Point*, passing which, and proceeding westward, the interest of the row at once begins. High up on the cliff is the Day-mark, a beacon for vessels. Then we pass the singular cliff-cavity called *Pepper Hole*, and adjoining it *Butter Hole*. Skirting the shore, just before reaching Gunver Head is *Seal Hole*. Here seals are by no means uncommon, and the writer has more than once had them following in his wake, and rising around the boat, with their strangely plaintive hum







expression of countenance. Seal Cove requires for its exploration perfectly calm weather and two boats, one to remain clear of the rocks, in case the other suffers damage by the rising of a ground sea. None but swimmers can explore its recesses, but to them we know no experience more out of the common run. There is just sufficient possible danger to give zest, though, if the local talent be consulted, the risk is reduced to a minimum. Leaving Seal Cove, and rounding *Gunver Head*, off which,  $1\frac{1}{2}$  miles, lies the island of Gulland, we reach the fine rock-islet called *Queen Elizabeth*. The next half mile of cliffs is grandly stern, and the almost island promontory of *Permitzen Bridge* is strikingly seamed with spar. Next follows *Permitzen Hole*, and then *Permitzen Point*, after which the coast, away to Trevoze, a distance across the bay of about 2 miles, becomes low and featureless, though it is bright with its little girdle of sand, interrupted now and again by minor projections of low cliff. A landing can be effected at Harlyn Bay, distant  $4\frac{1}{2}$  miles by water from the Harbour Cove, whence we started. From Harlyn (see map 8) a track leads S.W., and in  $\frac{1}{2}$  m. passes within 400 yds. of the ruins of *Constantine Church*, situated to the W. amid sand dunes. The remains include about 12 ft. of the tower, with W. doorway, and a good deal of N. and E. walls. The building must have been about 60 by 30 ft. Thence we make our way to *Trevoze Head*, which is a fine headland, 243 feet above the sea, and, like so many promontories on this coast, consists of an elevated portion thrust out to sea and connected with the mainland by a comparatively low tract. The lighthouse is worth seeing.

We imagine the tourist now to return by boat to Padstow by the way he came. If there is time, the row across the mouth of the estuary to the cliffs around Pentire is worth taking, as their grand and stern rock-masses can only be appreciated from the water. Landing at the Harbour Cove, the pedestrian, instead of returning by the path along the shore, should take that over the intervening hill. In this way he will pass *Place*, the Elizabethan residence of the Prideaux-Brune family. The house—which, however, is not usually shown—contains several early pictures by Ople, who was a Cornishman. From *Place* it is a sharp descent of  $\frac{1}{2}$  mile to Padstow.

**Padstow to Newquay.** During the summer, by taking an afternoon 'bus to Wadebridge, the Newquay coach can be joined.

*A. By main road through St. Columb Major (8 m.) to St. Columb Road station, 11 m.; thence Newquay station, by rail, 6 m.*

This route is devoid of interest and, as far as St. Columb Major, is across bare country, affording wide but featureless prospects. From Denzell Downs, 5 miles, we get a backward view of Trevoze Head and Pentire Point, with the island of Gulland between them. At *Winnards Perch* (6 m.) we join the coach-road and turn to the right. As the road drops sharply to St. Columb Major it becomes somewhat prettier. **St. Columb Major** (Inn: *Red Lion*. 'Bus to St. Columb Road station. For road to Newquay see p. 87) possesses a fine *Church*. The particular St. Columb to whom it is dedicated we have been unable to identify, or to decide even as to sex, as authorities differ. The earliest portions are Early Decorated, and the south transept window a good specimen in that style. The later portions of the church are Perpendicular, including the tower. There are three brasses to members of the Arundell family, and an interesting altar slab, discovered years ago beneath the pavement of the church. The *Rectory*, surrounded by a moat, was originally the clergy-house, used by the brethren of the Augustinian Priory of Bodmin, to which the church belonged. The road to

**St. Columb Road Station**, a short 3 miles, is in parts pleasantly wooded. Keep to the left just out of St. Columb. The station is 6 miles from Newquay, and  $14\frac{1}{2}$  miles from Par Junction on the main line.

*B. By Mawgan ( $7\frac{1}{2}$  m.) to Newquay,  $12\frac{1}{2}$  m.* Leave the town by the Wadebridge road and at *High Lanes* ( $2\frac{1}{2}$  m.) turn to the right, and, about a mile onward, beyond a sharp dip, to the left. Keep straight on down to *St. Ervan* (4 m.), and after crossing the stream take the right-hand road and follow it southward to a junction of five roads (6 m.). There take the right-hand road of the two in front, and  $\frac{3}{4}$  m. further on keep to the right. After descending to a brook the road goes over the next brow to *Mawgan* ( $7\frac{1}{2}$  m., *good inn*, p. 104). Climb the steep hill past the west end of the church to ( $\frac{3}{4}$  m.) cross-roads and there keep straight on. Soon the road turns coastward. When close to the cliffs, it bends to the left, passes to the left of two tumuli, and drops to *St. Columb Porth*; p. 99. *St. Columb Minor*, with its conspicuous church tower, lies over the hill,  $\frac{3}{4}$  mile on the left. Newquay is gained by the coast-road in about 2 miles.

*C. By the cliffs, 14—15 m.* We presume the pedestrian to have visited the coast from Stepper Point to Trevoze Head. If he has not, and determines to keep the cliffs all the way, he will add about 6 miles to the length of the route here described. Leaving Padstow by the street passing the church, and going up to Place, we there take the left-hand road, and in 2 miles reach *St. Merryn* (church, restored 1888). Our object is to strike the coast at *Treyarnon*, so we keep straight on at ( $\frac{1}{2}$  m.) *Shop* (cross-roads) down to ( $\frac{1}{2}$  m.) *Trehemborne*. We then climb a little and take the road on the right, which leads down the combe to *Treyarnon Beach*, 4 miles from Padstow. From this point onward the cliff-walk is of much interest. For the first mile, as far as *Porthcothan Beach*, we have an endless succession of promontories and islets, forming narrow little coves, the sides of which fall sheer to the water. For its length this little piece of the coast contains a greater variety of rock-forms than any we remember. At *Porthcothan* the sand will possibly tempt the tourist to have a dip, and the Porth, sheltered from the south-west by its natural breakwater, the Trescore Islands, is generally calm, except in a north-wester. The next point down the coast to be made for, is *Park Head*, on the way to which there are several tumuli on the edge of the cliffs. We now get a view of the whole of *Watergate Bay*. The justly celebrated cliff scenery of **Sodruthan Steps** is about a mile from us, and is seen to great advantage. The view up the coast is bounded by *Dinas Head*, which runs out from *Trevoze*. South-west is the bold *Towan Head* off Newquay, and beyond we catch sight of the rounded summit of *St. Agnes Beacon*, which is on the same meridian as the *Lizard*. Continuing our walk along the cliffs we are shortly opposite *Diggory Island* with its natural archways, and then reach a good example of a cliff

castle on a promontory off which lie three huge rock-masses. The descent to the shore should certainly be made by the road, which affords easy access to it. The term *Steps* is of doubtful origin, and has been said by some to refer to the ladders by which in former times miners, at work here, descended to the shore. It seems to us more likely that it refers to the chain of rocks which here, like huge stepping-stones, border the shore. Should the pedestrian be fortunate enough to hit off the time of low water, and better still, if he reaches the spot just before low water at spring tides, he will be able to examine the fine caves to the westward of the bay. To attempt a visit to these after the tide has begun to flow is foolhardy, as should his return be cut off, he will not only suffer the inconvenience of many hours' detention, but in the case of rough weather coming on, find himself in a position of extreme danger, to say the least. The tourist will notice the curiously shaped rock called *Queen Bess*. Returning to the summit of the cliffs, we follow the road which in  $1\frac{1}{2}$  miles reaches *Mawgan Porth*. This is the termination of the *Vale of Lanherne*. Here, shut in by cliffs on either hand, is a deep bay, at low tide an expanse of sand  $\frac{1}{2}$  mile in width, traversed by a stream formed by the junction of two brooks. In the general dearth of trout streams from which North Cornwall suffers, these trifling ones come to be favourites with anglers, and occasionally a fair number of trout may be caught. The tourist who has walked from Padstow will probably be indisposed to lengthen his route by the *détour* up the vale to Mawgan, and, as this may be made the object of an excursion from Newquay, we refer him to page 104, should he desire to include it in his walk. Leaving the Porth, we take the road going by its western side. When the top of the hill is reached, we have a bold bit of coast immediately on the right, and then skirting the comparatively even shore of *Watergate Bay*, descend to *St. Columb Porth* with another little trout stream. On foot we have here the choice of going through the brickworks or making the *détour* inland, described the reverse way, p. 103. In the former case, or supposing we wade the stream, from the W. side we take an obvious footpath near the coast, and in a mile reach **Newquay** (p. 100).

**Par to Newquay**, by rail,  $20\frac{1}{2}$  m.

At Par (*Ref. Rm.*; Inn close to station) main-line passengers change trains. The first station on the branch is **St. Blazey** ( $\frac{1}{2}$  m.; p. 108), a large village engaged in the production of china-clay, and the junction for Fowey (see our *South Devon and South Cornwall*). Then we soon begin the ascent of the Luxulian valley (p. 106), a well wooded and fine rocky ravine, crossed by the Treffry Viaduct, under which we pass just before reaching *Bridges* ( $4\frac{1}{2}$  m.). Passing *Bugle* ( $6\frac{1}{2}$  m.), at *Victoria* ( $8\frac{3}{4}$  m.) we see on the left Roche Rocks (p. 105), and further off rises Hensbarrow (1034 ft.). St. Dennis Church is prominent on the left. From the next station, *St. Columb Road* ( $14\frac{1}{2}$  m.), it is 3 m. north to *St. Columb Major* (p. 97; 'bus). Except St. Enoder's Church, left, nothing calls for mention on the way to **Newquay** ( $20\frac{1}{2}$  m.; p. 100).

## Newquay.

**Approaches:** By G. W. R. *via* Par (p. 99); or by G. W. R. or L. & S. W. R. to Wadebridge (p. 93) and thence coach, 16½ m.—a dull drive. From London G. W. R. is the quickest route and W. of Exeter much the more picturesque, though Par to Newquay is nearly as dull as Okehampton to Wadebridge.

**Hotels:** *Atlantic*, a large modern house on the Beacon, 1 m from station. *Great Western*, near Station. These are first-class.

*Red Lion*, *New*, *Commercial*, all in the main street, ½ to ¾ m. from Station. These are smaller houses.

**Post:** London mails, *del.* abt. 9.25 a.m., 3.15 and 7.45 p.m. *Desp.* 8.20 a.m. 4.50 p.m.

**Omnibuses** meet trains. On Mon., Wed., and Sat., omnibus to Truro.

**Coach** to and from Wadebridge.

**Population:** about 2,000.

Newquay, so called from a quay built in the 16th century, has grown since 1875, when the rail reached it, from a village into a town, and now stretches from some little way E. of the station to the Beacon, a mile to the westward. It is a healthy but not a handsome town. About the station are villas and terraces of the usual seaside type, then as we go westward we reach the original village street, which is mean enough, and this leads to the foot of the Beacon, up which the builder has made his way. On the top is the Atlantic Hotel, and Newquay, forgetful of the interests of the many who cannot afford to lodge in palaces, has allowed a considerable area of its finest rambling ground to be enclosed.

The long main street does not comprise the whole of the town. On the hillside above it and towards Fistral Bay the place is rapidly extending, and in the near future we may expect to see the fashionable quarter in that direction. Except for its exposed situation, the site above Fistral is a noble one, affording a glorious view of sea and cliff.

But the most characteristic bit of coast is that adjoining the older part of Newquay. This is seen to perfection from the road in front of the Commercial Hotel. Immediately below is the little Harbour, sheltered by the mass of the Beacon, and eastward a succession of beautiful headlands and cliff-girt coves, each with its bit of sand. With an ineptitude that is phenomenal, the Local Authority has permitted the cove adjoining the Harbour to be disfigured by a steam-laundry, and, almost equally surprising, has failed to secure access for the public to the cliff-top. Newquay has no need of a commonplace promenade, but a well-kept path of modest width above its coves would greatly add to its attrac-

tions. At present there is scarcely a spot within the town where you can loiter in view of the sea.

Good water, efficient drainage, and a climate as bracing as any in Cornwall are the recommendations of Newquay as a holiday health-resort. Scenery is only to be found up and down the coast, which, without rivalling the boldest and best, is really beautiful. Inland the country is dull and unattractive, and Luxulian (*p.* 106) is the only excursion really worth making in that direction.

The Sea-bathing, either from a cove below the town or at Fistral Bay (in calm weather) is safe and good.

### Walks and Excursions in the Neighbourhood.

#### 1. To Towan Head, 1 m. ; Pentire Point East, 3 m.

This short walk will give the tourist a good sample of the varied coast scenery immediately west of Newquay. The first point to be made for is the **Beacon**. The prospect up the coast past Newquay and eastward is an enlarged edition of the view obtainable from above the harbour. It includes to the east the *Roche Rocks*, for the excursion to which see *p.* 105. The bay between the Dane Rock and Towan Head, called the *Gazel*, is frequented by seals, and a seal-cave can be visited at low-water spring tides. Proceeding towards **Towan Head** we notice how nearly it is an island. At high-water spring tides it is actually so, and the separating cut (artificial) is crossed by a bridge. The view from the Head is perhaps a trifle disappointing. This we think arises from the fact that it projects too far to sea in regard to the small headlands that cut up the shore east of Newquay into small bays. These are seen too much foreshortened, and so a certain sameness characterises the eastward view close at hand. On a clear day, however, the fine rocks beyond Mawgan Porth at Bodruthan stand out sharply. The view westward is limited but picturesque. The promontory immediately across Fistral Bay is Pentire Point East, off which lies the *Goose Rock*, and jutting out just beyond this is Kelsey Head, with its off-lier the *Chick*. *Fistral Bay* has a fine sandy shore, immediately above which is a good instance of a raised beach. Either following the sands or skirting the low sandy cliffs, we reach the *Warren*, where the rock-cliffs again are fine and grim. On the top of the *Warren* are two barrows, and the view from them up the *Gannel* and across it to *Crantock* and beyond that to *Penhale Point* and the *Gull rocks* is good. **Pentire Point** is reached over delightfully crisp turf, and the walk along the eastern slope of the promontory affords, when a ground swell is rolling in, a striking idea of the fearful nature of the coast in rough weather. At the point is a good "blow-hole," and the tilted position of the strata on the west side

of the point produces on a rising tide a very beautiful display of marine cascades.

The return to Newquay can be pleasantly varied by following the high ground above the Gannel as far as *Trethellan*,  $1\frac{1}{2}$  miles from the Point. The little creek on the opposite side, with trees descending to the water's edge, is a pretty object. The road from *Trethellan* to Newquay is  $\frac{3}{4}$  mile.

2. **Crantock**, 2 m.; **Porth Joke**,  $3\frac{1}{2}$  m.; **Holywell Bay**,  $5\frac{1}{2}$  m.

The distances we have given are those involved by a walk to these places in succession. Holywell Bay direct would be  $4\frac{1}{2}$  miles. The pedestrian must time his walk so as to reach the Gannel at *Trethellan* (*see above*) either after half-ebb or before half flood-tide. He can then cross by a foot-bridge and turning to the right, when up the opposite side, proceed straight to **Crantock**. The *Church* here is built of a sandstone which geologically speaking is of recent formation, and made of blown sand, compacted by the infiltration of water charged with iron. The oldest portion of the building is Early English. The font bears the date of 1473. Before the Norman Conquest the church was collegiate, and of the college the Holy Well still remains in the middle of the village. St. Crantock (*Carentocus* or *Cairnech*) was a companion of St. Patrick, whom he helped to compile the *Brehon laws*, a code which was recognised by the Irish down to the middle of the 17th century. From Crantock the tourist should proceed by road to *West Pentire* (1 m.) in order to visit the delightful little bay known as **Porth Joke**. This lies between Pentire Point West and Kelsey Head. Pentire Point West should be traversed to near its extremity, and then returning by its western flank the descent should be made to Porth Joke beach, which is a good spot for a picnic. Climbing westward, we next proceed to *Kelsey Head*, at the extremity of which are the remains of a cliff castle. The rock immediately off the Point is the *Chick*. We return from the Point along the west side of the promontory, and next descend to **Holywell Bay**. Here we make acquaintance with the sand dunes which form so considerable a portion of the coast farther west. At either extremity of the bay are cliffs, but its centre is a dreary waste. It takes its name from a Holy Well on the eastern side, a short way along the cliffs from the point where they recommence in that direction. When the mouth of a cave is reached, steps will be seen leading up to the well, which consists of two hollows, with a channel between. The colouring produced by the deposits of the mineral-charged water will be noticed. As usual the spring has attaching to it stories of its curative properties. It was formerly in much esteem in the case of crippled children, who were passed through the channel connecting the pools.

By climbing the promontory on the west of the bay we can reach the *Wheal Golding Mine*, the buildings of which are a pro-

minent feature on Penhale Point. The *Gull Rocks* are now seen to great advantage, and south stretch the dunes of Perran Sands. The return to Newquay can be made by the road which runs north-east from the head of the Holywell Bay to Crantock, half a mile before reaching which place it joins the road by which we went to West Pentire. If the tide is low enough the shortest way back to Newquay is across the Gannel as on the outward journey. If the plank is unpassable there is nothing for it but to proceed inland to Treveper Bridge, and this involves a rather uninteresting walk (*see exc. 8*) of 4 miles from Crantock to Newquay.

### 3. To **St. Columb Porth**, locally called *Porth*, and **Trevelga Head**, 2 m.

The most interesting way is along the shore, but this is only practicable at low tide. From Newquay we take the high road eastward and, 7 min. after passing the Great Western Hotel, turn to the left, and follow a footpath to ( $1\frac{1}{2}$  m.) *Porth*, a poor little hamlet, whose only industry is brickmaking. A small stream, which contains some fair trout, here enters the sea, and to cross it is easy in a carriage, but foot passengers must go through the brickworks [or turn inland (past the "Porth Hotel") nearly  $\frac{1}{2}$  m. and through a gate, and then down a field]. Turning to the left beyond the foot-bridge we can, if the tide be suitable, examine the fine cliffs and caves of Trevelga Head. Here is a Blow-hole, whose spray is often a conspicuous object even from Newquay. Those who care to do so can creep into the *Mermaid's Cavern*, with which this is connected. **Trevelga Head** is an island separated from the mainland by a deep cleft, across which is a foot-bridge. The way to the summit is by the road that goes up the hill from the stream, and then by a sharp turn to the left. Across the ravine there is a bridge by which alone, this way, is access possible. On the headland, which once formed a part of a cliff castle, some traces of primitive man have been discovered. A kitchen midden, opened years ago, yielded considerable quantities of bones, but nothing of unusual interest. On the east side of the island is the fine cavern called the **Banqueting Hall**. This is approached by steps cut in the side of the headland, but if a visit be paid at low-water spring tides it is best to enter from the shore. This cavern is one of the finest on the coast, and measures 65 yards by 20 yards. Of the other caverns close by, the best worth visiting are the *Cathedral Cavern*, which shows fine pillared masses of slate rock, and the *Boulder Cavern*, chiefly remarkable for its size. A short  $\frac{1}{4}$  mile further we have the isolated rocks called *Zichory Islands*, and the delightful little *Fern Cavern*, green with abundant *Asplenium Marinum*. The return to Newquay may be made from Porth by **St. Columb Minor**. This is the parent parish of Newquay, and the church tower (good) is a conspicuous object. East of the village is *Rialton*, where are some remains of a priory which belonged to the Augustinian Monastery of



**Bodmin.** The remains are Late Perpendicular, as the buildings were erected only at the end of the 15th century. The round we have indicated is about  $6\frac{1}{2}$  to 7 miles.

**4. To Mawgan Porth, 5 m. ; Mawgan,  $5\frac{1}{2}$  m.**

The distances given above are direct to each place from Newquay by road. The two places are 2 miles apart, and between them winds the vale of Lanherne. We propose to take the pedestrian first to Mawgan Porth, then up the vale to Mawgan, and thence back direct to Newquay, a round of about  $12\frac{1}{2}$  miles in all. The first point to be made for is (St. Columb) Porth (see Exc. 3). Mounting the hill, after crossing the foot-bridge there, we have Trevelga Head on the left. About  $\frac{1}{2}$  m. from Porth take a foot-track seaward, passing inland of two tumuli (fine view of Zichory Island—a gull rock) and then along the cliff to (1 m.) the brook running into Watergate Bay. We cross the road which runs down the combe. When ( $\frac{1}{2}$  m.) a road goes off, right, to Mawgan, we keep straight on.

Just above here, we might turn off seaward, and cross the neck of Livelow Head and above Beacon Cove (*below*). Turning a little inland and by a lane going N., we reach Mawgan Porth.

Our direct route leads to Mawgan Porth (2 m.), 5 m. from Newquay. Cross the brook by a foot-bridge, just above the sands, and follow the road inland, which in 6 min. crosses a tributary brook and then ascends between two brooks to a farmhouse. A little beyond this we take a footpath, right, up the somewhat over-rated *Vale of Lanherne*, with Mawgan Church visible in front. We pass a mill and then at cross-roads turn down to the right towards the church and just under it, left, to the *Falcon Inn* (good). The charm of **Mawgan** is that of a sequestered, wooded, brook-gladdened glen. The spot is all the more pleasant from the fact that whatever else of beauty it has to offer, this North Cornish shore is for the most part deficient in the softer aspects of nature. The church (restored 1895) is in a well-timbered grave-yard, in which is a curiously carved stone cross, and the memorial of a boat's crew—the stern of their boat, on which are painted the names of nine men—who perished from cold off the coast in December, 1846. When the boat was picked up in Beacon Cove it contained ten men, one of whom, name unknown, is buried with the other nine. The interior of the church has several items of interest. The screen is good, and there are four brasses, two of which are to the members of the Arundell family, and two are 14th-century ones, the metal of which has been re-used for one of these Arundells. Note the Rood-loft approach and a 13th-cent. stoup. *Lanherne Nunnery* is just above the church. It formerly was a manor-house belonging to the Cornish branch of the Arundells, but in the 18th century became the property of Lord Arundell, of Wardour. Early in the present century is

was given to a small body of French nuns, who, having fled from France at the Revolution and taken refuge at Antwerp, were again compelled to seek a fresh asylum. The only part open to visitors is the uninteresting chapel. Note the fine 6th-cent. Cross by the chapel door. The community at present numbers about twenty.

One-and-a-half miles south-east of Mawgan, in the upper portion of the vale, are the pleasant woods of **Carnanton**—which, by the liberality of the owner, are open to the public—and St. Columb Major (*p.* 97) is  $2\frac{1}{4}$  m. further, in the same direction. A road through the woods begins just above the inn at Mawgan.

To return to Newquay by road, you can either proceed as in "B," *p.* 98; or take the road which ascends past the E. end of Mawgan Church. In a mile or so, turn to the right and 3 min. further, at a stone sign-post, to the left. Hence the way is that on *p.* 98 and you rejoin your outward route  $\frac{1}{2}$  m. this side of Porth, to cross which, if the tide be in, you have the choice mentioned on *p.* 99.

#### 5. To Bodruthan Steps, 7 m.

The "steps" are described on *p.* 98. The route from Newquay is the same as that for Mawgan Porth (*p.* 104) and then onward by the coast road 2 miles. Visitors can include Mawgan either on the return or outward journey. This excursion should be timed so as to reach Bodruthan a little before low-water.

#### 6. To Roche Rocks (rail), $11\frac{1}{2}$ m.

These rocks, which are a prominent feature on the left of the line, on the journey from Par to Newquay, are worth the short run by rail to Victoria Station. The village of *Roche (Inn)* is about  $\frac{3}{4}$  mile from the station. The rocks are about  $\frac{1}{2}$  mile further, and consist of huge masses of schorl rock, piled up to the height of 100 feet. High up are the remains, Decorated, of *St. Michael's Chapel*, and here, it is said, a hermit long dwelt. The neighbourhood is a singularly dreary one, and has no redeeming feature save the rocks themselves, and they, the writer is disposed to think, can be sufficiently examined in the interval between the out-and-home middle-day trains.

#### 7. To the Luxulian Valley. Rail to Bridges Station, $16\frac{1}{2}$ m.

The total walk need not exceed an easy **round of 3 miles**. There is a small inn close to Bridges station (down-side of line). Simple refreshments may also be had at the Station Master's house close by.

For a picnic party there are any number of pleasant spots wherein to set up a gipsy tripod—below the viaduct is a favourite one.

The walk we describe in large type includes the best points. Those who devote a day to the excursion will easily extend it, and include the points mentioned in the small print. Perhaps the best way for a **walk of about 4 miles** (not including the disused line to the Grinding Works) is to proceed, as in large print, to the Viaduct, then from the near end to turn down, right, into the valley, and there left, under the railway and Viaduct, and 2 min. beyond the latter to turn up to the right. This lands us on the tram-line, where we turn to the left and proceed as given in large type (where our road is said to cross tram-line). In this way the return to Luxulian and Bridges would be by the small-type route *via Mid Gready*.

**Pedestrians** who do not wish to return to Newquay can proceed to St. Blazey Station (for Fowey), or to Par Station on the main line without returning to Bridges Station. For this walk, see small print at the end of this excursion.

This is, we think, the best excursion from Newquay. The Luxulian Valley is a deep silvan glen of much beauty (in spite of its noisy brook being thick and white with china-clay washings), and the great tors and stupendous "perched blocks" are very striking. The Treffry Viaduct, which spans the valley, is a noble work and fine view-point.

From the up-side of the station we ascend the road for 2 *min.*, and then, from steps, right, take the field-path, which, in 5 *min.* more, leads to Luxulian village and church (restored). There is an ancient cross in the church-yard and another dated 1687. The porch has a groined vault, and the font is ancient.

Go through the church-yard and a little way down the road, 3 *min.* S.E. of the church, on the left behind a pump, is an ancient **Baptistery** in good preservation. The *colymbethra* is now dry owing to the spring which used to supply it having been drained by the railway-cutting. Down to about 1875 it was the village well. The bracket for the image still remains in the back wall of the well. Two *min.* further are five tall thin stone pillars. We return up the road, and turn to the left, just short of the Post Office.

Here we bear right, just beyond the Post Office and passing the school, cross the railway to a stile. Hence an unmistakable path leads, in 4 *min.*, down the fields to the mineral line, used for bringing the granite from the quarries, along which we turn to the left. [N.B. This is not regarded as a trespass, and no risk is involved, because the trucks conveying the stone are drawn by horses.] A walk of 6 *min.* along the line (passing an old quarry, right, and a small reservoir, left) brings us to the **Treffry Viaduct**, 657 ft. long, 90 ft. high, from which we get a lovely view up and down the glen. (*Treffry* is pronounced *Tre-fry'*.) At the far end of the viaduct is gear belonging to a quarry, and our route lies along the line that there bends back to the left.

The line straight on from the Viaduct is now disused. It goes through a wood, and passes the ruins of a waterwheel, which worked the incline. In case the leat which brings water from the far side of the main valley is not in use, a waterfall is formed nearly 200 feet high, but this is seldom running except on Sundays, when there are no trains on the railway. Further on along this tram-line are grinding works ( $1\frac{1}{2}$  m. from the Viaduct), where the best China-stone for glazing pottery is prepared.

In 4 *min.* from the turn the line is crossed by a road, and 2 *min.* further another road crosses under the line. [The former of these we shall use presently.] Here, too, a disused branch line diverges, left, towards Luxulian. As we continue along our line, the scene on either hand is a fine combination of granite blocks, pools, and woodland, and the "perched" blocks will be noted. When the line begins to rise we may have to step aside to make way for trucks descending by gravitation. The botanist will note the sessile-fruited oak and the ordinary kind growing side by side, on the left, opposite a fine spring on the right. The former is the

wood used in Westminster Hall which till recently was supposed to be chestnut. About 12 *min.* from leaving the viaduct there is an old smithy, on the left of the line, and behind it rises the largest of all the blocks, of which only a close view will reveal the true size. To reach it, turn to the left by the spring and over the stepping-stones in the wall, whence a track, which passes some smaller blocks, will be found through the bushes. The group of blocks consists of three, and the largest, the **Giant Block**, under which there is a considerable space, measures 49½ ft. by 27 ft., and is 72 ft. in girth. They are blocks, not boulders.

We believe this is the largest block in Europe, larger than any of the famous boulders at the head of the Italian lakes. It may take rank with the largest known, the Agassiz blocks, in the Tijuca mountains near Rio Janeiro. The rock, which consists of large crystals of black tourmaline and pink felspar in a base of grey quartz, is called *Luxulianite*. It is only found in these blocks, and no dyke of it is known. The Wellington sarcophagus in St. Paul's crypt is of this stone.

Returning to the line we might diverge from it nearly opposite the smithy to Colkerrow Hill, which commands a view towards Newquay and, in the other direction, of the channel near St. Austell. If, however, we keep along the line, 5 *min.* more brings us to the Colkerrow Quarry, and a climb to the head of it is rewarded by a fine view including the Viaduct.

A path left from the quarry leads to the ancient farm-house of *Mid Gready* (look inside the court-yard and at the well), and thence an old bridle-path brings us to a lovely slope leading down to the stream and then up to *Luxulian* village, where the old Baptistery (*p.* 106) is on the right.

Our next object is to view the **Viaduct** from below, and we therefore retrace our steps along the line as far as the road which crosses it. There we turn down to the right, and in a minute or two join the road in the bottom of the valley and turn left. In 2 *min.* we are under one of the 10 arches of the viaduct. Continuing along the road, in 3 *min.* more we pass under the Railway, and then, if our return is to be to Bridges Station, we turn up and back, on the right, and, with a good view of the valley, rejoin our outward route at the little reservoir near the Luxulian end of the Viaduct.

**Trefry Viaduct to St. Blazey Station, 50 min., or Par Station, 1 hr.** A pleasant walk. After going under the Railway keep to the road, that is, do not turn as for Bridges (see above) nor left at the house just beyond. A moderate ascent brings us in 12 *min.* or less to the top of the only hill we have to mount, and when a short distance down the other side, at an ivied cottage, we keep to the right. The road now descends—in a field, left, note seven stones—through the beautiful demesne of *Prideaux* (Sir Colman Rashleigh), and at the foot of the hill (abt. ½ *hr.* from the Viaduct) joins another road at some china-clay works, just short of which a broad footpath, left, cuts off the corner. In any case we turn left when this other road is reached.

The route onward to the stations is uninteresting. When we strike the street of St. Blazey (*Pack Horse*) we turn to the right and keep on till the Church is on the right hand, where the road, left (telegraph wire), is the way to the Stations. *St. Blazey* is straight on. For *Par Station*, turn to the left where a high wooden bridge is seen on that hand and keep to the road, which shortly bears round to the right. When it forks, close to Par Station, take the left (upper) branch. The "Royal Hotel" is facing the path leading to the platform; refresh-room on up-side. For Fowey see our *South Devon and South Cornwall*.

## 8. To St. Piran's Church.

(i.) By road, *via* Treveper Bridge,  $6\frac{1}{2}$  m.(ii.) On foot, *via* Trethellan, or *via* Trebiskan,  $5\frac{1}{2}$ —6 m.

*Remarks.*—It is scarcely possible to go and return by Trethellan, as the Gannel there can only be crossed when the tide is out. For those who are not particularly interested in early ecclesiastical remains, this excursion is not recommended, because the ruins of the old church are in no wise striking, and their situation is utterly desolate. Pedestrians proceeding down the coast can visit them without any detour (see "Newquay to St. Ives," p. 110).

(i.) *By road.* The mineral extension of the railway crosses the road leading to Newquay (proper) a little west of the station. A few yards further west take the road inland and in 2 min. turn to the left. In about  $\frac{1}{2}$  m. along this we have the choice of two roads: (a) down, that is right, into the Gannel valley, and then up the hill beyond the brook to *Treninick* (a group of farm cottages), whence a field-path overlooking the main valley leads into the road just above Treveper Bridge, or (b) nearly straight on, by the road which crosses the brook above mentioned higher up, and then ascends and passes a few yards to the left of *Treninick*. This road can of course be quitted, and the field-path just mentioned taken, but if it is kept to we join the road to Treveper, about  $\frac{1}{2}$  m. to the East of the bridge, for which we turn to the right. After crossing the bridge keep up the hill and in  $\frac{1}{2}$  m. turn to the left. Then, at successive direction-posts keep to the nearly straight road to "Truro and Redruth," to "Truro," to "Perran." About 2 m. from Treveper Bridge we thus reach a road at right angles to our previous course, and a *direction stone* at the junction directs us, right, to Cubert, whose church spire (spires are scarce in Cornwall) is seen ahead. Unless we wish to visit Cubert we do not proceed as far as that village, but turn to the left ( $\frac{1}{2}$  m. short of it)  $\frac{3}{4}$  m. from the direction stone just mentioned. At a fork a trifling distance from this turn keep to the main (right-hand) road to *Trebellan* (farm-house), and there turn down, left. A small stream is crossed ( $\frac{3}{4}$  m.) below, and over the next brow we come (8 min.) to another, and there it is that we have to begin to be careful in order to find the old church. Ascend the road and, about 7 min. up the hill, take a grass-road, right, and passing some ruined walls, make for a (deserted) *cottage*. About 4 min. W. of the cottage, but on somewhat lower ground, is a tall stone *Cross*. This marks the site of the church that was removed to Perranzabuloe Church-town (see p. 111). Observe, the face of the cross is eastward, *i.e.*, towards the cottage we have left behind. The back of the cross is towards the ruins. By mounting the hillock a few yards N. of the cross you may detect the top of the W. gable wall above the intervening ridge, about 200 yds. nearly due W. and in the second considerable hollow in that direction. *For the Church see p. 109.*

(ii.) By road, as far as Trethellan, about  $\frac{3}{4}$  m. Cross the Gannel and when up the opposite bank turn to the right up to Crantock (2 m.; p. 102). Thence it is about 2 m. nearly due S. to Cubert Church, which has a Romano-British inscribed stone on the W. side of the tower.

From Cubert Church take a footpath (where it forks bear to the right) down to Trebellan, *see above*; or you can descend the lane S. from Cubert, past Trebiskan, and cross the bridge at its foot. The spire of Cubert and Trebiskan give the line to the *Cross* (*above*).

**St. Piran** has been identified with St. Kieran, "first-born of the Saints of Ireland," the founder and first Bishop of Ossory, about 550 A.D. Tradition brings him to Cornwall on a mission to its pagan inhabitants, and the ruin—which before its refurbishing was evidently of extreme antiquity—has been held to be his work or that of his disciples. The story of the spot is that for two or three hundred years his church remained in use, but was then entirely covered up by blown sand. Soon after this catastrophe a second church was erected close by, but protected from the sand drifts by a small stream. This church in 1420 gave place to a larger one on the same spot, but a hundred years later, the stream having been diverted, the inroads of the sand commenced to threaten it. At the beginning of the present century, they had again so far advanced that the church was taken down and re-erected in its present position at Perranzabuloe. Down to 1835 all trace of the **first Church** was lost, and the Cross alone

indicated the site of the second-third building. In that year, however, the shifting of the sands uncovered a portion of the original church, which was thereupon excavated and found to be complete, though some portion fell during the process. We quote Gilbert's description written at the time of the discovery :

"The length of this chapel, within the walls, is 25 ft., without 30 ft., the breadth within 12½ ft., and the height of the walls the same. At the eastern end is a neat altar of stone, covered with lime, 4 ft. long by 2½ ft. wide, 3 ft. high. Eight inches above the centre of the altar is a recess in the wall, where probably stood a crucifix, and on the north side of the altar is a small doorway, through which the priest may have entered. Out of the whole length, the chancel extended exactly six feet. In the centre of what may be termed the nave, in the south wall, occurs a round arched doorway, highly ornamented. The building is, however, without any trace of windows, and there is only one small opening, apparently for the admission of air. The discovery has excited much curiosity throughout the neighbourhood, which has, unfortunately, manifested itself in the demolition of everything curious in this little oratory, to be borne away as relics." At present the ruins consist of the lower part of N., E., and S. walls with the W. gable, below which, inside, runs a seat. Remains of doorway and window are on the S. side and at the E. end is the altar tomb, bearing the saint's name, a modern addition. The ruin has been repaired, and protected by an iron fence. Of the extreme antiquity of the church there is no doubt, from the character of the building and well-preserved tradition. When in 1835 the altar was removed, the headless remains of St. Piran were found beneath it. That they were his is rendered extremely probable by a clause in the will of Sir John Arundell of Trevice, which provides for the worthy bestowal of the head as a relic in the then new third church.

About 42 paces due S. of the centre of the church is a semi-circular hollow with faint traces of masonry on the W. side, perhaps part of a cell. To the N.W. of the Cross are also traces which may belong to the third church. *Piran Round* (p. 110) can be reached in 1½ m. by a road ¾ m. S.E. of the old church. It is just beyond Rose village.

### Newquay to St. Ives, by the coast.

*Newquay to St. Piran's Church*, 6½ m.; *Perranporth (Inns)*, 9½ m.; *St. Agnes (Inns)*, 14 m.; *Portreath (Inn)*, 21 m.; *Gwithian (Pub. Ho.)*, 27½ m.

*Gwithian, by boat to St. Ives*, 4½ m. *By road to Gwinear Road Station*, 2½ m., or *Hayle Station*, 3½ m.

*N.B.*—The inns on this route are unpretentious but sufficiently comfortable. The cliffs are seen to greater advantage if the walk be taken up the coast (see p. 116), because then the points ahead are in sunshine, whereas coming down the coast they are almost always in shadow. No boats are kept at *Gwithian*, therefore to cross *St. Ives Bay* therefrom one must be ordered from *St. Ives*. There is no fixed tariff, and boats are sometimes hard to get during fishing season.

This route is a fine one for pedestrians, as the cliffs are lofty and precipitous for miles. There is no road-route between *Newquay* and *Gwithian* that is not the perfection of dulness. As far as *St. Piran's Church*, see p. 108. Thence, starting from the *Cross*, make for a house seen slightly W. of S., about 1 m. off (not the nearer house slightly E. of S.), across the rabbit warren which here lies inland of the sand dunes. From the house we proceed to the right along the road, and can either keep to it or presently leave it for the sand-hills on the right hand side. It is 2 miles from the house to *Perranporth*.

**Piran Round**, an enclosure 130 ft. in diameter, with the inside of the surrounding bank once divided into 7 tiers is the finest amphitheatre in England next to that at Dorchester. It is on the left of the road, just S. of Rose village.

**Perranporth** (Inns: *Perranporth Hotel, Tywarnhayle Arms*; nearest station, Truro, 8 m.) is a small and straggling village situated on the flat at the head of Porth Towan, an inlet at the south end of Perran Bay, lying between the dunes (Perran Sands) on the N. and a bold cliff on the S. The shore, broken by the Chapel Rock, an islet at high water, is rather picturesque, and there is a fine stretch of sand, two miles long, on the seaward side of the dunes. A delightful path winds round the face of the cliffs to the southward (see onward route, *below*).

*N.B.*—**Bathing** is dangerous from the sands near the cliffs, however smooth the sea, when the tide is out. See the notices in the village.

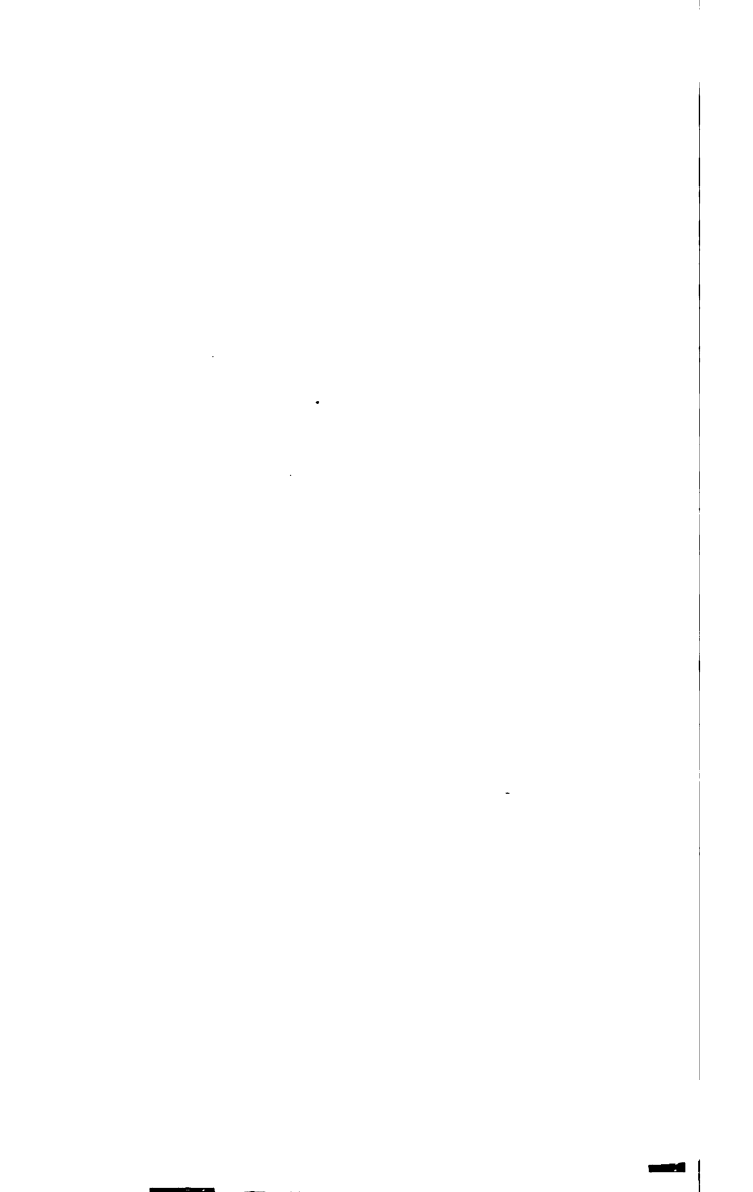
**Perranzabuloe** (“*Piran in the sand*”) **Church-town** is 2 m. S.E. Here is the parish church, removed in 1804 from the site now marked by the cross (p. 109) near St. Piran's, and re-erected on the same lines except that the tower was shortened one stage. The old font, belonging to the removed church, is preserved, as well as the granite arches between the nave and south aisle. Some years ago the dilapidated condition of the roof and of the interior fittings of the church necessitated restoration, and the whole building thenceforward lost its antiquarian interest and is now modern-looking. The lengthened south aisle became the chancel, and out of the old bench-ends were made the pulpit and the screen at the tower-end of the nave.

Respectively  $\frac{1}{2}$  m. and 1 m. to the east of the church are the earthworks *Caer Dane* and *Karkie Castle*.

*Walk continued.* From Perranporth village (to St. Agnes, 5 m.) we ascend towards the cliffs overlooking the shore and pass to the left of a castellated villa. Hence a good path winds round the face of the cliffs and affords a view up the coast to Ligger Point. There is no particular object in going out to the end of Cligga Head, and we may strike across it, past a deserted mine, to Hanover Cove (or Vwgha Hayle), where there are two more mines close to the cliffs, the strata of which, under Cligga Head, are nearly as contorted as those of St. Abb's Head in Berwickshire. The two islets (one much larger than the other and close together) seen further down the coast, a mile to seaward, are the *Man and his Man* rocks, and the rounded hill to the S.W. is St. Agnes Beacon. A little beyond the second of the two mines we overlook a small inlet, of which the northern cliff, *Pen-y-gader*, is pierced by a slit, reminding one of that through Carn-les-Boel (p. 129). Then nothing calls for mention till we arrive at a deep combe, spoilt by mine works, which reaches the sea at Trevellas Porth. If the tide is out, we may round the rocky point on its far side, to the little bay, Trevaunance Cove; otherwise, we have to cross the valley at the works and climb the steep hill beyond, which divides the two porths. **Trevaunance Cove** (Pub. Ho.), the port of St. Agnes, is rather striking, in spite of its dingy industry. The triangular harbour, overhung by a mine on the verge of the cliff, appears as awkward to make, in a storm, as it is small. For







St. Agnes ( $\frac{3}{4}$  m.), we take the road up the combe to a hamlet, and there turn to the right and ascend the hill past the church, whose spire is in view.

**St. Agnes** (Inns: *Commercial, The Hotel*, side by side, on the right, a few yards above the church. *Nearest Stations*: Chacewater,  $4\frac{1}{2}$  m.; Truro, 9 m. *Post*: del., abt. 9 a.m. and 7 p.m.; *desp.* 5.30 a.m., 2.40 p.m.), sometimes called St. Ann's.

This mining town, or village, has nothing to show the visitor, except the church, which is of small interest.

*Harmony Cot*, the cottage where Ople (1761-1807), the painter, was born, is on the road between St. Agnes and Perranporth, about 2 m. from each of them.

**St. Agnes Beacon** (629 ft.) is nearly a mile W. of the town. Its sides are covered with mines but the summit commands an extensive view. **St. Agnes Head** is about a mile N.W. from the summit.

*Walk continued.* From St. Agnes (to Portreath, 7 m.) we take and keep to the right-hand road, at a fork about 500 yds. beyond—i.e., south of—the hotels. (The left-hand road, with telegraph wire, is the one for Chacewater Station. Follow wire for about 3 miles to cross-roads [church with spire on left], and then turn off, right, and, at a fork a few yards further, take the left branch. Scorrier Station, in the same direction, is very little further.) St. Agnes Beacon is the hill on our right, and in about 1 m. we cross the combe running down to Chapel Porth and reach the cliffs  $\frac{1}{2}$  m. lower down the coast. In 1 m. more we are at the head of the sandy inlet of *Porth Towan*, and,  $\frac{1}{2}$  m. onward, once more reach the cliffs, opposite the rock *Tobban Horse*, next beyond which is *Tobban Cove* (half way). Then the cliffs become more indented, and we pass the fine, deep-set *Cayack Cove* and *Gollan Cove*. There is no inlet of any size beyond the latter until—after being kept well out on the cliffs, owing to recent enclosures,—we arrive at *Gooden Heane*, a large recess just short of the point next east of Portreath, to which we descend by a road from the day-mark.

**Portreath** (*Sleeman's Hotel*, a good country inn. *Nearest station*: Redruth,  $4\frac{1}{2}$  m. 'Bus to Redruth, p. 113, 3 times a day on Fridays), but for the collection of coal-yards in its midst, would be a picturesque little spot. There is a small strip of sand across the "mouth," and this attracts a good many pleasure-seekers during the summer from the mining district about Redruth. The only inland walk we need mention is up the valley by the Redruth road (telegraph wire). This, as far as *Tresillion Bridge* (1 m.), is prettily wooded.

*Walk continued.* From Portreath (to Gwithian,  $6\frac{1}{2}$  m. N.B. For boat from Gwithian to St. Ives, see p. 110. Gwinear Road Station,  $2\frac{1}{2}$  m.; or Hayle Station,  $3\frac{1}{2}$  m.) we cannot at first conveniently follow the cliffs westward, and the better plan is to go

by road for a dull  $1\frac{1}{2}$  m. Starting from the inn, cross the open space and the stream, and take a narrow footpath between the cottages which zigzags up to the road; the road begins the ascent nearer the sea. When up the hill, and the road forks (left, to a mine), keep to the right; and then, when it forks again, in a dip, the left one. The woods seen on our left are those of *Tehidy*, a seat of the Basset family, and, when we have passed a cottage or two, and the road reaches the open, we turn seaward along a bridle-path, which, a notice-board tells us, is only available on foot. [The road onward keeps fairly near the cliffs, but cannot compare with the paths.] From this point the walk, for 3 m. or so, is as easy as it is delightful. After passing a little (private) bathing-box, we soon reach a small cliff-castle, of which the ditch is still unmistakable, but the rest seems to have fallen into the sea. Down the coast we now catch sight of Godrevy Lighthouse. The cliffs are bold, and often nearly perpendicular. When the road nears the cliff, about a mile from the camp, there are some barrows on the downs, on the landward side, but all the interest is concentrated on the cliff verge. If, presently, to avoid a climb over a small hill, we for a while take to the road (at cross-roads go through *iron gate*), then it should again be quitted where it passes above a fine, cup-like little cove, because the next half-mile of the cliffs and the view of Narvax Point, with its islet, is grandly stern. At a *white gate* close to the cliffs, we can choose between continuing the cliff walk, round Narvax Point and the Godrevy Promontory, or rejoining the road (inland, *not* through the gate). If the former, then the course of the cliff-path is seen along the face of Narvax Point. We do not recommend this *détour* (2 miles extra), because the walk, after passing the point opposite Godrevy Lighthouse, is hot and sandy. By the road, on the other hand, we descend rapidly to a bridge over the stream on the south of the "towans" (sand-hills), which form the promontory. The village of *Gwithian* (in sight) is half a mile from the bridge.

**Gwithian old church** is a trifling distance to the left of the road about half way to the village, but no ruins are in sight. To find it, cross the water channel, left of the road, and look out for a slightly swelling mound. The mound is formed by sand heaped around the walls of the shell of the building. The interest of the remains is confined to the fact that they are the relics of a church probably as old as the beginning of the 6th century. St. Gwithian was an Irish saint who, at the end of the 5th century, came over among the followers of St. Breaca and landed in the Hayle estuary. Like St. Piran's (p. 109) the church was long lost sight of, having been buried by the sand, but tradition preserved the memory of it, and about 1830 it was partially uncovered by the wind. Excavation followed and some skeletons were found, and the writer (Jan. 1888) buried bones he found on the surface. The dimensions of the building are: nave 31 ft. 10 in. by 14 ft. 4 in.; chancel 17 ft. 1 in. by 12 ft. 2 in., and there is a doorway on the south side, 9 ft. from the chancel. There were also the remains of a small window somewhat more to the east, and a block of masonry marked the altar, on the north side of which was a priest's doorway; also a stone seat on both sides of the chancel. Now all that is visible is a low walled enclosure, nearly filled with sand, and neglect and deliberate destruction, if allowed to go on, will soon destroy even that. It had better have remained, as it was some years ago, roofed in to form a shed.

The only object worth mention at **Gwithian** (*Pub. Ho.*), besides the old church, is the *Parish Church*, which has a 15th-century tower. The rest was rebuilt in 1866-67, and made cruciform. Out of an arch and pillars of a destroyed S. aisle, the present lighthouse was formed. The interior has no features of interest. The few bits of carved wood came from Phillack Church (*below*).

If a boat (see p. 110) has been secured from St. Ives, then a row across the bay completes the journey. By road, left at S. end of Gwithian, to *Gwinear Road Station* is  $2\frac{1}{2}$  m., over Conner Down (enclosed), almost straight, and quite unmistakable. Godrevy Lighthouse, with its whitewashed enclosure, is conspicuous, looking back, soon after leaving Gwithian.

By road to *Hayle Station*,  $3\frac{1}{2}$  m., is equally plain sailing, but we start by the right-hand road from the S. end of Gwithian. Sand-hills rise high above the road all the way; and, when we reach ( $2\frac{1}{2}$  m.) **Hayle** (*Inns*), Phillack Church is seen among them, on the right. Hayle is the chief port in this district, and is also busy with works of various kinds, but it is of no interest to the tourist. For the station, turn up to the left when near the estuary.

**Redruth.** Pop. 10,324. *Inns: Tabb's, London.* 'Bus to Portreath three times a day on Fridays; vehicles, 6d. each person, meet the trains in Summer.

*Distances by rail:* Carn Brea, 2 m.; Camborne,  $3\frac{1}{2}$  m.; Truro, 9 m.; St. Ives,  $13\frac{1}{2}$  m.; Penzance,  $16\frac{1}{4}$  m.

The tourist who desires to make acquaintance with the mining district should spend a day or two here or at **Camborne**. (*Inns: Abraham's, Commercial.* Pop. 14,700.) In neither place is there anything else to attract him. Taking the short run by rail to *Carn Brea station*, **Carn Brea** (735 ft.) itself is close at hand. The monument at the top is to the late Lord de Dunstanville of Tehidy. Besides for the view, which is extensive and takes in the whole of the mineral district of Gwennap, Redruth, Illogau, and Camborne, the hill is worth climbing on account of the curious *Castle* at its eastern end. This castle is doubtless in part of extreme age, but has been much enlarged in comparatively recent times. There is also near the monument the trace of an ancient earth-work. The sea is within sight—both to the north and south. The prominent hill nearly due south is *Carn Meneler* (808 ft.). **Gwennap Pit**,  $1\frac{1}{4}$  miles from Redruth on the left of Falmouth road, is of interest in connection with Wesley. It is a huge excavation in the side of *Carn Marth*, and here the great preacher gathered the miners by thousands to listen to his preaching. It is still the rendezvous of his followers on Whit Monday.

The best mine for the traveller to explore is **Dolcoath**. This is near Camborne station, on a hill some 350 ft. above the sea. Permission to view the workings is necessary, but the captain of the mine is most obliging in forwarding the wishes of visitors. The mine yields both copper and tin, and has attained the enormous depth of 2250 ft.

### St. Erth to Penzance, $5\frac{1}{2}$ m. (by rail).

From St. Erth's Station (*St. Erth* village, 1 m. S.E., has a good church) the line crosses the isthmus—less than 4 miles in breadth—which connects the Land's End district with the eastern part of the county. Ludgvan Church tower is seen

on the right as we near Marazion Road Station, where Michael's Mount is seen on the left (Marazion town is than a mile from the station). The railway now runs close shore, and Penzance appears to great advantage across the. On the right of the line is a portion of that rich market-land so famous for the production of early vegetables. Church (*p.* 123) is seen above on the right. Stopping a moment to collect tickets, the train then enters *Penzance Station* (*p.*

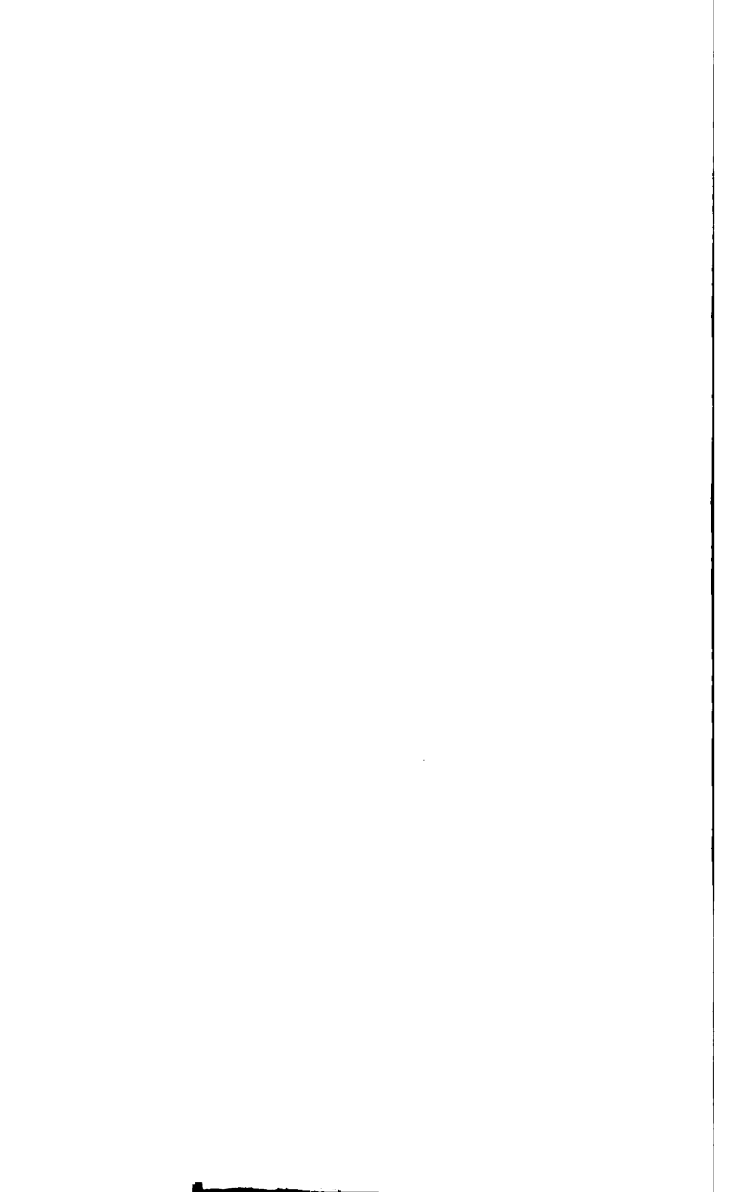
### St. Erth to St. Ives, by rail, $4\frac{1}{2}$ m.

This branch follows the western shore of Hayle estuary and Ives Bay, of which the traveller gets so good a view by rail that he will hardly be tempted to proceed by the road. The latter is over the hill from Lelant. At *Lelant*, the first stopping-place on the branch, the church contains a good Norman arch. From the line we can now see the lighthouse on Godrevy Island. At *Godrevy Bay* (hotel), the next station, there are good sands.

On a hill (545 ft.) to W. of the station is **Knill's Monument**, a mausoleum with a steeple. Mr. John Knill was mayor of St. Ives in 1762, collector of Customs of that port from 1762 to 1782. "I have real affection for St. Ives and its inhabitants, in whose memory I have an ardent desire to continue a little longer than the usual time those do of whom there is no other memorial. To that end my vanity prompted me to erect (1782) a mausoleum and to institute certain periodical returns of a ceremony." He died in 1811, and was not buried in his mausoleum, but the "ceremony" has been celebrated every five years since 1801, on St. James's Day (July 25).

It is  $1\frac{1}{2}$  m., with beautiful views, on to St. Ives.





## St. Ives.

**Hotels:** *Tregenna Castle* (good) finely placed in pleasant grounds overlooking the bay, about  $\frac{3}{4}$  m. south of the station. *Bus meets trains.* (Bed and attend. 4s. 6d.; dinner 4s. 6d.)

*Porthminster*, just S. of the Station.

*Western and Queen's*, both commercial houses, in the town.

**Post:** *del.* 8.30 a.m., (North) 3.35, 7.45 p.m.; *desp.* (North) 9.30 a.m. and 4.25 and 10 p.m. Sundays: *del.* 8.30; *desp.* 4.25.

**Population** (in 1891): 6094.

St. Ives and its beautiful bay make up a lovely picture. The town consists of two distinct parts. The older part, or town proper, is a collection of narrow, tortuous streets about the parish church and harbour, to the N. of the station. The newer part is on higher ground above the station, and here and there are some pleasantly situated private residences and a good many lodging-houses.

Considering its longitude, the climate is fairly bracing, and in marked contrast to that of Penzance. Of late years the place has attracted many visitors. The sands are really golden, and bathing is unusually safe, owing to the generally calm sea, the bay being sheltered by high ground from the prevalent S.W. winds. The traveller who pays only a flying visit will obtain one of the best views from the road a few yards right or left of the station.

**View.** Round the sweep of the bay, 5 miles, is a belt of bright sand. On the far side are Phillack and Gwithian Towns (sand hills). Over them, on the right, appears Carn Brea (p. 114), and, on the left, St. Agnes Beacon (p. 111). Godrevy Island, with lighthouse, marks the E. limit of the bay. Off St. Agnes Head we note the "Man and his Man" rocks, and 30 miles off is the lighthouse on Trevoze Head (p. 97) near Padstow.

The walk to the Tregenna Castle Hotel ( $\frac{3}{4}$  m.) is delightful. For this you take the footpath opposite the station and ascend to the left. When the path has turned round to the right keep straight on by it till you join a road which you cross, and enter, by a gate, the hotel grounds. Direction-posts indicate the way to the hotel, and we know of no grounds that boast such a collection of Hart's Tongue ferns.

The **Parish Church**, close to harbour, is Perpendicular, and dates from 1411 to 1426. Viewed from the E., the lofty tower (119 ft.) and the four aisles group well. The fourth, or southernmost, aisle is the Trenwith Chapel, which opens from the N. aisle proper, and is a little later than the rest of the Church. In it, on the E. wall, is the mutilated brass of Otho Treunwyth (d. 1463) and his wife, invoking St. Michael, whose nimbus has been filled in as a face. The carved seats of the nave and choir are curious, and tradition says they are the work of a blacksmith, whose tools will be seen on two near the E. end. Notice the fine 15th-cent. cross in the graveyard adjoining the N.W. of the church.



*St. Ives* is a 16th-cent. corruption of *St. Ia* (or *Hia*), an Irish devotee who landed in the estuary in the 5th cent. Her oratory was "at Pendennis" (now the Island so-called). If "at" means "on," the present church must occupy a different site. Of the old chapel of St. Nicholas (on the top of the Island) nothing is recognisable, and Porthminster, the shore below the railway station, only preserves the name of a chapel destroyed by the French, *temp.* Henry VI. Of St. Leonard's Chapel—long ago the fishermen's chapel, and still known as "the chay-ple"—some slight remains may be found adjoining the pier on the N. side of the harbour.

The western horn of St. Ives Bay is called the **Island**, though it is really a promontory. On it is a Battery, but it is chiefly noteworthy as the place where the fishermen spread their nets to dry. Some idea of the importance of the fishing trade will be formed when the visitor finds the Island literally covered with nets, so that to pick his way to the Battery is a matter of dexterity, for of course he will not walk on the nets. Immediately to the W. of the Island is a sandy bay, and another W. of that, extending to Clodgy Point, but this part of the coast is not particularly interesting. On the sea slopes just above the shore is the rather woe-begone cemetery.

**St. Ives to Newquay** by the coast. For details see pp. 110-113. It is better to take a boat to Gwithian, because the walk from Hayle or Gwincar Road is dull. The only section on which we need add any directions for the walk in this direction is the last, viz.: Perranporth to Newquay. Before leaving Perranporth note the state of the tide so as to decide whether 2½-3 hrs. later the Gannel can be crossed to Trethellan (p. 102).

On leaving Perranporth you can either attack the sand-hills at once when over the bridge (they are fair travelling after the trifling ascent from the road), or take the road to the right, which gradually ascends and skirts their East side. The point you must hit is the house, *Gear*. The simplest way to reach it is by road, 1½ m. from Perranporth Bridge, and then left a few yards. Just beyond the house you get on to the warren. Then note Cubert Church spire ahead (North) on sky line. Left of that the hill is divided into fields. Below these, and nearer, is a line of sand-hills, and nearer still a patch of green. On this bit of green (say ½ m. distant) you see what looks like an isolated gatepost, but is really the *Cross* (p. 109). Make straight for it.

After visiting St. Piran's return to the Cross and walk in the direction it faces (East) till you see a cottage, where bear towards the left. Take the road, shown on our map between the "P" of Piran and the "u" of Cubert. Your tidal notes will decide whether you can go direct *vid* Cubert and Crantock.

If you are compelled to go by Trevemper Bridge, then remember the foot-path, which leaves the road between buildings on the left hand, a few yards up the hill beyond the bridge.

St. Ives is a convenient place from which to visit **Gwithian Old Church** (p. 113), ½ mile from the shore on the opposite side of the bay, the distance across which is 4 miles. The eastern side of *Godrevy Point* shows a good raised beach, and there is another near Gwithian.

Those whose time allows of their seeing the whole of the Land's End district are recommended to make St. Ives their starting-point, and to proceed along the northern coast to St. Just. There is much both of cliff scenery and of antiquarian interest in this northern district, but the coast about the Land's End and along the southern shore towards Penzance is so much finer than anything else in the neighbourhood that it should form the climax of a tour.

**St. Ives to Zennor,  $4\frac{1}{2}$  m. direct, (by Towednack, 6 m.); Trereen,  $6\frac{1}{2}$  m.; Morvah,  $10\frac{1}{2}$  m.; St. Just,  $14\frac{1}{2}$  m.**

The road leaves St. Ives past the Western Hotel, and at once becomes steep. We pass on the right the *St. Ives Board Schools*, a handsome group of buildings of granite, erected in 1880 at a cost of £6000. By taking the road that turns off right after passing them, the coast can be reached, but there is nothing particularly to invite the tourist in this direction, and the absence of even a coastguard path makes the walk fatiguing. In  $1\frac{1}{2}$  miles we reach *St. Ives Consols* mine, the works of which are on both sides of the road. The church, conspicuous on the right, is modern and offers no points of interest.

If Towednack (*Inn*) is to be included, we must take the road on the left at Consols. **Towednack church** is singularly plain. It is chiefly remarkable for possessing "a chancel arch, a rare feature in the churches of Cornwall," *Blight*. The tower is low and massive. In the porch, an ancient tomb-slab, on which is a cross, serves as a seat. Returning to the road we can either proceed west and join the Zennor and Penzance road,  $1\frac{1}{2}$  miles from the former place, or, in  $\frac{1}{2}$  mile due north, regain the road from St. Ives to Zennor. The latter is to be preferred in order that we may include Zennor Cromlech.

Proceeding onward we get into a ragged untidy country of rock, bramble, and gorse. The mine on the hill-side to the left is Rose-wall, after passing which the road forks.

The pedestrian may take the road on the right, and proceed to a stile on the left, about 300 yards beyond a little chapel. A footpath from this point will take him out into the Zennor road again, and without saving anything in distance will spare him a not very interesting bit of road.

**Trevalgan Hill**, along the northern side of which the road proceeds, is worth the short *détour* necessary for climbing it, as from the summit a good view is obtained on all sides. The hill  $2\frac{1}{2}$  miles south is *Castle-an-Dinas*, 735 ft. (*p.* 123). The tower, conspicuous on its summit, is modern. Mount's Bay with St. Michael's Mount are to the left, and south-east appears the Lizard. St. Ives Bay lies below on the east, but the view in this direction is inferior to that from St. Ives, because the Hayle estuary is out of sight. The view west is limited by the high ground between us and Zennor, but is pleasing on account of the deep combe which divides us from the shapely Merra Hill. Returning to the road, at  $3\frac{1}{2}$  m. from St. Ives we reach the top of the pass.

To find **Zennor Cromlech** or *Quoit*, as it is locally called, turn off left opposite a house and go about  $\frac{1}{2}$  m. over the heath till you see the Quoit some way off on the right.

It is said to be the largest monument of its kind in existence. The slab, 18 ft. by 9 ft. 6 in., was formerly supported by 7 upright stones. One end of it now rests on the ground. The whole structure was in the middle of the last century still buried up to the level of the slab, and it appears to have marked one, if not two graves.

From Zennor Cromlech you can see Mulfra Quoit. To reach it strike S.W. into the high road from Zennor to Penzance, and after following this (past its junction with a road coming in on the right from Bosigran) till, opposite a house, you can there turn off, right, straight up the hill and over its crest till you see

**Mulfra Quoit** (p. 126) on the right. From **Mulfra Quoit** the **Nine Maidens** (p. 126) are seen on the skyline due W., and may be made for fairly straight without going through Dingdong Mine.

In a mile or so onward we reach **Zennor (Inn)**. The Church (restored) is of no particular interest, but the font, Late Decorated, is good, and there is a curious bench-end representing a mermaid. Nothing can well be wilder than the granite-strewn surroundings of the dilapidated village. A Logan-stone, capable of being rocked, is just north of it.

Should the tourist be content with humble bestowment and determine to sleep at Zennor, it would be worth his while to examine the coast to the north-east of the village. At **Wicca Cove**,  $1\frac{1}{4}$  miles, and thence westward by **Carlow Rocks** the granite veining of the slate cliffs is noticeable. He can have a cliff-walk west to **Gurnard's Head** (*below*), a distance from **Wicca Cove** of  $3\frac{1}{2}$  miles, passing on the way to **Porthzennor Cove**, **Pendour Cove**, to which a little burn comes down from Zennor, and the delightful little **Porthglaze Cove**. The Cove just east of **Gurnard's Head**, to which also a little stream comes down, is **Rose-an-hale**.

Leaving Zennor Church, in about half-a-mile the road passes the head of the combe which descends to **Porthglaze**. It then turns sharply to the right, and again in rather more than  $\frac{1}{2}$  mile as sharply to the left. Half-a-mile further it crosses another depression, and then joins the road from Penzance.

**Gurnard's Head** ("Hotel"), a narrow promontory, projects due north and its extremity is about  $\frac{1}{2}$ -mile from the village. The old name of the promontory, **Trereen Dinas**, is still illustrated by the remains of walls across the isthmus. This cliff-castle must from its situation, which resembles that of its namesake at the **Logan** (p. 131), have been of great strength. Close to the cliffs on the isthmus are the remains of a little chapel with a granite altar-slab. The promontory is a fine example of the green-stone formation, and the geologist will find it worth his while to examine its base at low water. The next deep cove,  $\frac{1}{2}$  m. westward, is **Porth Meor**, at the head of which we pass from the slate to the granite.

By taking the Penzance road, and in  $\frac{1}{2}$  mile turning off on the right over the hill, **Bosporthennis** can be reached in 1 mile from **Trereen**. Here are the remains of a bee-hive hut, circular, 13 feet in diameter. The dome remains. Adjoining it is a smaller chamber, 11 feet by  $7\frac{1}{2}$  feet. **Mulfra Quoit** (pp. 117, 126) is on the hill, 1 mile south-east.

A mile and a half from **Trereen**, after passing the fine hill **Carn Galva** on the left, we reach the **Morvah and Zennor mines**.

Here a détour may be made on the right,  $\frac{1}{2}$  mile to **Bosigran**. This promontory, the head of which formed a cliff-castle, presents on both sides fine granite cliffs, and has also a Logan-stone. On its west side is **Porth Morna**.

By road, at 9 miles, we proceed inland, for  $\frac{1}{2}$  mile, to the junction with the Penzance and **Morvah** road, and from the high ground of the *col*, between **Chûn Hill** and **Kerrow Hill**, obtain a fine view to the south-east.

**Chûn Castle** and **Quoit** may be conveniently visited from this point. The pedestrian can strike across the hills and reach the castle in 1 mile. Carriages must proceed down the hill towards Penzance and take the first road on the right, to within  $\frac{1}{2}$  mile of the castle, for a description of which and the **Quoit** see p. 120.

Turning to the right, in 1 mile we reach the village of **Morvah**, where there is nothing to detain us.

Beyond Morvah a track, right, leads to some cottages and between two of them. Thence a good path leads in abt.  $1\frac{1}{2}$  m. into the road to **Pendeen** (Inns: *North, Boscaswell*). *Pendeen Watch* is a fine headland, and to the east of it is Pendeen Cove, a sandy bay with a coastguard station. The rocks lying off the point are called the *Wra* or *Three Stone Oar*. Dr. Borlase, the antiquary, was born at Pendeen Farm (lodgings) in 1695. From Pendeen follow the road straight on past the *Levant Mine*, right. Then after crossing a valley you ascend past a large Wesleyan Chapel to **St. Just**.

Along the road, we have on the left the high ground of **Carn Kenidjack** with its curious rocks. When we reach a point due west of the hill a road goes off on the right to **Bottalack mine** (p. 120), and in  $14\frac{1}{2}$  miles from **St. Ives** we arrive at **St. Just**.

**St. Just in Penwith** (Inn, *Commercial*. 'Bus to *Penzance three or four times a day, fare 6d. each way*) is a small market-town, about a mile from the coast and on the borders of a mining district. There is nothing in the town of much interest. The Church is Perpendicular and has been restored, and on the north wall of the chancel is imbedded a stone, having on one side the words *Situs hic jacet*, and on the other a cross. The carving of some of the capitals of the nave pillars is good.

**St. Just** is the most convenient place from which to visit the **Bottalack Mine**, 2 miles distant by road, the route for which is along the **Morvah road**,  $\frac{3}{4}$  mile, and then by a branch road on the left. The pedestrian should proceed west to **Cape Cornwall**,  $1\frac{1}{2}$  miles. This is a bold headland rising towards its extremity to a considerable height. The view of it from the shore at *Priest Cove*, on its southern side, is particularly striking. Off it, separated by a narrow channel, is a large rock, overlooking which is a deserted engine-house. The two rocks,  $\frac{3}{4}$  mile south-west, are the *Sisters*, or *Brisons*, which on January 11th, 1851, were the scene of a wreck, the account of which we quote from Mr. Blight.

"During a thick fog and strong gale, early on a Saturday morning, a brig ["*New Commercial*"], bound from Liverpool to the Spanish Main, struck between these rocks and, of course, immediately went to pieces. The crew, nine men with one woman, the wife of the master, got on the ledge. They were discovered from the shore as soon as day broke, but it was then impossible to render them any assistance. In this wretched condition they remained until about nine o'clock, when a tremendous wave rose and carried them off. Seven out of ten at once sank. Of the remaining three, one, a mulatto, contrived to get on a portion of floating wreck, and after being buffeted about for some hours, he managed with remarkable coolness and presence of mind, by means of a plank, which he used as a paddle, and a piece of canvas, which served him for a sail, with the assistance of the strong tides to keep clear of the boiling surf. Whilst this poor fellow was thus struggling for life, being anxiously watched by a crowd of persons on shore, five fishermen, belonging to Sennen, determined with their usual resolute and fearless spirit to launch their boat through the breakers; in this they succeeded, and after encountering great risks, rescued the mulatto.

"When the master and his wife were carried off the ledge, they were washed to the *Little Brison*. The master got a footing and then assisted his wife, and for a time both were in comparative safety. Whilst the fishermen were

"engaged in saving the mulatto, the revenue cutter from Penzance was seen working round the Land's End, being ordered to the spot by the commander. A boat put off from her, but was soon compelled to return. The gale still continuing nothing more could be done for the day; so the cutter hove to, and the captain hoisted colours to encourage the poor sufferers, and to let them know that they were not deserted. They were now to spend the night on the desolate rock, without food or shelter, exposed to all the fury of the wind and rain. On Sunday morning the wind abated a little, and several boats put off, but none could approach within 100 yards of the rock. At last a boat was seen making towards the spot, manned by the coastguard. The commander, Captain Davies, now, at great personal risk, proceeded to throw a line by help of a rocket; the first which was fired carried the line to the rock, but it again fell into the sea; the second happily fell close to the man, who seized it and fastened it around the waist of his wife, who after much persuasion gave the fearful leap. But when drawn to the boat, life was almost extinct, and she died before she could be got on shore; the captain then tied the cord around himself and was dragged, greatly exhausted, to the boat."

The granite cliff on the south side of Priest Cove is *Carrickgloose*, and the next point northward of Cape Cornwall is *Kenidjack Castle*, the intervening bay being *Porthleden Cove*. We climb past *Kenidjack Castle* on our way to **Bottalack Mine**, which is  $\frac{3}{4}$  mile beyond it, on the verge and face of the cliffs. This mine was worked by an inclined shaft, more than half-a-mile in length. The mine extends beneath the sea, but is no longer worked.

*The Levant Mine*, 1 mile further up the coast, is very similarly situated to Bottalack, and like it extends under the sea.

For **St. Just to Land's End**, see p. 126.

### St. Just by New Bridge, $3\frac{1}{2}$ m., to Penzance, 7 m.

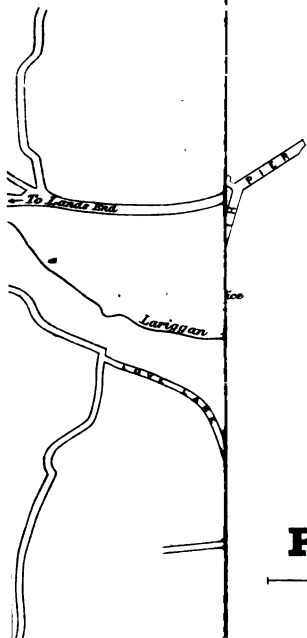
This, the route taken by the omnibuses, is devoid of interest. In  $1\frac{1}{2}$  miles after leaving St. Just, we have on the left the ragged-topped *Kenidjack Carn*, and on the right *Pertinney* or *Batiné* (717 ft.), to the east of which is the nearly equal height *Carn Bran*, on which is an earthwork. At  $2\frac{1}{2}$  miles the road to Pendeen goes off left.

For **Chûn Castle** and **Quoit** follow the Pendeen road,  $1\frac{1}{2}$  miles, and then take a lanc, on the right, for  $\frac{1}{4}$  mile. You are then almost under the castle, which is on the north. **Chûn Castle** is the best example of Cornish hill forts. It consists of an oval, 155 feet by 140 feet, round which runs a wall, with remains of chambers on its inner side. Outside this is a ditch 30 feet wide, and then another wall with a ditch beyond it. The entrance is on the west side, and the main ditch is in three places crossed by walls connecting the two encircling ones. On the north of the enclosure is a well. The walls are of unhewn stone without mortar. About 250 yards west of the castle is the **Quoit**, which is formed of a slab, about 12 feet each way and 2 feet thick, resting on four supports about 7 feet in height.

From *Newbridge* ( $3\frac{1}{2}$  m.) a featureless 2 miles brings us to a roadside *Cross*, at the junction of a by-road, on the right. Hence a good view of Mount's Bay. About 100 yds. onward the road to *Newlyn* diverges on the right, but we keep straight on for  $\frac{1}{2}$  mile,

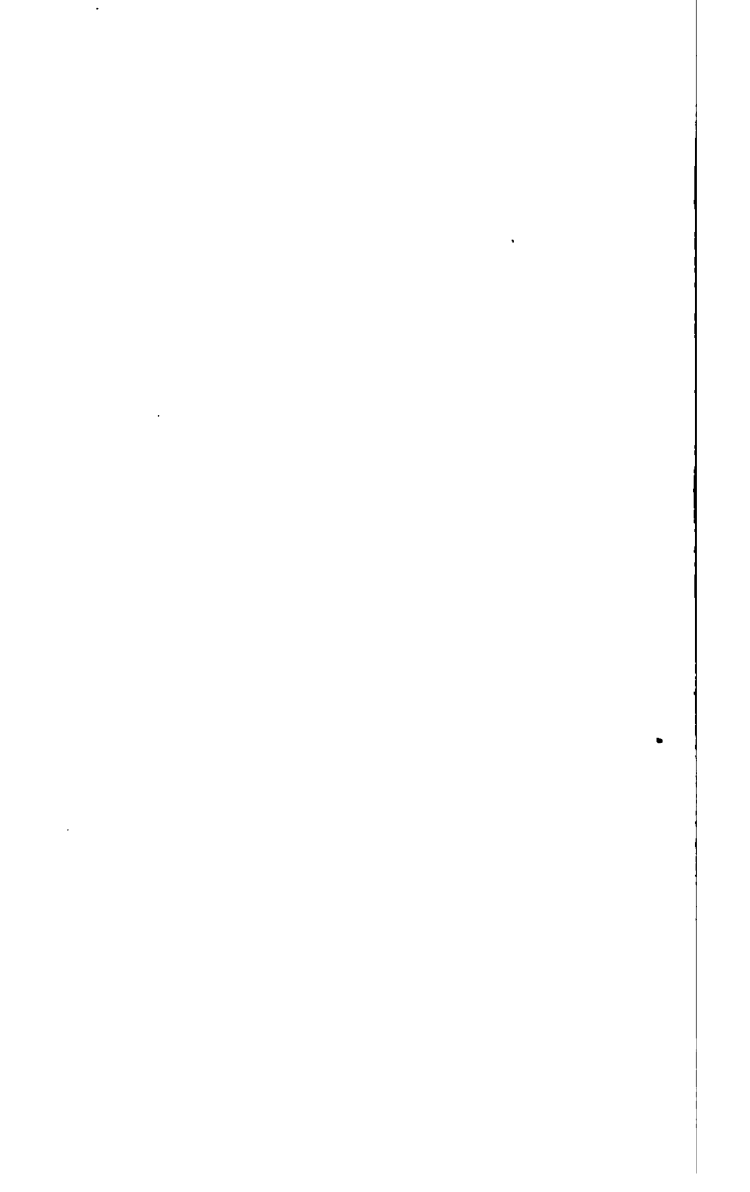
M O U N T ' S

B A Y



**PENZANCE**

Scale of  $\frac{1}{4}$  Mile



Here, on the left, a pleasant lane begins which goes past **Castle Horneck** (house is seen on the left) and skirting the fields rejoins, in  $1\frac{1}{2}$  m., our road at Alverton, the hamlet immediately W. of Penzance.

Continuing down the road we reach the hamlet of Alverton and pass through it to Penzance.

*N.B.* If bound for the *Western Hotel* or the *Union Hotel* keep straight on and past the front of the Public Buildings. For the Esplanade (*Queen's Hotel*, etc.) turn to the right down Alexandra Road.

## P E N Z A N C E.



**Railway Station** at E. end of town, about a mile from hotels on Esplanade, half-a-mile from *Western* or *Union*.

**Omnibuses** from station to Hotels, 6d.

**Cabs** " " " 1s. (1 or 2 pers.), 1s. 6d. (3 or 4 pers.).

**Hotels**: *Queen's* (first class; bed and attend. from 4s. 6d., dinner 5s.) and *Mount's Bay* (next door, east), both on Esplanade.

*Western* (comfortable; bed, breakfast and attendance, 6s.) in Alverton Street at corner of Clarence Street; *Union* (same prices) in Chapel Street.

**Railway** (close to station) and *Star*, in Market Jew Street.

**Temperance Hotels**: *Criterion* and *Perrow's*, both in Chapel St.

**Steamer** (p. 144) to Scilly Islands.—Cab from station or hotels to Pier, 1s.

**Baths** at west end of Esplanade.

**Post Office** (in Market Jew Street, 50 yds. E. of Market House): *Del.* 8.30 a.m., 3.30 p.m. (North); *Desp.* 9.20 a.m. (North), 4.20 p.m. Sunday: *Del.* 8.30 a.m.; *Desp.* 4.20 p.m. Office open 7 a.m. to 10 p.m.; Sunday, 7 to 10 a.m., 5 to 6 p.m.

**Telegraph Office** always open.

**Population**: 12,448.

Penzance, perhaps = "holy head," is an old town with a modern western extension. From the station Market Jew Street, nearly half a mile long, leads up direct to the **Market House**, a domed building with a classical façade, in front of which stands a statue of *Sir Humphrey Davy* (1778—1829), the eminent natural philosopher, who was a native of Penzance. Against the W. end of the Market House is a well preserved *old Cross*, and the junction of streets there serves as the Market Place [and turning left we should reach the Esplanade]. Keeping straight on we pass through the *Green Market*, a tiny square, and in 150 yds. more (beyond the *Western Hotel*) reach the **Public Buildings**, a handsome block containing the Guildhall, Municipal Offices, *Geological Museum* (good), *Public Library*, *Reading Room*, St. John's Hall (assembly room), etc. The *School of Art* and *Art Museum* are housed in a new building at the top of *Morrab Street*, reached by turning left a trifle E. of the Public Buildings. This street leads down to the sea and Esplanade.

If from the station we skirt the Harbour, we see on our right the tower of *St. Mary's*, the parish church, and then, after crossing a



swing-bridge, have to turn for a little distance away from the water because the sea-front is interrupted by business premises. Bearing left, as soon as we can, we reach the E. end of the **Esplanade**, about  $\frac{1}{2}$  mile long, a delightful promenade in full view of St. Michael's Mount. Westward the bay is bounded by Penlee Point, on the near side of which we see Newlyn and Paul Church on the hill. Eastward, beyond St. Michael's Mount, runs out Cuddan Point, and the view is bounded in that direction by the long flat-topped Lizard peninsula.

Of the three **churches** in Penzance none is remarkable, but the bells of St. Mary's are sweet. The old part of the town, lying chiefly between Market Jew Street and the Harbour, is more or less quaint, and the street names now and again suggest inquiry into the history of the place; one reminding us that in days gone Penzance was a tin-coinage town.

The new or western part of Penzance is bright and pleasant and offers a wide choice of lodgings; there is also a long terrace on the eastern part of the Esplanade, not to mention unpretending parts of the old town. The **Morrab Pleasure Grounds** (see plan) are pretty. The *Cricket Ground* is on the Madron road.

**Climate.** The annual rainfall is about 43 inches, and the winters are so mild that ordinary half-hardy plants, such as geraniums, remain out doors without danger from frost. In the summer the climate is distinctly relaxing but not particularly warm. The drawback to the place during a great part of the year is the frequent occurrence of what north of the Tweed would be termed "soft" weather. On the other hand there are pretty walks close by, and the cliff scenery westward to the Land's End is magnificent.

In 1595 a large part of the town was burned by the Spaniards. It became a tin-coinage town (tin blocks tested for quality by cutting off a *coin*, i.e. a corner) in 1863, and so continued till the practice was abolished in the reign of George IV. June 24 and 29 (St. John's and St. Peter's days) are local festivals.

### Walks and Excursions from Penzance.

*Distances reckoned from the middle of the Esplanade.*

**N.B.** The distinctive scenery of this district is almost confined to the cliffs. For about 2 *m.* inland around the head of Mount's Bay the country is fairly timbered, the rocks being of slate. Outside that area, N. and W., granite prevails, and trees give place to a ragged and frequently furze-clad country of little beauty. The N. coast of the peninsula, W. of the Hayle estuary as far as Gurnard's Head, and again between Pendeen Watch and Cape Cornwall, is also fringed with slate rocks, but there are no trees there worth mentioning. That our pages may be of use to the antiquary, we point out the chief old-world relics, but it may prevent disappointment if we forewarn the ordinary tourist that none of them are objects of beauty.

Of **short walks** the best are: (i) To Gulval Church, 2 *m.* (ii) To Madron Church,  $2\frac{1}{2}$  *m.*; (iii) To Mousehole, 3 *m.*; (iv) To Castle Horneck,  $1\frac{1}{2}$  *m.* Of these, particulars will be found under

the following longer excursions, except number (iv). To reach the field-path past *Castle Horneck* start by the road running W. from the Public Buildings (or from the top of Marrab's Road), and beyond the bridge over the stream at Alverton do not take the road, right, up stream, but a steep pitch just beyond that, on that side. A few yards up this, after a slight bend to the right, you bear round to the left, and then following the path, in half a mile or so, beyond *Castle Horneck*, house seen on the right, you will join the St. Just road, and can turn *down* back to the town—a round of about  $2\frac{1}{2}$  miles.

To prolong this walk ( $3\frac{1}{2}$  to 4 m. in all) keep up the road for  $\frac{1}{2}$  m. and then turn left. In about  $\frac{1}{2}$  m. further you will pass *Treereiffe* (*pron.* Treeve), left, and see the end of the house, clad with close-clipped yew. Just below it you join at right angles the Land's End road and (a) turning left can reach Alverton again, by a shaded road, in a short mile. (b) By crossing the Land's End road you quickly reach a bridge over the stream flowing down the Newlyn valley, past some mills, to the bridge (1 m.) at Newlyn, whence it is about 1 m., by the coast-road, back to the Esplanade.

To *Gulval Church*, 2 m.; *Castle-an-Dinas*,  $4\frac{1}{2}$  m.; and then back same way; or on foot to *Chysoyster*, 1 m., and then by road back to Penzance, 4 m. more—total  $9\frac{1}{2}$  miles.

You can drive to *Castle-an-Dinas* gate, and if after setting down there the carriage be ordered to go to *Chysoyster* (2 m. by road *via* Badger's Cross), the intervening walk need not exceed  $1\frac{1}{2}$  m. *Chysoyster* is only of antiquarian interest.

To *Gulval Church* there is a choice of routes. From it to *Ludgvan Church* is 2 m.

We leave Penzance by the Marazion road, past the station, and for the *Bleu Bridge* route to *Gulval*, turn to left on the near side of the *Three Tuns Hotel*, and then immediately to the right. The road ascends (it leads direct to *Zennor*, see p. 118), and ( $\frac{1}{4}$  hr. from the hotel) we turn down from it, right, by the third road (the fourth opportunity, counting a footpath), to *Bleu Bridge*, a pretty spot with an inscribed stone (6th cent.) at the bridge, "*Quenataus Icdinui Filius.*" Thence (by right-hand road) it is 10 min. walk up to *Gulval Church*.

*Footpath* to *Gulval*. This leaves the Marazion road on the far side of the little bridge over a brook, just beyond *Ponsodane*, the private house whose small park the road skirts. When the footpath forks, a few yards from the road, keep to the right.

*Gulval Church* has a singularly beautiful graveyard. Outside the S. Porch are the stump of an old cross and a stone, found some years ago, perhaps a Roman milestone. The window tracery against the wall of the church belonged to the old E. window, which has been replaced by the larger and well-filled *Bolitho* window. The inside of the church has been restored by the *Bolithos*. The woodwork is specially good, and some of the glass also. An elaborate *Bolitho* tomb is rich but scarcely pleasing.

By a pleasant lane it is about 2 m. east to *Ludgvan Church* (restored 1887), of which *Dr. Borlase* (d. 1772), the antiquary, was rector for more than 50 years.

It is 1 mile due N. from Gulval Church to Badger's Cross, where we take the right-hand road and follow it for  $\frac{1}{2}$  m. and then diverge left up to **Castle-an-Dinas** (735 ft.), on which are the remains of a hill-fort, similar but inferior to Chûn (p. 120). The **view** includes: Merrra Hill and Trevalgan Hill, with a bit of sea between them. East, Trink Hill and the N. coast as far as Trevoze Head, with the round-topped St. Agnes Beacon half-way. Still nearer and more to the right is Carn Brea with its monument. South, the whole of Mount's Bay. South-west the tower of Buryan Church breaks the sky-line.

Of *Roger's Tower*, modern, we do not know the history. About 200 yards below the top of Castle-an-Dinas is a *walled enclosure*, 30 ft. by 20 ft., entered by step-stones in the wall. On the opposite wall are three tablets: No. 1 "J.H. 1812, aged 20," No. 2, "J. H., 1823, aged 63," No. 3, "E. S., 1812 (*bis*), aged 22 and 1." These commemorate a gentleman of Gulval (No. 2), his son, his daughter and her babe. Note the inscriptions, left-hand corner, "Custom is the idol of fools"; right-hand corner, "Virtue only consecrates the ground." The gentleman had quarrelled with the incumbent of Gulval, and declined his offices and burial in the churchyard.

From the top of Castle-an-Dinas it is a short mile, about S.W., to **Chysoyster**, where a little above the farm are the remains of a considerable British village, consisting of hut circles or ovals. There is also, a short distance from these, an old stone arch, nearly hidden by gorse and brambles. It is called the *Giant's Cavern*, but leads nowhere, as far as we could make out.

Our outward route is rejoined by road  $1\frac{1}{2}$  m. S.E., at Badger's Cross, but the pedestrian may with no increase of distance cross the valley and hill to the W. of Chysoyster, and return to Penzance by the Zennor road *viâ* New Mill and Trevaylor (or Treyailer). To include Mulfra Quoit (p. 125) would increase the total round to a long 12 miles.

**To Madron Church,  $2\frac{1}{2}$  m. ; Lanyon Quoit,  $4\frac{1}{2}$  m. ; Wine Maidens, 6 m. ; Mulfra Quoit, 7 m. ; Penzance, 12 m.**

Beyond Madron Church there is little on this round to interest the traveller who is not an antiquarian. By an extra mile or thereabouts the antiquities: *Madron Well* (Baptistery), *Mên-an-tol*, and *Mên Scryfys*, can be included.

We start either by Causeway-head (the street N. from the Green Market) or from the Western Hotel up Clarence Street. The two streets converge at the Cattle Market, and still proceeding in the same general direction, by St. Clare Street, we ascend past the Recreation Ground (right), and then descend past the Cemetery with Madron Church conspicuous on the opposite hill. Just below the Cemetery Lodge (1 m. from the Esplanade) the road forks and we proceed to the left through the hamlet of *Heamoor*.

*Hea*, a few hundred yards to the right from the Pub. Ho. at Heamoor, has a chapel, built on a rock where John Wesley preached; an inscription records the fact.

As we ascend towards Madron, the footpath runs inside the right-hand hedge, and looking back we get a peep of the sea and St. Michael's Mount. The mansion on the left of the road is Poltair.

**Madron Church** ( $2\frac{1}{2}$  m.; 350 ft. above sea-level) is the mother-church of Penzance. Externally it has nothing remarkable about it. On the N. side of the graveyard is a portentous mausoleum, and on the bank at the W. end is an ancient *Cross*. The interior, well restored in 1887, is very pleasing. Most of the woodwork (linen-panel bench-ends in the body of the church, side screens of chancel and low chancel screen) is modern, but a few pieces of old carving are worked into the chancel screen, and in the S. aisle of the chancel are 14th-century bench-ends, found under the floor. The uprights in the chancel screen indicate work still to be done. The oldest part of the building is a Norman base of a pillar at the E. end of the S. aisle, and in this aisle is an Early English piscina, and another with sedile, also E. E., in the chancel. The rood-stair doorway is in the S. aisle, and on the opposite side of the church a corresponding recess.

**To Madron Well** (Baptistry), nearly a mile. From N. Porch of Madron Church go N., and when village street forks go to the left. Keep on past the Union Workhouse at the far end of which (550 yds. from church) take field-path on the right, and where this, at once, forks, the right-hand branch. About 500 yards from the Union you will reach a bit of rough ground alongside a road and see two gates, on your right (there are three, but only two are at first seen). Go through the left-hand gate and follow cart-track for 150 yds. Then take an intermittent foot-track, left, about parallel with the copse, to a granite stile (110 yds.). Beyond this (140 yds.) are the ruins of the **Baptistry**. The walls are standing, and inside are the remains of stone seats as well as the altar slab (hole in it). The *Colymbethra* is also intact, but dry, although the runlet that supplied it is within a few yards. We were told by a native that another "well" did duty for divining, by pin-dropping, now that this, the real one, was in abeyance. Where it was we did not learn, but if such a substitute is a fact it may lead to confusion if local guidance is enlisted. Returning to the bit of rough ground we can go up the road to join the road for Lanyon—right at cross-roads.

The road past the Union (see small type *above*) is the one we have to follow, and 2 miles bring us to **Lanyon Quoit**, which was overthrown or fell, in 1815, and was re-erected in 1826, when the three uprights were cut down and the archæological interest of the monument destroyed. The cap-stone measures  $18\frac{1}{2}$  ft. by  $13\frac{1}{2}$  ft. at its N. end. It is now only  $5\frac{1}{2}$  ft. off the ground, but in Dr. Borlase's time a horseman could ride beneath it.

**Lanyon Manor House**, now a farm-house, a short distance beyond the Quoit, is still the abode of the decayed family of Lanyon, whose name comes from Lannion in Brittany.

On the moors at a short distance to the right of Lanyon farm-house, in the direction of Carn Galva, is **MÉN-an-tol** ("the holed stone"). It consists of two upright stones, 3 and 4 ft. high, with, midway between them, a slab pierced by a hole nearly 2 ft. in diameter—locally the 'Crickstone.'

About  $1\frac{1}{2}$  m. N.E. on the W. side of *Gun-mén-scryfys* ("down of the written stone"), is **MÉN Scryfys**, inscribed *Rialobran Cunoval Fñ* (Rialobran the son of Cunoval) in letters not later than the 5th cent. Of the persons named nothing is known. The writer has not seen this.

From Lanyon we take the road, N.E., to *Ding Dong Mine* (1 m.) said to have been worked before the Christian Era. On the hill, north of the mine, are the remains of a stone circle, *Wine Maidens*, but only 7 out of the original 22 stones are erect, one about 6 ft. high. Of the fallen stones, two measure  $7\frac{1}{2}$  and 6 feet. The S. side of the circle is interrupted by a low cairn, near the centre of which are the remains of a small cist.

It is about a mile E. to Carn Mulfra, on the N.E. side of which is *Mulfra Quoit*. The capstone has fallen, but three sides of the cist it covered remain. We can return to Penzance (5 m.) from here, by the Zennor road, which descends to the Marazion road a little E. of Penzance Station.

**Penzance (by *New Bridge*,  $3\frac{1}{2}$  m.) to *St. Just*, 7 m.**

This is the dull road taken by the omnibuses (2 or 3 times a day, 6d.). It is described p. 120 in the reverse direction.

**Penzance (by *Sancreed*, 4 m.) to *St. Just*,  $7\frac{1}{2}$  m.**

We leave Penzance by Alverton St., and up the hill beyond Alverton take, at a fork, the left-hand road past *Treeriffe* (pron. Treeve), right. At cross-roads here, we keep straight on, and ascending the next rise note an old oak, left, which sends a limb over the road. At the top of the rise there is in the left bank an old Cross. Then we drop to *Buryas Bridge*, 2 m., over a small brook. A few yards up the hill beyond, an avenue, on the right, leads to Nancothen, but we keep to the main road to *Drift* ( $2\frac{1}{2}$  m.), a hamlet at cross-roads, and there turn to the right for *Sancreed*, 4 m. The Church (restored) has a good church-yard *Cross*, and is pleasantly surrounded with trees. Beyond the village our road passes between *Sancreed Beacon*, right, and *Carn Bran*,  $\frac{1}{2}$  m. to the left. On the latter are the remains of a hill-fort. A mile W. of it rises *Pertinney* or *Bartiné Hill* (689 ft.) and then as we descend towards *St. Just* there is a wide view in front. *For St. Just*, see p. 119.

***St. Just* to *Sennen*, 6 m.; *Land's End*, 7 m. by road.**

This route is for the most part dreary and uninteresting. For the first  $4\frac{1}{2}$  miles, as far as the junction with the direct road from Penzance to the *Land's End*, it keeps a course a mile or more away from the shore. Unhappily, those who drive between the two places have no alternative route, and to add to its disadvantages the road by its windings on leaving *St. Just* makes two miles out of one.

***St. Just* by *Whitesand Bay* and *Sennen Cove* to *Sennen*,  $5\frac{1}{2}$  m., or *Land's End*,  $5\frac{1}{2}$  m., cliff walk.** The best plan is to take the road south-west to *Boscregan*,  $1\frac{1}{2}$  m. This is on the cliffs just south of *Pol Pry*—the "clay pool"—where are some caves in the cliff. From *Boscregan* there is a coast-guard path to *Sennen Cove*. Proceeding south and crossing the stream from *Nanjulian*, the shore becomes lower and less abrupt. A good

raised beach may be seen here. In another  $\frac{2}{3}$  m. we pass *Carn Creagle* with the Watch rock, and then at *Carn Aire* arrive at the northern extremity of the beautiful **Whitesand Bay**. At its southern extremity is the little fishing village of **Sennen Cove**, and the three islets off it are, naming them from right to left, *Little Bo*, *Bo Cowloe*, and *Cowloe*. The rock on which the sea breaks between them and the Longships Lighthouse is *Shark's Fin*. The tourist should, if the tide allows, make his way to Sennen Cove along the sands. Half-a-mile short of the cove a tiny stream comes down at *Vellandreath*—"the mill in the sand"—but the mill has long disappeared. Close to Sennen Cove is a mass of protruded slate, the junction of which with the granite will interest the geologist. From Sennen Cove we mount to *Pedn mean du*, "Black Stone Head," and then the Land's End, the westernmost extremity of Great Britain, comes into view. The curious rock close to the shore is the *Irish Lady*, and the shape of the top of it gives some justification to the name. A little way onward we reach on the cliff-edge a "cliff castle," small but in good preservation, called *Mean Castle*, and then if our destination is Sennen (*Inn, below*), we strike inland  $\frac{2}{3}$  mile. Should we, however, have determined on the Land's End Hotel as our resting-place, we can still continue to follow the cliffs, and shall get, as we proceed, a good view of the stern cave-hollowed precipices on the north of the actual **Land's End** (p. 128).

### Penzance to the Land's End, direct, 10 $\frac{1}{2}$ m.

This is a dull walk, and the breaks are to be preferred.

As far as *Drift*, see p. 126. There we keep on up the hill and at the top see, a little to the left, two upright stones said to be monumental. Descending again, at *Lower Hendra*, 3 $\frac{1}{2}$  m., a few cottages, we turn to the right. [The left-hand road leads to St. Buryan and the Logan Rock.] In  $\frac{1}{2}$  m. another pillar-stone is seen on the right. Beyond this, when after crossing the next dip we again reach higher ground, the Stone Circle, **Boscawen-un**, is seen on the left.

To reach it take the farm road, left. This passes *Creagtol* ( $\frac{1}{4}$  m.), a rock with cavities more or less like footsteps. Turning to the right at the farm-cottages, *Boscawen-noon*, it is about 1 m. in all to the **Nine Maidens**, as this "circle" is also called. It consists of 19 stones, and within, but not central, is a Long-stone 8 ft. high. For another Nine Maidens see p. 126.

On the N. side of the main road here are the remains of an *Ancient British Village*, so says the new Ordnance map. We have not visited them.

At (6 m.) *Crows-an-wra* is an ancient Cross. Avoiding diverging roads but after many windings we soon begin to descend towards the coast and, at 9 m., reach **Sennen** (*Inn: First and Last House in England*), an inconsiderable village with a not particularly interesting church. A good many artists find farm-house lodgings here during the summer. It is a long mile from the village to the Land's End (p. 128) by road, but a footpath cuts off the angle.

## The Land's End.

\*.\* The visitor who is here only for an hour or two should at least walk southward along the cliffs to Carn Voel, whence the view is very fine; see p. 129.

Here, on the headland next south of the "End," is the *Land's End Hotel*. Those who can afford the time are recommended to sleep either here or at Sennen at least one night. The actual Land's End is a sharp slope of turf terminated by a cliff of columnar granite, between 50 and 60 feet in height, off the extremity of which a broken ridge runs out for some distance into the sea. The writer has visited the spot at all seasons and well-nigh at all hours. His memory especially retains a visit early one summer's morning, and another just before sunset on a bright January evening, on both which occasions the Scilly Isles rose sharp and clear. Early and late are certainly the most beautiful, because then not only does the light add to the beauty of the rock-colouring, but there are deep cool shadows. The early afternoon of a bright and hot summer's day is without doubt the least advantageous time, and Scilly is almost sure then to be lost in haze. If the tourist is fortunate enough to combine the witching hour with a bright sky and a good ground-sea, he will view the scene of old Bolerium at its best. The view northward is bounded by the fine headland of Cape Cornwall with the off-lying Brisons. Near by, in the same direction, is the *Irish Lady*, close under the cliffs of Gamper Bay. Westward immediately below is the Peal Rock, and across the restless waters of Kettle's Bottom is *Carn Bras*, on which stands the *Longships Lighthouse*, the lantern of which is 123 feet above high-water mark. The keepers, four in number, only one of whom is on shore at a time, have frequently great difficulty in passing from the mainland, owing to the prevalence of stormy seas. The Scilly Islands, when in sight, appear a little to the left of the Longships. The fine pinnacle of rock, near the cliffs on the left, is the *Armed Knight*. The dangerous *Wolf Rock*, about 6 m. south, has since 1872 been marked by a lighthouse. At low water a visit can be paid to the cavern that pierces the Land's End. It is about 50 yards through. If the tourist has not already come down the north coast from St. Just, he should avail himself of his visit to the Land's End to explore at least as far as *Whitesand Bay* in that direction, and there are interesting caverns between the Land's End and Sennen Cove.

**Land's End to Trereen (for Logan Rock and Trereen Dinas), 4 m. by road.**

This drive is of little interest, but except on foot along the cliffs, a magnificent walk described in the next section, the tourist has no other choice. From Trereen (or Treen), where there is a small inn, it is rather over half-a-mile to the *Logan*.

**Land's End to the Logan, 6 to 7 m. by the cliffs.**

This walk is justly considered to equal if not to exceed in grandeur and beauty of cliff scenery any other of equal length in these islands. It matters little in which direction it is taken, but the writer inclines to prefer that which he is about to describe, from west to east. The only point of importance is to choose a bright day and so to time the walk in either direction as to have the sun more or less behind one. Plenty of time should be taken, and if the latter part of a summer's afternoon and evening, say four or five hours, be allotted to the excursion, and a carriage be ordered to meet the pedestrian at *Trereen*, say half-an-hour after sunset, he will be able thoroughly to explore the ins and outs of this wonderful bit of coast without having to spare himself for the tramp back to Sennen or Penzance.

N.B.—Fern collectors will find abundant *Asplenium marinum* on the rocks along the cliff-top.

The first point on the cliff after leaving the Land's End is *Carn Creis*, and just off it lies the *Dallah* or Dollar rock. The **Armed Knight** is the fine pile a little beyond. As far as we have made out the resemblance, it is that of a giant mail-clad figure leaning against the pile, a projection of which does duty well enough for the bent knees of the knight. The other large rock close by is called *Guela*, which is said to mean the "easily seen" rock. The point due east of these, which we next reach, is called *Carn Greeb*—the "comb," from a certain rough likeness of its crowning ridge of rocks to a cock's comb. Whether there is any connection between Greeb and Cribba (the headland west of Penberth Cove) we do not know, but that is of similar character, and is said to mean the 'crested' head.

We now have immediately in front and near the cliffs **Enys Dodnan**, "meadow island." Its summit is covered with turf, and its outer side pierced with a fine natural archway some 40 ft. in height. The rock may be reached at low tide by those equal to an awkward bit of crag-work. The chief reward to be obtained by this scramble is a really fine view of the Armed Knight through the arch of Enys Dodnan.

We next reach the magnificent headland of **Pardenick**, Here the columnar arrangement of the granite is very striking, and the colouring of the promontory, especially seen from the westward when the sun is low and the lichens are like gold, is exceedingly rich. Towards the outer end of the ridge and on the west of it will be noticed a rock apparently balanced on a mere point. The view of this headland from the east is not less impressive than that from the west. Passing *Carn Voel*—the piled cairn—and *Carn Evall* and below *Zawn Reeth*, "the red cavern," so named from the colour of the rock, we have before us the charming cove of Nanjizal or Mill Bay. The feature that at once arrests attention is a narrow vertical cavern through a headland called *Carn-les-Boel*. Here, if any sea be running, the effect



of the cavern, now clear and now filled with foam, is particularly striking. **Wanjizal** itself is of singular beauty, not its least attraction being the margin of pure white shell-sand to which a small brook bounds from rock to rock. Passing *Carn-les-Boel* we arrive at *Pendower Cove*, where, on the green slopes, is the *Bosistow Logan Stone*. The long low point running out to sea to the south of it, with two or three islets at its extremity, is *Carn Barra*. Towards this we make our way, and then for the next mile have a grand walk, over turf, by the cliffs past *Port Looe* and *Guethenbras*, to **Tol-pedn-Penwith**—"the holed headland in Penwith." This headland vies with *Pardenick* in boldness. In calm weather it is, we think, less imposing, but when the huge rollers are dashing themselves in vain against the rugged sides the sight is terribly grand. Its distinctive name is derived from "the Funnel," a deep chasm resembling the *Lion's Den* at the *Lizard*, close to the edge of the cliff. These pits appear to have been formed by the roof of a sea-cave falling partially in, and the detritus then being in time carried away by the waters. The tourist will not find it difficult to get down to the mouth of the cave connected with the funnel, but the return up a nearly smooth slab, 7 ft. high, is troublesome through lack of foot-hold. In any case, whether the cave can be entered or not, a descent of the cliffs—inclined, not sheer—should be made. Nowhere on our coasts are the cliffs on either hand more magnificent, and especially at the *Chair Ladder*, where cubes on cubes of granite rise sheer as though built by the Titans. A little east of the cavern leading to the base of the funnel is another with a high narrow opening on the cliffs and running up to the turf. It is not safe to trust to the crumbling edges of this pit. The two beacons or sea-marks on the higher ground, when in line, give the direction of the *Runnel Stone*, a dangerous rock about a mile off this point.

Looking eastward from *Tol-pedn-Penwith*, the conical headland with an islet off it is *Polostoc*, beyond which we reach *Porthgwarra*, said to be the descendant of a Breton fishing-village. The little cove is paved, and here two tunnels have been made through the granite cliff on the east. There is nothing to detain the tourist here, and the *disjecta membra* of fish and fishing gear give an untidy and at times an unsavoury air to the spot. Half-a-mile east of *Porthgwarra* we reach *Porth Chapel*, so named from a baptistry of *St. Levan*, the scanty ruins of which will be found near the cliffs before crossing the small brook that here runs down from *St. Levan Church-town*,  $\frac{1}{2}$  mile up the valley. **St. Levan's Church** is small but interesting, and on the right hand, as we approach the south porch with its sun-dial, is a fine *cross*. There is another on the north side. In the porch is a holy-water stoup. The earliest portion of the church is the north transept, Early English. Some bench-ends, the remains of the screen, and the font should be noticed, also the lichgate on the east side of the churchyard, through which goes the path to *Porth Curnow* (the *Cornish Port*), our next object of interest. It may also be reached

from St. Levan by returning to the coast. The latter, somewhat longer, affords a fine view of Trereen Dinas. At **Porth Curnow**, where a valley opens to the shore, we have beautiful sands bounded on either hand by fine rocks. From this point the Falmouth and Gibraltar Cable is laid, the houses of the officials being in the valley. Under bright sunshine the lover of the sea will pause to note how, as the long ground-swell rolls in majestically, the crest, as it breaks, shows carnelian and topaz tints of exquisite delicacy, and then runs over the sands in creamy foam. The number of rare shells to be picked up on the sands at Porth Curnow is considerable, and usually undamaged specimens are freely to be had beneath the little ridges of sand left by the ripples of the falling tide. After our walk thus far, a hasty dip, for which no better place could be devised, will refit us for a leisurely ramble towards **Trereen Dinas**, now  $\frac{3}{4}$  mile to the east. If the tourist does not mind a steep descent he should certainly go down to *Trereen Cove*, which is just west of that promontory. This can be reached by a break-neck path, and from it as from nowhere else are seen the sheer cliffs and romantic towers and spires of the Dinas or Castle. The Logan rock is on the summit of the pile which rises abruptly on the right of a depression about the middle of the Castle. Returning to the top of the cliffs by the way we came, we make straight for the isthmus which connects the promontory with the mainland. The headland was once a cliff-castle, and its landward defences can be traced along a series of mounds. Passing through an entrance in another protecting bank that runs across the neck, we are opposite an opening between two huge piles of granite. Through this our path runs to the **Logan Rock**. To reach this rock a little climb up the rock to the right is required, but to anyone not troubled with over-sensitive nerves there is neither difficulty nor danger, and we venture to add, no reward! The story of the upsetting of rock in 1824 by Lieut. Goldsmith and its replacement by tackling borrowed from the Admiralty is too threadbare to be repeated. Those who are cragsmen can climb to the highest point of the headland called Castle Peak, and there they will be rewarded by a really fine view of the coast in both directions and of the rugged castle itself. From the entrance to the castle it is a long half-mile to the "Logan" Inn at Trereen. The path, a little difficult to hit at first, crosses, at right angles to the wires, a wall just in a grassy corner, and having a slight depression on the right. For part of the way it is carried along the top of the wall. The inn lays itself out rather to supply the wants of the passer-by than those of the wayfarer who would fain tarry for the night. It offers fair accommodation, however. From Trereen it is about  $8\frac{1}{2}$  miles *viâ* St. Buryan (*Inn*) to Penzance, and  $3\frac{1}{2}$  miles to Sennen, or 4 miles to the Land's End Hotel.

**Penzance (by *St. Buryan*, 5½ m.) to the Logan Rock and the Land's End.**

As far as Lower Hendra, 3½ m., see pp. 126-7. There we ascend to the left and, over the next brow, cross the valley by a kind of causeway. When over the next brow, a tall pillar-stone is seen on the right and then we descend to another small valley.

When, a few yards up the hill beyond, a by-road diverges, left, the archaeologist may take it to *St. Buryan* and try and find the "Stone Cross" and "Stone Circle" shown in the new Ordnance map. We spent some time in vain, Jan., 1888.

**St. Buryan** (Inn : *Ship*) is a bleakly placed village (5½ m. from Penzance) only noticeable for its **Church**, of which the fine tower, 90 ft. high and over 400 feet above the sea, is seen far and wide. There is an old Cross close to the entrance to the churchyard, and another close to the S. Porch. Inside the church notice the beautifully carved beams, and the panels at the back of a seat on either side of the chancel—these were parts of the rood-screen. Under the tower is a 13th-cent. tomb with a French inscription: "Clarice, wife of Geoffrey de Boleit."

*St. Buriens*, one of the Irish ascetics (said to have been the daughter of a king), settled here in the 6th cent. Athelstan defeated the Cornish king Howel in 926-8, and in gratitude founded here a collegiate church in honour of the saint, but of that nothing remains.

From *St. Buryan* to *Trereen* the route, 3 miles, calls for no description. The latter place is reached after a sharp descent to and climb out of the valley, down which a stream runs to *Penberth Cove*. At *Trereen* is the *Logan Inn*, and thence it is a long half-mile to **Trereen Dinas**, or "Castle," and the **Logan Rock** (for the *Castle*, &c., see p. 131). The finest view of the promontory is from the west. **Penberth Cove**, ¼ mile east, lying between *Cribba Head*—the crested head—on the west and *Pedn-sa-wanack* on the east, is worth including in a visit to the Logan. It is at the mouth of perhaps the pleasantest of the many pleasant little combes that nestle along the coast. Like *Porthgwarra* it is paved with large stones, and in a cottage or two live the few fishermen whose lobster-pots and other trade-gear lie about the cove.

From *Trereen* to the *Land's End*, 4 m., the road is dull. The cliff-walk is superb; see p. 129.

**Penzance to Newlyn, 1 m.; Mousehole, 3 m.; Lamorna, 5 m. by cliffs.**

This as far as *Mousehole* is a delightful drive or walk. From that village carriages going on to *Lamorna* have to take a very devious course inland of 3 miles, to attain a point that in a direct line is but little over 1½ miles. Pedestrians, west from *Mousehole*, have a fine walk for most of the distance high up on the sea lopes.

SECTION MAP N° 13

hips  
t Ho.

1

We leave Penzance by the coast-road from the W. end of the Esplanade and, passing a small Art Gallery, in 1 m. reach *Newlyn*, a quaint but ill-built fishing village with a little church—"the artists' church"—famous for its wall paintings. That over the chancel arch is specially noticeable. Over the bridge we turn to the left and soon make a turn inland and then a turn seaward down to the shore (a labyrinth quite undescribable on paper) and crossing a bit of sand ascend to the sea-front above the cliff. Hence to Mousehole the road overlooks Gwavas Lake, as this part of Mount's Bay is called. **Mousehole** is another fishing village. It is more artistic than cleanly, and will not, in spite of its old-fashioned aspect, tempt the tourist to tarry. It occupies the mouth of two converging combs; at the head of one, half-a-mile north, is Paul. The derivation of "Mousehole" is unknown, though it is quite certain that it has no connection with "mouse hole" and the cavern close by so called. The village suffered from a descent of the Spaniards in 1595, who then also burnt Paul church and part of Penzance. The old manor-house, part of which is now the Keigwin Arms, should be noticed. The island opposite the southern end of the village is St. Clement's, and once had a chapel.

**Paul Church** has little claim on the tourist's attention except as the burial-place of Dolly Pentreath, d. 1778. She is commonly said to have been the last person who spoke Cornish, but the truth of this is open to question. A granite memorial, recording her death, was in 1860 built into the churchyard wall. A field-path cuts off an angle of the road on the way back to Penzance.

For Lamorna we ascend the steep road which follows the cliff-top S. of Mousehole, but instead of taking the road which presently strikes up to the right we keep straight on, and about 150 yards beyond the last of the cottages go up some steps on the right. This is the beginning of a footpath which soon joins another and runs more or less parallel with the coast along the sea slopes. It from time to time becomes a farm-road as it passes successively through the farm hamlets of *Lower, Middle, and Upper Kemyell*, which being in sight of one another make the route unmistakable. From the last-named the path gets narrow and steep as it drops to the hamlet of **Lamorna** (*Pub. Ho.*) at the head of Lamorna Cove. Here the granite quarries have greatly disfigured *Carn-du*, the eastern promontory.

A mile up the valley, pleasantly wooded, we join the lower road from Penzance to the Logan. Across it, seen from the road, is the manor-house (now a farm-house) of **Trewoofe** (*pron. Troof*) with an old doorway. Turning left here it is  $\frac{1}{2}$  m. up to **Boleit** (*pron. Belay*—accent on "lay"). Here Athelstan is said to have gained, in 936, his final victory over the Cornish. Here also is a remarkable *fougou* (underground passage or cave) lined and roofed with slabs of granite. On the right of the road, just above the hamlet, appear the two great pillar-stones, **the Pipers**. When the road runs into another at right angles take the footpath on its far side. This leads, in a few hundred yards, through the stone circle (of 19 stones and 76 feet diameter) known as the **Merry Maidens**—maidens and pipers turned to stone for dancing on Sunday!

This circle can be visited direct (abt. 1 m.) from Lamorna, and the cliff-walk next described joined at St. Loy. To do this take the road on the left a short

distance inland from the Pub. Ho. at Lamorna. It is the one joined at right angles (see above) near the Pipers. From the Merry Maidens the path at once rejoins the road, and  $\frac{1}{2}$  m. W., at cross-roads, is a *cross*. Here, or  $\frac{1}{2}$  m. onward, we can turn left for the cliffs.

**Lamorna to Penberth,  $4\frac{1}{2}$  m. by the cliffs, and the Logan,  $5\frac{1}{2}$  m.**

This extension of the walk in the last section will connect with that between the Land's End and the Logan and so complete the view of the south shore of the peninsula. The first point after quitting Lamorna is *Tater-du*. Thence round a bay and across a combe we reach *Boscawen Point*, having again entered on the granite, which is here finely piled up. Trereen Dinas now stands boldly out to sea, a couple of miles to the westward. From Boscawen we turn away a little from the cliffs to avoid the bad "going" along them, and then descend into a charming little wooded valley and by it rejoin the coast at **St. Loy's Cove**. From the top of the next headland, Merthen Point, we look right into *Penberth Cove*, but before reaching it have another combe or rather pair of combes to cross this side of Pedn-sa-wanack. (For Penberth and the Logan, see pp. 132, 131.)

## St. Michael's Mount.

The Mount, 3 m. east of Penzance, is opposite to the long straggling street of **Marazion**. (Inns: *St. Michael's* (private), *Godolphin*). The road follows the shore-line all the way, but for the first 2 m. has the railway between it and the sea. Pedestrians will be spared this uninteresting half-hour's walk, and have a better view, by proceeding by rail. Marazion, or Market Jew (both names are supposed to mean markets), has a long history, but though pleasantly placed, offers nothing to detain the tourist, who before or after low-water can walk along the causeway to the Mount ( $\frac{1}{2}$  mile), or at other times proceed by boat (*fare, 6d. per head*). The greenstone rock on the right of the causeway is called *Chapel Rock*, though the Chapel of St. Catharine, which is said once to have stood upon it, has left no traces of its existence. The Mount, as we near it, reveals at a glance all it has to show. Along its northern base is its village (Inn: *St. Aubyn Arms*) with the harbour on the west sheltering a few small craft. Above rises the steep granite Tor of which the Mount consists, and on its top the castle with its square central tower. The height of the top of the tower above the shore at low water is 238 ft. At low-water the circuit of the island can be made, though the rough scramble is little remunerative. There is a footpath within the Castle grounds by which the circuit can be made at all times. The ascent to the castle is by a steep rocky

path, a little way up which we pass the Giant's Well, that has nothing about it to interest us or to justify its name. Thence we ascend to a gate-way with the remains of a guard-house on the left and a sentry-box on the right. Still ascending we reach a platform on which are guns bearing the arms of the St. Aubyn family, who have owned the Mount for more than 200 years. On the left a flight of steps leads to the castle door. The two apartments that are of interest are the "Chevy Chace" hall and the chapel. The former of these was originally the refectory of the Priory, and gets its present name from the frieze, which represents the chase of a very varied quarry. The oak-roof is modern and heavy, but some of the furniture of the room is old and curious. The chapel is Perpendicular. In the south wall of the chancel a low doorway communicates with a small chamber, in which, when its entrance was discovered early in the present century, was found a skeleton alleged to be that of Sir John Arundell, who was killed in an attack on the Mount in 1471, when attempting to recover it from the Earl of Oxford, who after the Royal victory at Barnet had seized it by a ruse. These bones were buried outside the chapel, on its northern side. A narrow staircase leads from the chapel to the top of the tower, whence a fine view of the bay and its shores is obtained. At the south-west angle is "St. Michael's Chair," so called, the ruin of a stone lantern from which a beacon-light used long ago to be exhibited for the benefit of the fishermen. The true "chair" is a rock on the west of the Mount. Lord St. Levan has spent £30,000 on alterations and additions, but architecturally the castle is unsatisfactory. We have only space for the briefest possible history of the Mount. Hither St. Keyne is said to have come from Ireland as early as 490 on a pilgrimage to a spot already hallowed by the vision of the archangel Michael to some hermits. In 1407 Edward the Confessor granted it to *Mons S. Michaelis in periculo maris* off the Normandy coast, and a Priory of Benedictines was established here. It does not appear to have suffered as an alien priory in the 13th and 14th centuries, nor was it suppressed under the Act of 1414, though it was afterwards assigned *temp.* Henry V. to Sion nunnery. As already mentioned, in 1471 the Mount was seized by the Earl of Oxford, who here defended himself so gallantly that his offence was forgiven. Some few years later Lady Catharine Gordon, who had been married by James IV. of Scotland to Perkin Warbeck, "Richard IV," took refuge here, and later on, when in 1549 the Cornish rose against the use of the reformed Prayer Book, the Mount passed more than once to and from the rebels and the royal forces. Like the rest of Cornwall, St. Michael's sided with Charles I., but was captured by the forces of the Parliament. The Mount eventually, soon after the Revolution, became the property of the St. Aubyn family, and is the seat of Lord St. Levan,



Penzance by Marazion,  $8\frac{1}{2}$  m.; to Helston, 13 m.

For omnibuses see *Yellow Sheet*. Rail route (20 m.) is by Gwinear Road.

This route calls for no description, as it is uninteresting, and for some miles skirts the southern side of a desolate mining district. The two hills prominent on the left of the road, soon after leaving Marazion, are Godolphin, 495 feet, and Tregonning, 596 feet, the latter of which affords a very extensive view. At  $9\frac{1}{2}$  miles we pass on the left the village of Breage, and then in another 3 miles reach the bridge over the Looe river and so enter Helston (*Pop.*, 3,432. Hotels: *Angel, Star*, 10 min. from station. Omnibuses to *Falmouth, the Lizard, Penryn and Penzance*; see *Yellow Sheet*), an uninteresting town consisting mainly of one long and very steep street. From the station-road turn to the right and keep on straight down. There is a fine view from the church-yard. At the foot of the street is a memorial-archway. The hotels face each other a little higher up.

We are already quite outside the limits of the district of which this volume professes to treat in detail, and it must therefore suffice to mention that the coast-walk (described fully in *S. Devon and S. Cornwall*) from Cuddan Point as far as Looe Bar, and thence by the side of Looe Pool to Helston, 14 to 15 miles from Marazion Station, according to the exactness with which we hug the shore line, is of much beauty and interest. The pedestrian with plenty of time (there is a small inn at Porthleven: *Commercial*) will be amply rewarded for his fatigues, and if he wishes to push on towards the Lizard without going to Helston, he can by crossing Looe Bar (follow cart-track, so as to avoid soft spots) proceed along the coast by Gunwalloe and sleep at Mullion, 19 to 20 m. In this way, by an early start the next morning, the best of the Lizard coast, viz., from Mullion Cove round to Cadgwith (good inn) some 12 miles, in and out, and up and down, might be included, and the omnibus to Helston met where the road from Ruan Minor runs,  $2\frac{1}{2}$  m. from Cadgwith, into the one direct to the Lizard,

## The Lizard.

**Approaches:** rail to Helston, Penryn, or Falmouth; thence by omnibus to Lizard Town.

Under this name is included the whole of the peninsula south of the Helford estuary. The isthmus, measuring from Gweek, at the head of that tidal arm of the sea, to Looe Pool, is a trifle over three miles in width. As seen either from the east or west the skyline of the district is singularly unbroken, and a closer acquaintance reveals the fact that the peninsula is a tableland, with only comparatively minor undulations, and averaging from 200 to 300 feet above the level of the sea. Its greatest elevation is on *Goon-hilly Downs* in the centre, where according to the Ordnance survey it reaches 370 feet. Geologically the peninsula consists of two formations, the division between them, to speak roughly, being a line drawn from *Polurrian Cove* on the west to *S. Keverne* on the east. North of this line the rocks are Devonian, south of it

Trappean, of which last group Serpentine, so called from its resemblance to the skin of a serpent, is largely represented.

It is owing to this latter formation that the southern portion of the district is so generally barren, whilst its flora is distinguished by the abundant growth of the Cornish heath, *Erica vagans*, a plant only to be found in England in this district and, according to Mr. Blight, on Conner Down, near Gwinear Road Station.

Most persons visiting the Lizard District proceed direct from Helston to Lizard Town, and from thence make such examination of the eastern and western sides of the peninsula as their time allows. This is certainly the best thing to do if limited to a day or two, because within walking distance of Lizard Town are some of the most beautiful and interesting portions of the coast. Those with more leisure are recommended to make *Mullion* on the western side, and *Cadgwith* on the eastern side, as well as *Lizard Town* on the south, their resting-places. At each of these good accommodation is to be had, and in their immediate neighbourhoods are coast scenes that will reward the traveller who explores them deliberately. There is little or nothing in the interior of the peninsula to interest the tourist (unless he be a botanist), but its coast-line is as attractive as its inland portions are the reverse.

### Helston to Lizard Town, 10½ m.

This is the only route for which public conveyances are available. It requires but the briefest description, as it is singularly devoid of interest. Leaving Helston, the road at once begins to ascend to the watershed bounding the basin of the Helford river on the west. It keeps along this watershed for some 3½ miles, when it crosses a pretty dell to *Cury Cross Lanes* (4¼ m.; Inn).

Here a road goes off on the right to *Cury* (1 m.) and *Gunwalloe* (2 m.; p. 138), and, a little further on, one to *Mullion* (1¾ m.; p. 139).

**Cury Church**, restored, has a Norman south-door with an enriched tympanum. The north aisle-roof is of carved oak, and at the junction of the Bochym aisle and the chancel is a hagioscope. The rood-loft stairs remain, and in a bench-end near the door is a curious alms-box. A cross, 9 ft. high, is close to the entrance gate of the church.

Near the 5th milestone, as the road descends again steeply, on the left is *Bonithon*, and on the right the charming grounds of *Bochym*. At *Bochym*, a many-gabled and picturesque mansion amidst pleasant woods, are preserved some stone implements that, in 1869, were found in a quarry hard by. We ascend again through a rocky pass, and soon reach a bare upland. *Goonhilly Downs* are now on the left hand, and Cornish Heath tells us that we have reached the magnesian soil which alone contents it.

We are now about half-way to Lizard Town, and the road thither is for the rest of the distance straight and in a direction due south. The tower-like object on the right of the road, just after passing *Ruan Major*, half-a-mile on the left, is the remnant

of an *old windmill*. In the bare featureless district we are crossing, this almost becomes an object of interest, and apart from being a good landmark for those who, rambling, may have lost their way, it indicates to the traveller along the road we have come that he is now 2 miles only from **Lizard Town**. (Hotels: *Hill's Lizard Hotel*; *Eddy's Post*, *del. abt. 10 a.m.*; *desp. 2.45 p.m.* No post on Sundays, but *Telegraph Office open 8-10 a.m.*).

This, in spite of its designation, is a mere village, consisting of a few cottages, some lodgings and boarding-houses, and the hotels above named. It is situated about half-a-mile from the sea on the west and south, and half as much again on the east. The church-town, **Llandewednack**, is practically part of it. The *bathing place* is **Housel Bay** (*Hotel*; p. 142), just east of the lighthouses.

### Coast Walk round the Lizard Peninsula.

We now proceed to make the circuit of the peninsula, commencing at the north-west. The tourist, with either Mullion, Lizard Town, or Cadgwith, as his head-quarters will, with the aid of the index, readily turn to the description of such portions as he proposes to visit.

**Helston by Penrose to Looe Bar, 3 m.; Gunwalloe, 6 m.; to Mullion, 7 m.**

For nearly  $\frac{3}{4}$ -mile after quitting Helston we keep the Cober river on the right hand to the head of *Looe Pool*, a narrow lake about  $1\frac{1}{2}$  m. long, formed by the damming up of the river by Looe Bar, and formerly noted for a peculiar kind of trout. We then cross the stream and follow the west side of the pool, and through the Park of *Penrose to Looe Bar* (3 m.), a delightful walk. Looe Bar is formed of pebbles cast up by the sea. In times of flood it has to be cut through to relieve the pool, but this seldom happens more than once a year.

Carminowe Mill and all that remains of the Manor-house and Chapel of **Wynanton** are on the bank of Carminowe Creek, on the east side of Looe Pool.

Crossing the bar, for the next mile the shore consists of a small shingle and sand, and by following the wheel tracks quicksands will be avoided. Soon, after the cliffs approach the water-line, we reach *Gunwalloe Cove*, bounded on the south by *Halzaphron Cliffs*. Hence we get a pleasant view across Mount's Bay. Crossing the headland and skirting another small bay we arrive at **Gunwalloe Church** (6 m.), which occupies a dip, sheltered but slightly by the promontory called *Castle Mount*. The Church (restored) dates from the early part of the 15th century. The belfry-tower, formed of the solid rock of the hill-side on the N., S. and W., is detached from the rest of the building. The bowl of a Norman font is under the west window, and has broad-arrows, symbolical of the Holy Trinity, round it. At the south-east corner of the chancel wall is a Cross,

Proceeding onward we still follow the cliffs till, in half-a-mile, we are overlooking the sandy inlet of *Poljew*. Passing round its head we quit for a time the coast and mount the hill to *Mullion*. If continuing by coast, instead of going inland to Mullion, then Mullion Cove (p. 139) is  $2\frac{1}{2}$  m. from Gunwalloe Church.

**Mullion.** Inn: *King's Arms*. *Boarding House* at *Polurrian Cove*.

This church-town is 7 miles from Helston and  $5\frac{1}{2}$  miles from Lizard Town by road. Its claims on the traveller are the church; the cove, and the cave. The church, Perpendicular, restored in 1870, is of considerable interest. Over the west window of the tower is sculptured a crucifix with St. Mary and St. John. Some portions of the old *wood-screen* still remain, and the carved *bench-ends* are considered by competent judges to be among the best, if not the very best, in the county.

**Mullion by Mullion Cove and Kynance Cove to Lizard Town** (cliff-walk,  $7\frac{1}{2}$  m.).

From Mullion the coast-walk can be resumed at the pretty sandy *Polurrian Cove* (above), which is about  $\frac{3}{4}$  m. from the village, or at *Mullion Cove*, a trifle over a mile, south-west, where is a lifeboat station. If possible choose a falling tide, towards low-water, and if proceeding to Kynance, which also needs low-water for its thorough exploration, there is no time to lose. *Mullion Cove* is very picturesque, and on the left a narrow natural archway leads to **Mullion cave**. This is a splendid recess, hollowed out by the waves, in the serpentine, and the view from within it is particularly beautiful. The entrance, like an irregular low pointed arch, exactly frames *Mullion Island*, which lies about a mile off the shore. In the mid-distance is an irregular islet, and the foreground is filled in by a smooth bit of sea, a patch of sand and a few rocks. To the left of Mullion Island we just catch sight of the Mullion Gull Rock. Returning to Mullion Cove by the way we came, a steep little climb lands us on the high ground, and we proceed southward towards *Pradanack Head*. If we are to reach Kynance before the tide flows we must make haste, for there is yet a good  $3\frac{1}{2}$  miles to traverse, by the cliffs.

The view from the high ground across the bay is delightful. We make out St. Michael's Mount, and beyond it Penzance. *Mullion Island*, a cliff-girt little triangle rising to a point at its western apex, is now overlooked, and close under the headland is the *Gull Rock*, above named, standing up boldly.

*Vellan Head* is the next point passed, and then we skirt the margin of *Gue Graze*, which involves a descent to near the sea-level. Mounting again we have before us the curiously profiled *Horse*, which, as we proceed, we shall see is an "edge" far too sharp to tempt us aside to peril our necks by trying to ride it. On our way to it we can peer over a sheer, black precipice bounding a small semi-circular cove. Here, accessible only by boat, is a large cave called *Pigeon Hugo*.

The bold promontory next after the Horse is *Rill Head*, itself worthy of notice, but most in favour for the fine view obtained

from it of Kynance Cove. **Kynance Cove** (1½ m. direct from Lizard Town; *small lodging-houses*; *refreshments*) however viewed, is certainly a remarkable spot. Perhaps it appears best from the Rill Head when the tide is high. It then and thence presents itself as a cliff-bound bay, guarded on its further side by *Old Lizard Head*. From the midst of the bay rise numerous rocky islands of various shapes, all of fine outline, and most of them apparently so steep as to be unclimbable, and certainly so on their western fronts. Viewed from *Tor Balk*, on the other side of the cove, the scene is so different as hardly to be recognised as that of the same place, especially if now the tide has ebbed. We then have below us a sandy little cove, to which runs down a rocky irregular shore with two or three cottages, and across the cove what from the west appeared as islands now seems to form a continuous headland. This is the view of the cove which on the whole most commends itself to us, and it is one which those approaching from Lizard Town and ascending the pile of rocks called the *Tor Balk* (corrupted into *Tar Box*) obtain. Nothing more varied and picturesque in outline than the "promontory" occurs on the Cornish coast. It appears nearly severed from the mainland, from which it at first stretches as a huge round-backed mass with turf on its summit, and cave-pierced cliffs on its eastern face. This is *Asparagus Island*. Thence seaward it suddenly rises in a ragged tor—the *Kynance Gull Rock*—beyond which, across a sharp dip, is the elevated and precipitous mass which forms its extremity. When the tide is out there are several caves that can be reached. Two, called the *Drawing Room* (or *Kitchen*) and the *Parlour*, are on the mainland opposite *Asparagus Island*. *Asparagus* does not now grow on the island, but is fairly abundant on the neighbouring cliffs of the mainland.

*Asparagus Island* itself has a cavern (*Devil's Throat*) that pierces it, and a couple of blow-holes known as the "*letter box*" and "*post office*." It is easy to scramble on to *Asparagus Island* from the west, and not very difficult from the east. The *Gull Rock* is divided from it by a narrow channel, which the sea never quits.

We have hurried along to reach Kynance at low-water. It is certainly not a cove to be hurriedly contemplated. Those who care to be "personally accompanied" round the cove will in the season find a choice of guides.

Leaving Kynance to resume our walk along the cliff, we first ascend to **Tor Balk** (above *Oliver's shanty*) for the view of the cove described above, and then, crossing a tiny rill, climb for a little way. **Yellow Carn**, a sheer cliff of 200 ft. in height, is next on the right, and off it the isolated rock of *Enys Vean*. We then skirt the cliffs overlooking *Pentreath Beach*, after passing which a descent has to be made to another little stream at *Caerthillian* (see next paragraph). We are now only half-a-mile from *Lizard Town*, and probably feel that we have earned refreshment. If so, our course is up the valley.

**Coast route continued from Caerthillian by Lizard Lighthouses to Lizard Town, 2 to 2½ m.**

The pedestrian, anxious to push on and see as much as possible of the west of the peninsula before proceeding to Lizard Town, can from Caerthillian still keep to the cliffs. The serpentine is there quitted, and the patch of mica-slate which forms the south-west of the peninsula entered upon. In ¼-mile he will pass the little cove called *Crane*, and, ½-mile beyond that, arrive at *Old Lizard Head*—it will be recognised by a post with steps up it. This is the name given to the westernmost of the three adjacent points that form the south-west angle of the peninsula. The view back, past Kynance to Rill Head, is now particularly fine. On the way to the next cove we pass *Pistol Meadow*. Here were buried such of the bodies, some 200 in number, as were washed ashore from a terrible wreck that occurred in the early part of the last century. We have failed to get definite particulars as to date and name of vessel. Off the Old Lizard Head, a little to the east, will have been noticed two groups, or rather broken ridges, of rocks. On the easternmost of these a Government transport with some 700 men on board struck, every man of whom, with the exception of two, perished. The reef thenceforward has been known as *Men of War Rocks*, a name sufficiently like the old one, *Mén-an-vaur* ("stone of the big woman").

**Polpeor Cove** is now close by. This is one of the little fishing ports of the neighbourhood, and a lifeboat station. At low-water a remarkable *cave* may be visited. The entrance is beyond the point next W. of the boat-house. It pierces the promontory, but there is a pool in it. Just east of Polpeor we arrive at the southernmost point (lat. 49° 57' 32"), locally known as *the Batha*. Above us now rise the twin towers of the **Lizard Lighthouses** (visitors admitted, except on Mondays and after the lamps are lit). These are connected by a range of buildings, and stand on ground nearly 200 feet above the sea. They exhibit two fixed (electric) lights, and are provided with a siren fog-horn against thick weather. Until the erection of the lighthouse on the Wolf Rock, off the Land's End, they were of even more importance than at present, as a ship coming up Channel by keeping the two lights in line thereby gives a wide berth, of some 4 miles, to that dangerous rock.

Off the point just east of the lighthouses, to the edge of which the turf slopes rapidly, is the isolated rock called the *Bumble*, the base of which can be reached at low-water. The bay to the east is Housel Cove, and the fine headland on its far side Penolver. Before striking inland to Lizard Town, the pedestrian should take a look at the **Lion's Den** in the cliff-slope. It is a pit similar to the Funnel near Tol-pedn-Penwith (p. 130). It was formed suddenly during the night of February 19th, 1847, by the giving way of the roof of the innermost portion of *Daws Hugo*, a sea-cave that here runs under the cliff. At first its sides were

sheer and its bottom level, and covered with the turf that had quietly sunk down some 40 feet. By degrees the sea washed out the soil, whilst the sides of the pit cracked and crumbled. It is now a square, rough-sided funnel communicating directly with the sea by the cave, and is interesting chiefly as showing the manner in which these cavities have been formed. We shall, near Cadgwith, see another example—the Frying Pan (*p.* 143)—of the same phenomenon. It is about half-a-mile by a rough road from the lighthouses to Lizard Town (*p.* 138). The cliff-track onward to Housel Bay may try weak nerves.

**Lizard Town by Housel, Belidden, Church Cove and Landewednack, and back to Lizard Town, 2½ m.**

The distances given in this and other cliff-and-cove excursions are only approximate, and are merely intended to furnish the visitor, unacquainted with the neighbourhood, with a rough estimate. **Housel Bay** (*Hotel*) is now approached from Lizard Town by a much better road than formerly, and is the recognised *bathing place*—reached by a steep path down a gully. Penolver is a fine object on its eastern side. From the head of the gully leading down to the shore we take the coast-path that runs eastward to **Penolver**. This rugged headland rises at its extremity in a pile of hoary lichen-covered rocks. On either hand the view is delightful—on the west the bay and cove of Housel, with the lighthouses and the Lizard Point and the Bumble on the far side. On the east we look down into the amphitheatre and narrow cove of **Belidden**, from which the Direct Spanish Cable is laid to Bilbao. On the opposite side of this bay projects *Beast* (or *Bass*) *Point*. Leaving Belidden, in a short distance we reach, near the edge of the cliff, an arrangement of rock slabs that is known as *the chair*, from which we get a noble view of the east side of Penolver. On *Beast Point* are the offices of the Direct Spanish Telegraph Company, and the Lizard signal station of Lloyds' (no admission except on special order). Still keeping the coast-path we reach, after leaving *Beast Point*, *Hot Point*. From it we command a magnificent prospect, eastward, of the gently curving bay that extends to *Black Head*, its eastern limit, 4½ miles distant in a bee-line. The flagstaff on the cliffs on the left, 1½ miles off, marks the Cadgwith coastguard station. To the right of this the cliffs give place at Kennack Cove to a strip of sand. To the right of *Black Head* is seen *Dodman Point* beyond Falmouth, and in the extreme distance *Rame Head* on the west of the entrance to Plymouth Sound. The next cove—a small one, and though rocky not in any way remarkable, is *Kilcobben*, and then, after passing a shelter, made of an inverted boat, in a few hundred yards we descend sharply to **Church Cove** or, as it is marked on the Ordnance map, *Parn Voose*. This, like *Polpeor* already noticed (*p.* 141), is a little port, if such a term can rightly be applied to a cove where an occasional cargo of coals is landed

and a few fishing boats are hauled up on the shore. From the cove we ascend by a steep road,  $\frac{1}{2}$ -mile, to **Landewednack**—the Church Town of the parish. The church, externally old-looking, but trim inside, has several points of interest: the roof of the porch, the Late Norman doorway surrounding a smaller Perpendicular doorway, and the font, bearing the name of the rector, Richard Bolham, who carved it at the beginning of the 15th century. There is also a hagioscope behind the pulpit. Landewednack is reputed to have been the church in which the last sermon in the Cornish language was preached, "not long before the year 1678."—*Borlase*. It is the southernmost church in England. Returning to Lizard Town, an old and rude *Cross* may be seen about half-way.

**Lizard Town to Cadgwith.** Weather permitting, and it needs a calm sea, this expedition should be made by boat from Church Cove. Thence along the coast the row is not more than  $1\frac{1}{2}$  miles. The coastguard path follows the top of the cliff, and is indicated in places by whitened stones. It calls for no particular description. The main object of interest on the route is the *Frying Pan*, near Cadgwith, and an account of this will be found below. Supposing the tourist to have taken a boat at Church Cove, the first noteworthy object is the precipitous cliff called the *Balk*. Half-a-mile beyond this he is off *Polbarrow Cove*, where is a small cave (accessible only at low water) showing serpentine, hornblende, and diallage. Just beyond this, under *Carnbarrow*, is a natural archway, and then immediately we are opposite **Chough's Hugo**, its narrow entrance draped with *Asplenium marinum*. **Raven's Hugo** is the next cave.

**Dolor Hugo** comes next. This cave is always filled by the sea, and hence the necessity of a calm day if the tourist is to visit it. It is a grand cavern in the serpentine, and the colours of the rock at the entrance are singularly rich. The boat can enter but a short distance. You may hear the waves fall on a distant inaccessible beach. Less than a quarter of a mile beyond Dolor is the **Frying Pan**. This originally was doubtless a cave, but, the waves having eaten away the rock till a softer stratum was reached, the roof fell in, and, the *débris* having been gradually washed away, the recess assumed its present form—a huge funnel communicating with the sea by an archway. On its landward side it is nearly 200 ft. deep. The boat enters by the archway, and a landing can be made on the little patch of shingle at the bottom. The bushes growing from the cliff, high up, are tamarisk, and are said to be portions of a hedge which subsided. A short pull from the *Frying Pan* brings us to

**Cadgwith** (*Star Hotel*, good. Post Town: *Ruan Minor R.S.O.*) is a delightful little fishing village at the mouth of a picturesque valley with a brook. It is a good stopping-place for those who wish to explore the coast by *Ynys Head*, just north of the village;



*Caerleon Cove, Poltesco, Black Head and Coverack* (7 m.; lodgings and small Inn). From Coverack *viâ St. Keverne* (5½ m.; Inns), and *Helford Ferry* (8½ m.; Inn, on N. side) to *Falmouth* is about 14½ m. See our *S. Devon and S. Cornwall*.

## Scilly Isles.

### Penzance to Scilly Isles.

Distance to St. Marys, 40 m. Time 4 hrs.

Steamer from Penzance Pier (abt. ¼ m. from station), twice a week in winter, thrice or oftener in summer, abt. 10 a.m. Letters arrive and depart by the steamer. Telegraph at Hugh Town, St. Marys and on Tresco.

**Inns:** St. Marys, *Hugh House Hotel*, and *Tregarthen's*; Tresco, *Canteen*.

Agnes and St. Martins are the only other inhabited islands of the group. The population in 1891 was 1,779, of which two-thirds was on St. Marys.

\*.\* For note on "Boatmen," see p. 152.



On leaving the extension pier at Penzance, an excellent view is obtained of the shores of Mount's Bay, and of Penzance, Newlyn, and Mousehole. Further on, Castle Trereen, capped by the Logan Rock, and bristling above and below with rocky peaks, makes its appearance, and soon after leaving it we pass the bell-buoy which marks the **Bundle stone**. The cliffs and islets around and about the Land's End now begin to appear, first Tol-pedn-Penwith, then in the distance Enys Dodnan, Land's End, and the Longships Lighthouse. As far as the Rundle Stone the steamer keeps a course fairly close to the Cornish coast, but when Tol-pedn-Penwith is passed our way is more seaward, and clearing the Land's End we open up Cape Cornwall. About half-way from Penzance to Scilly we pass to the right of the **Wolf Lighthouse**. The Wolf Rock, on which the lighthouse stands, was so called because of the roaring which wind and sea made when driven through a narrow aperture. This aperture was filled up with stones and pebbles by the fishermen, who imagined that the noise frightened away the fish!

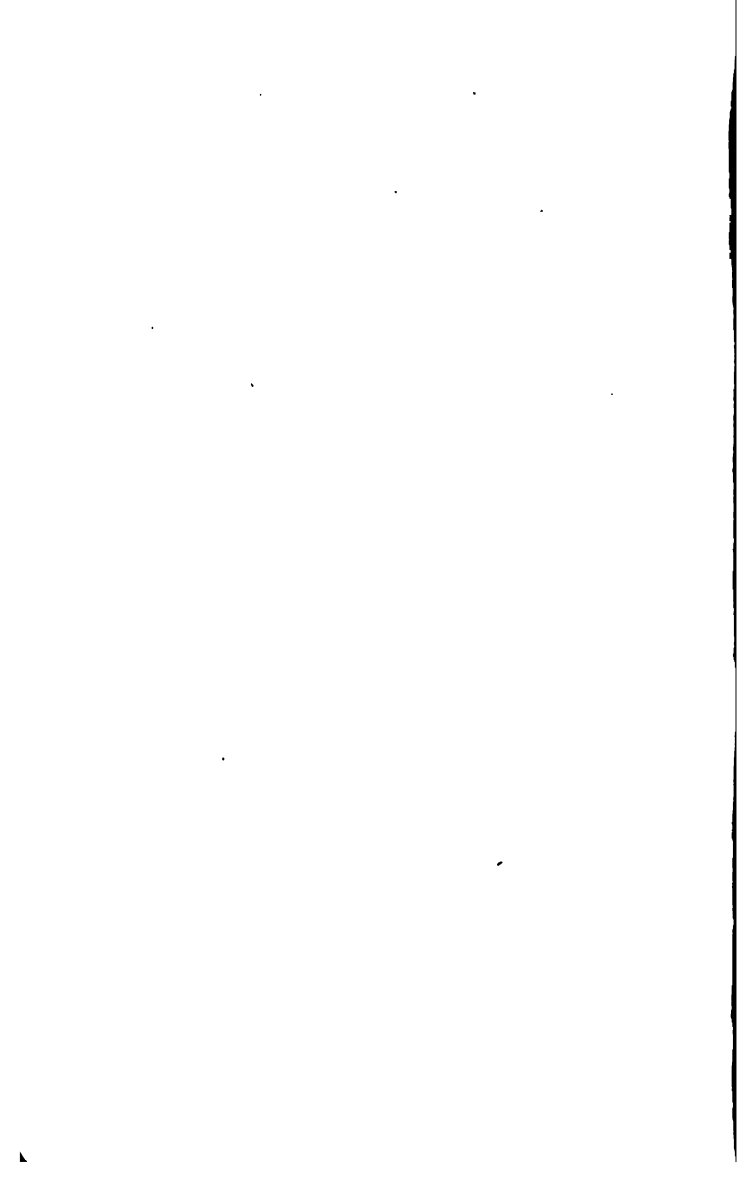
Long before the cliffs of the mainland have faded from view an experienced look-out will make out the Scilly Isles. These appear as low breaks upon the horizon, at first undefined, then showing themselves to be rocks and low banks. The rocks will shortly be found to be the eastern islands, Great Ganilly and Hanjague, and of the low-lying banks, that to the right, with a conical daymark upon it, is the eastern end of St. Martins, that to the left the island of St. Marys, with a telegraph tower upon its highest point. To Hugh Town, the chief collection of buildings in St. Marys and the destination of the steamer, there are two approaches by sea, and it depends upon the state of the tide which will be taken. By the direct approach we enter the Scilly Archipelago from the

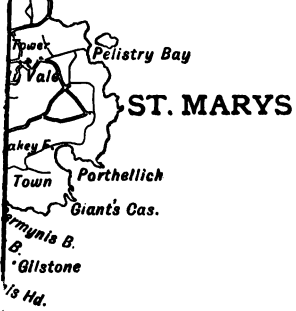


# THE LIZARD

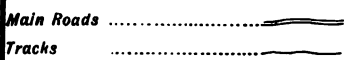
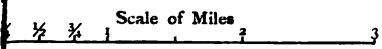
0 1 2 3 Miles

Roads described in the Book   
 Routes wholly or in part 





**SCILLY ISLES.**



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east, and pass through *Crow Sound* into *St. Marys Pool*, leaving *St. Martins* and *Tresco* on our right. Owing to the shallowness of the water at *Crow Sound* (*Crow Bar*, which extends from *St. Marys* towards *St. Martins* and *Tresco*, being at low-tide little more than knee deep) this route, although the shorter, is not always available. The other approach to *Hugh Town* enters the archipelago on the south-east between the *Gugh* of *Agnes* and the south-western side of *St. Marys*, known as the *Garrison*, by way of *St. Marys Sound*, and so to *St. Marys Road*.

The *Scilly Islands* form an archipelago extending about 10 miles in length from N.E. to S.W. and with a maximum breadth from N.W. to S.E. of half that distance. By far the greater number are rocky islets, and the *Scilly Rock*, which lends its name to the group, is only one acre. The rock everywhere is granite, which weathers rapidly under the combined action of sea and air. Regarded merely as scenery the islands do not rank high, but the seas are often grand. The climate is very equable in temperature, but fogs and storms are common. The soil, so far as there is enough to cultivate, is fairly fertile, and after having long sent us our early potatoes, it now produces, in early spring, immense quantities of narcissus, which are gathered in bud and sent off to *Covent Garden*. The early potato culture fell off when the increase of railway facilities made the yet earlier grounds of Southern Europe the source of our supplies.

*Herodotus* mentions, but not of his own knowledge, "the islands *Cassiterides* (*i.e.* tin islands) from which tin is brought to us." and *Diodorus Siculus* distinguishes between the islands and *Cornwall* as sources of supply. It is, however, more than doubtful if the former ever yielded any quantity of the metal, and the probable explanation is that *Scilly* was credited with the tin brought by sea, and *Cornwall* with that which arrived through *Gaul*.

The *Arthurian legends* place the *Land of Lyonesse* between the islands and the mainland; cf. *Tennyson's The Passing of Arthur*, 57-62.

From the reign of *Elizabeth* till late in the last century the islands were held by the *Godolphin* family; now for many years they have been leased from the *Crown* by the family seated at *Tresco Abbey* (*p.* 150). During the *Civil War* the *Royal cause* was adhered to by the *Scillonians*, but the *Parliamentary fleet* under *Blake* and *Ayscue*, took the islands in 1651.

### St. Marys.—Pop. 1,160.

The chief objects of interest in *St. Marys*, the largest and most important island of the archipelago, are :

- (a) *Peninnis Rocks*. (b) *Old Town* with its bay and churchyard.  
 (c) *Giant's Castle*, *Porthellick Bay*, and the *Cromlechs* on *Clapper Down*. (d) The view from the *Telegraph Tower*.

To a tolerably diligent pedestrian one day will suffice to inspect the lions of *St. Marys*. As a preliminary, however, it is advisable to walk around the *Garrison Hill*, which need not take up more than  $\frac{1}{2}$  to  $\frac{3}{4}$  hr. We start from the *Terrace*, in front of *Hugh House Hotel*. Beneath us lies *Hugh Town*, with its empty streets and its gardens. On the ridge or table-land to the left stands the *Telegraph Tower* with its flagstaff beside it. *Hugh Town* is seen to occupy an isthmus, which connects the *Garrison Hill* with the main body of the island. The bay to the left, as you look towards *St. Marys Church*, is *St. Marys Pool*. This is divided into two coves by *Carn Thomas*, a stack of granite 80 feet high. The farther cove is *Pormellin*—its fine sand was formerly exported

for pounce—and the bay to the right Porcrasa Bay, and, overlooking it to the N.E., is Buzza Hill, with a windmill. About a mile to the right, the rocks of Peninnis ("end of the island") form the eastern horn of Porcrasa Bay. Having thus noted the view at starting, we proceed to make the circuit of the garrison, proceeding southwards. An excellent road runs round the hill, and, for the greater part of the way, follows the line of the fortification wall. For the first 300 yards or so it skirts the western side of *Porcrasa Bay*, on the opposite side of which, towards its south-eastern horn, the Tooth Rock and the Monk's Cowl, granite rocks, so called from their shape, stand out on Peninnis Down. At the point where the road is cut for a yard or two through the granite the island of Agnes first comes into view, and then, as we bend round to the right, we see the Gugh of Agnes, a peninsula separated from Agnes at high tide. Then we notice Agnes' Lighthouse, and in the distance, beyond and over Agnes, the Bishop Lighthouse. As the road still bears steadily to the right, the island of Annet appears, and is easily recognised by the Haycock Rocks which stand out upon the horizon, and mark its north-western extremity. From the Haycocks, for a space, the open sea towards the west forms the horizon. Then the rugged islet of Minalto, with its satellite rocks, followed immediately by the southern hill of Samson, comes into view. At the point we have now reached, the Garrison Walk diverges from the fortification walls and begins to slope upwards. When the top of the ascent is reached, the northern hill of Samson makes its appearance, and apparently—but only apparently—continuous with it the island of Bryer. Bryer is separated from the adjacent island of Tresco by a pretty little strait with winding shores. Hangman Island, like a miniature St. Michael's Mount, rises from the water in its narrowest part. The white sand beaches of Tresco, behind them Tresco Abbey, the residence of the Lord Proprietor of the islands (T. A. Dorrien-Smith, Esq.), the island of Tean, and the island of St. Martin complete the views to be had from the Garrison Walk. From the sights of this walk we must not omit the **Star Castle**, which we shall pass as we again approach our starting point. It is at present the residence of the Lord Proprietor's steward (Mr. Allen), but was originally a fort, built in the reign of Queen Elizabeth, Over the portal the date 1593 and the initials E. R. (Elizabeth, Regina) may be read. The higher part of the wall is pierced for the ponderous muskets which formed the lighter artillery of the day. From the date and initials placed over the lower gateway, by which the Garrison precinct is entered, we learn the date of the walls and platforms, G. R. (*i.e.*, George II.) 1742.

(a) **Peninnis** is approachable from Hugh Town in two ways. One, a make-shift path, skirts *Porcrasa Bay*, another, commanding better views of the sea and of the Western islands, ascends *Buzza Hill*, passes the windmill and leads, by a lane which turns to the right, to a gate half-a-mile distant from the mill, and opens

on *Peninnis Down*. Passing through the gate we make for a group of rocks a little to the right, and then below are seen the two points east and west of Peninnis, the latter, with its piled-up granite, being a very picturesque promontory. Midway between these points are the *Tooth Rock* and the *Monk's Cowl*. These are part of a bold pile that, seaward, forms a precipice whose base is washed by the sea. The rocks here are everywhere fashioned by weathering into fantastic shapes, and their upper surfaces are occupied by rock-basins in various stages of formation or decay; some just forming, some fairly hollowed out, containing water and a few grains of granite, others disappearing, the outflow of water, at a particular point of the edge of the hollow, disintegrating the granite at that point and in time widening and deepening more and more, and turning the cup into a deep stone channel. A hundred yards or so onward is the **Pulpit Rock**, so named from its likeness to the sounding-board of a pulpit. This freak of nature is a slab of granite, kept in position by a block of the same material upon its northern end. The approach to the top of the sounding-board is easy, but to get beneath it involves a scramble. From the Pulpit Rock, northwards, a bay will be seen, alongside of which a tolerably-defined path takes us past *Carn Lea* to the old church at the head of the bay.

(b) This bay is called **Old Town Bay**, from the hamlet at its head, which was long ago the chief town of the island. The *Church*, part of which has been pulled down, formerly the only church on the island, now serves as a cemetery chapel. Inside, it has nothing of interest. The **Churchyard**, from its situation one of the most striking in the kingdom, has not been improved in appearance by the memorials which have been erected comparatively recently. The gratuitous ugliness of two obelisks, which have not even the justification of marking the resting-places of persons buried within the cemetery (one is to the memory of the late Lord Proprietor, who is buried at St. Buryan, on the mainland, and the other to a lady who was lost in the *Schiller*, in May, 1875), is remarkable. Many other monuments tell the sad tale of wrecks. The visitor will notice the Australian palms and the aloes which thrive here. There is nothing remarkable about Old Town, except, perhaps, the *carn* of rocks which stands in the middle of it, called *Castle Carn*, and on which is said to have stood the chief stronghold of the islands. No traces of this remain.

From near *Castle Carn* an opening in the houses to the south takes us by a path through the fields to the head of the eastern cove of Old Town Bay, called *Permynis Bay*, and from this point a rough path, hardly recognisable from time to time, goes along high-water line to the western slope of *Sallakey Down*.

(c) To reach **Giant's Castle** one can either walk round the coast, going East from the head of *Permynis Bay* (above), or make a short cut up the hill across the Down. Giant's Castle may be easily recognised as the highest point of the Down overlooking the



sea. It is one of those mysterious remnants of antiquity called "cliff-castles," and is the only one in the Scilly archipelago, though on the mainland of Cornwall and Wales they abound. Cliff-castles consist of some promontory or eminence abutting on the sea, and defended on the seaward side by inaccessible precipices. On the landward side they are defended by ditches and ramparts. Trereen Dinas (*p.* 131), on which is the famous Logan Rock, is one of the largest of such cliff-castles. By whom or for what purposes they were made is utterly unknown. Giant's Castle seems to have been defended by a series of terraces one above the other. Three at least may be made out, and these were formed partly by excavating the soil and partly by heaping up stones and boulders of granite wall-wise. The accommodation offered by it must always have been of the smallest. The granite shelves, on the summit, afford interesting examples of rock-basins past and present, and the sea-view thence is good. At our feet lies *Porthellick*, "the bay of willows," of which Giant's Castle forms the western horn. Opposite, across the bay, are the Clapper Rocks, and behind, to the north, Clapper Down. On a ledge a little below the castle and to the west of it rests a *Logan Stone*, which by continued pushing may be made to "log" very distinctly. From Giant's Castle to *Porthellick Bay*. Here the brig *Nerina*, of Dunkerque, came ashore keel upwards in the night 18-19 Nov., 1840. Four of her crew were in her and were saved, after an entombment of 70 hours. The upper part of the bay towards the north is left dry at high-water, and its eastern side is studded with granite boulders. At its northern end it is bordered by a strand of granite grains. Behind the strand is a slope of turf which stretches towards Holy Vale to the north, and is terminated by a large marsh-like pond of fresh water. The turf borders the granite strand the whole width of the cove, broken only by a strip of naked sand towards the east end, near where a little stream runs from the pond into the sea. Upon this little strip of sand hangs a tale, the only bit of romance that, as far as we know, clings to the islands. Let those who will, discredit it. This is how the tale was told us years ago:—

"When Admiral Shovel was sailing across the main on his way back to England, there was on board his ship a common seaman who kept for himself a reckoning of the vessel's course. This in itself was an unusual proceeding, very few sailors in those days possessing the necessary knowledge. The man declared that the ship's course would take her upon the rocks of Scilly, and this conclusion was brought to the knowledge of the officers. The unfortunate man was court-martialled on a charge of inciting to mutiny, and then and there convicted and sentenced to be hung at the yard-arm. Before execution he asked, and got leave, to read aloud a portion of Holy Scripture. The portion he chose was the 109th Psalm. It spoke of him who 'remembered not to show mercy, but persecuted, the poor and needy man, that he might even slay

the broken in heart.' It invoked upon him, among many other woes, fewness of days, fatherless children, and a posterity cut off. In a few hours the reckoning of the unhappy man was proved to be correct; the vessel struck upon the Gillstone Rock, and was lost. The body of the admiral, still alive (it is whispered that he was murdered for the sake of a ring he wore by the tenant of Sallakey farm), was carried by the sea to Porthellick, and for a while rested on the spot of ground marked by that strip of sand, and ever since that time the grass has refused to grow there!"

On Clapper Down, close to Porthellick, and bordering the bay to the east, some dozen barrows, called by the inhabitants *giants' graves*, are worthy of a visit. Their sides and ends are of small stones rudely built up, and the tops are covered by large granite slabs laid across. The earth seems to have been mounded around them, and this makes them conspicuous as we ascend from Porthellick to the Down. No remains of flint or other implements have been discovered, which might serve as a clue to the builders, or as to the state of Scilly civilisation that witnessed their erection. From Clapper Down a walk across the island, north-west, along some of the excellent roads, which preserve the memory of the late Lord Proprietor far more worthily than the ugly erection in Old Town cemetery, brings us to the

(d) **Telegraph Tower.** This tower, stationed on Telegraph Hill, the highest point (167 ft.) in the islands, is worth a visit on account of the extensive view of the islands which it commands. Its name is now misleading, as it has nothing to do with telegraphing, except as concerns the arrival of the Penzance steamer. It is a coastguard station, and the coastguard's man in charge readily permits visitors to ascend to the top of the tower, and is both willing and able to give the names of the numerous islands and islets in sight. To the north-east rises the eastern group of islands, Great Ganilly, Hanjague, and their satellites. To the north, St. Martins, stretching out low and long towards the west, then Tëan, St. Helens, and Mën-an-vawr. The last-named islets are seen from this point to great advantage. From these the eye passes to Tresco, Bryer, Samson, and the north-western rocks; and last of all in the far south-west, the Bishop Lighthouse, the Haycock Rocks, Annet, the Western Rocks, and Agnes, conspicuous by its lighthouse. There is nothing of sufficient interest along the north-east shore of St. Marys to require description. Should the tourist be at Scilly on St. John's Eve, he will witness a miniature carnival, such as is held at Penzance. Bonfires are lit in the square at Hugh Town and on St. Martins.

### Remaining Islands.

The interest of the remaining islands of the Scilly group is mainly that attaching to the varied rock-forms which granite assumes when acted on by perpetual wind and rain, to lonely

sequestered bays everywhere fretted by the sea into the land, and to the varying colour, under sunshine, of the water, according as it covers rock or sea-weed or white sand. To these attractions the island of **Tresco** (Pop. 315; Telegraph; *Canteen Inn*) adds those of the **Abbey Gardens** and the **Piper's Hole**. The **Abbey Gardens**, together with the House, are the creation of the late Lord Proprietor, Augustus Smith, Esq. The gardens are opened to tourists, accompanied by one of the gardeners, at all times; fee according to the discretion of the visitor. They are remarkable in two ways. For the products proper to a garden,—flowers, shrubs, and dwarf-trees of the most various kinds,—and for an unrivalled collection of figure-heads and other memorials of wrecked ships, which either singly or in groups meet the eye at every turn. Of the vegetable products only a botanist or gardener could give an adequate account. To see the gardens to the best advantage they should be visited towards the end of June or the beginning of July. The mesembryanthemums, which will have been observed in great beauty and profusion on the walls and hedges of St. Marys, grow to still greater perfection and in still greater variety here. There are said to be upwards of thirty species. Besides mesembryanthemums there are tree-ferns from Australia (somewhat draggled), rock plants from Madeira, a musk-shrub, a twig of which will retain its fragrance for weeks, and the largest but one, it is said, eucalyptus in Europe.

**Piper's Hole** (5s. for a party; apply at *Canteen Inn*), the other lion of Tresco, is somewhat disappointing. The local guide-books lead one to suppose that it must be a vast underground cavern containing a considerable pool or lake, whereas it is, in reality, nothing but a somewhat narrow passage or shaft which runs underground for about 200 yards. About 100 yards from the entrance the passage dips and rises again, and the water which drips unceasingly from the top collects in the depression, and has to be traversed in a boat. The depth of the water varies according to the time of the year, and in winter in places is said almost to reach the roof. When the water, which extends for a length of some 20 yards, has been passed, the visitor is landed upon a beach of fine granite gravel which extends to the end of the Hole. The only noticeable thing about this point of the cavern is the disintegration of the granite, which here takes place from below and not from above as in the rock basins. The walls glisten with moisture, and crumble to the touch for a depth of  $\frac{1}{2}$  in. In returning, the visitor, whose eyes by this time will have become used to the gloom, will notice boulders in the roof, seemingly ready to fall down. Between the water and the entrance the floor of the cavern is strewn with similar masses that have fallen down in times past, and which, added to the darkness, make the entrance to this cave a rough walk.

**Bryer** (Pop. 200), the island next to Tresco to the west, separated from it by a narrow strait fordable at low spring-

tides, is worth visiting by those who can afford the time, on account of the views of rock and sea to be obtained in a walk round its shores, particularly to the west and north. To the south is **Samson**, the largest uninhabited island of the archipelago, separated at all times by deep water from Bryer, but at low spring tides approachable from Tresco along a narrow reef of rocks. It was converted by the late Lord Proprietor into a rabbit warren. One or two ruined cottages remain as vestiges of the few inhabitants some 60 years ago, and one or two barrows which were opened by the late Mr. Smith witness to a more remote occupation. It is the scene of Besant's *Amorel*. To the west and south-west from Bryer an archipelago of rocks and islets, perpetually "laced with foam," opens upon the view, the most noticeable of which are Castle Bryer, so called from its shape, G-weal, Maiden Bower, and last, and among the least, the **Scilly Rock** (area 1 acre), from which the whole group takes its name. As seen from the north of Bryer this rock appears as a dark wall slightly elevated at two points towards its ends. There is a cleft between the two halves.

**St. Helens.** To the north-east of Tresco, separated from it by reefs and a deep sea-channel, rises St. Helens, or St. Lides, the latter the ancient name. (*Boatman's charge from St. Marys, 7s. 6d.*) To reach it, a Lizard Point in Tresco, within a few seconds of the same latitude as the better-known Lizard Point, has to be passed. The boat lands one on a strand of fine white sand, on the south of the island, some few feet in width, between two rough boulder walls. Close to the landing-place is the *Pest House*, now long disused and far on the way to ruin. On the top of the island, 140 ft. above the sea, are the remains of a *church*. Dr. Borlase, the antiquary, *d.* 1772, considered the church the most ancient in Scilly, and he describes it as consisting of S. aisle,  $31\frac{1}{2}$  ft. by  $14\frac{1}{2}$  ft., which, by two low rude arches, communicated with a N. aisle,  $19\frac{1}{2}$  by 12. These measurements were verified by the late Mr. Augustus Smith. The name "St. Helen" is a corruption of St. Lides (Elidius), better known as Teilo, Bp. of Llandaff in the 6th cent., said to have been buried in Scilly. From the site of the church there is a magnificent view of the adjoining islands, particularly of those to the north. To the east is the low length of St. Martins. Still nearer, between us and it, and almost at our feet, the islet of Tëan, with its many bays—not unlike an immense cuttle-fish, petrified and grass-grown. To the north, rise—sheer out of the sea—the seemingly inaccessible heights of Round Island, the summit of which is a few feet higher than the spot on which we stand. But the most remarkable object to be seen from this point is *Mën-an-vawr*, commonly called Man-of-War. In shape it is a pyramid, roughly-hewn and storm-scarred, divided into two segments by a narrow chasm, through which, from our position, the light streams and illumines the restless waters of the narrow strait beneath. On the north side of St. Helens those who are

disposed for a scramble will find a *blow-hole*. Two caverns, one above the other, have been fretted into the granite. Through the floor of the higher and the roof of the lower cave, into which the sea enters, there is an aperture, and through this the air is either expelled or sucked into the lower cave, according as the advancing or receding waves fill it or leave it empty.

**Agnes.**—Pop. 130.

In Agnes, the southernmost of the inhabited islands, the most interesting objects are the lighthouse, the Punch-bowl, and the dried-up well of Sancta Warna. The **Punch-bowl** is a huge boulder of granite perched upon another boulder. It contains a rock-basin some 3 feet deep. A ladder is needed for inspecting it.

The **Well of Sancta Warna** is dried up, and is more interesting for its associations than for its surroundings. Here Sancta Warna is said to have landed after her voyage in a coracle across the Atlantic from Ireland; and here, in by-gone times, on Sancta Warna's day the natives of Agnes gathered together to pray for wrecks! The old fisherman, who years ago showed thé well, expressed great doubts as to this latter fact: "They were very bad in old times," he said, "but not bad enough for that." Perhaps, as at Moorwinstow, the petition was modified: "If wrecks there must be, let them be here." The coast of Agnes is low and uninteresting. Near the well is **Bead Bay**, so called from the beads which strewed its shores after the wreck of a vessel bound for the coast of Africa. This wreck took place many years ago, but a bead can still, from time to time, be picked up on the sands. As one walks along the coast, cairns or low-lying oblong heaps of stones, some of them nearly grass-grown, may be noticed. These, we were told, marked the resting-places of bodies thrown upon the shore by the sea, which were buried where they were found, until an Act of Parliament was passed directing the burial of such bodies in parish burial-grounds. The *Gugh of Agnes* is a promontory, on the east of the island, that at high spring-tides is turned into an islet.

To the west of Agnes, as far as the Bishop Lighthouse, are the Western Islands, the largest group of the Archipelago. They are full of interesting rock forms, infinite variety of sea-birds, and many seals. **Annet** is the chief accessible haunt of sea-birds.

**St. Martins** (Pop. 174) is in itself devoid of special interest, but affords from the comparatively high ground (147 ft.) on which its day-mark stands a good view of the archipelago.

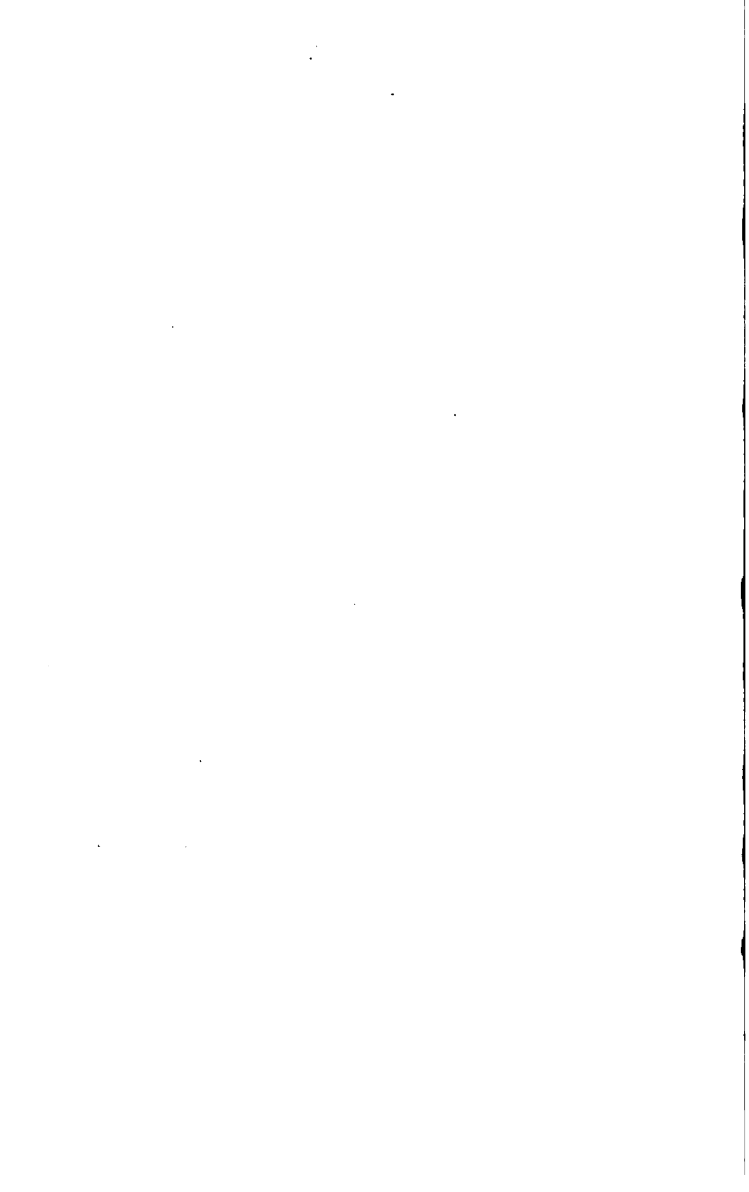
**N.B.**—**Boatmen.** The men who pester tourists on their arrival at the new quay with cards, are quite capable of making a voyage to the nearer of the adjoining islands, such as Agnes, Tresco, or St. Martins. But among them there are some more qualified than others, and some are merely boatmen in the inter-

vals of cobbling or gardening. For a longer voyage to the outlying islands, tourists are recommended to engage none but experienced men, and on no account to attempt boating by themselves. The seas of Scilly abound in lurking rocks, which only come out of their hiding when the boat is some two or three feet away from them. To the risk of reefs must be added that of capricious weather, which is often fatal to Scillonian navigators themselves. The best plan is to take counsel of mine host before embarking on a distant cruise.

**Ferns.** Scilly has a few ferns not easily procurable elsewhere. *Asplenium lanceolatum* is found on St. Marys and Agnes; *Lastrea æmula* and *L. spinulosa* in Hugh Town Marsh; *Ophioglossum Lusitanicum* and *Botrychium lunaria* on St. Martins. *Asplenium marinum* is found on all the islands, and grows to great perfection at Peninnis.

**Lighthouses.** The Scilly Islands possess three, two of which are land structures—on *Agnes* (White—revolving every  $\frac{1}{4}$  min.) and *Round Island* (Flashing Red)—and the third on the *Bishop Rock*, at the S.W. extremity of the group. This last is well worth visiting, and is distant from St. Marys about 7 miles. The rock on which it stands is just covered at ordinary spring tides, but at low water is bare, about 150 by 50 feet, with deep water all round it. The first structure (1847-50) was of iron columns tied together, and surmounted by the keepers' room, lantern, etc. Fortunately the insecurity of this erection was proved before it came into use. A storm on Feb. 5, 1850, made a clean sweep of it. In 1851-58 a granite tower was erected, with the light 110 feet above high-water spring tides, and visible in clear weather 16 miles. This structure successfully resisted the terrible storms to which it was subjected, but signs of weakness were manifested, and in 1874 it was strengthened internally by iron ties; but a violent storm in 1881 demonstrated the need of further improvements, and these were effected between 1883 and 1888, the works then completed including the construction of the present cylindrical base and the thickening of the tower upwards by an outer casing. The tower was also raised, so that the light is now 146 feet above high-water spring tides, and its range 18 $\frac{1}{4}$  miles. In ordinary weather a light (paraffin) of 40,000 candles is used, but a second burner is added whenever *Agnes* light, 5 m. distant, is not clearly visible. The double apparatus then gives 230,000 candles. The light shown is a double flash of 4 $\frac{1}{2}$ " each, with a like interval, every min. In foggy weather an explosive fog-signal is fired by electricity every 5 mins. from a crane attached to the lantern, each charge being 4 oz. of gun-cotton.

Besides the above-named lighthouses there is a lightship at the Seven Stones.



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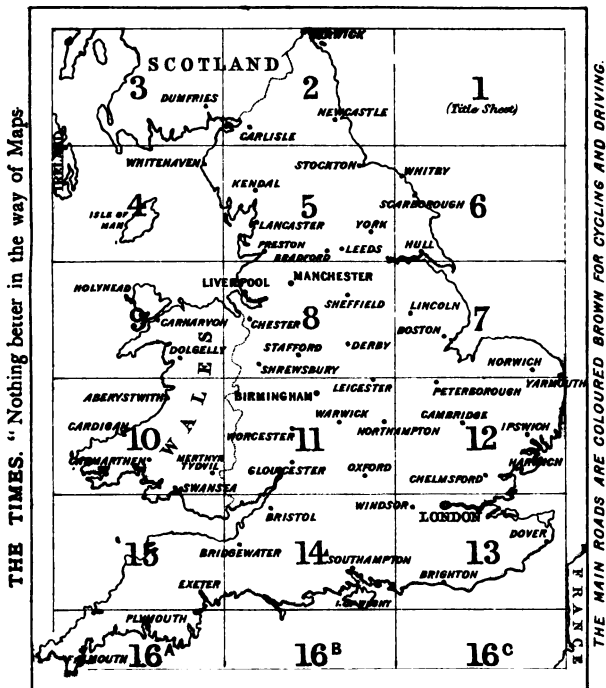
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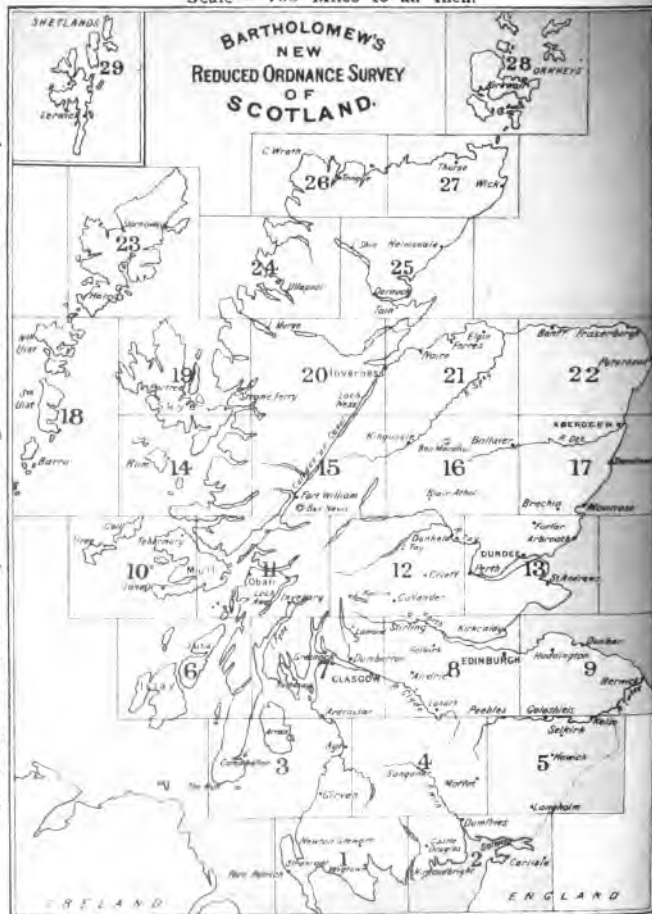
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"	Ullswater . . . .	Bownass, Glenriding . . . .	44
<b>Wastwater</b>	Wastwater . . . .	Nearest at Holmrook, 12 m.	49
<b>Windermere</b>	Belsfield (Bowness)	Belsfield, Windermere . . . .	46
"	Crown (Bowness)	Crown Hotel, Windermere	48
"	Lakeside Hotel . . .	Lakeside Hotel, Newby Br.	49
"	Old England (Bowness) . . . .	Old England, Windermere	47
"	Rigg's . . . .	Rigg, Hotel, Windermere . . .	45
"	Royal (Bowness)	Royal Hotel, Windermere	48
<b>(Troutbeck)</b>	Mortal Man . . . .	Nearest at W'mere, 3½ m.	43
<b>York</b>	Harker's York . . . .	Harker, Hotel, York . . . .	95

#### Hotels in Ireland.

<b>Achill</b>	Slievemore (Dugort)	} Nearest Achill Sound, 9 m.	51
<b>Donegal</b>	Crolly Bridge . . . .		
"	Falcarragh . . . .	Gallagher, Crolly, Gweedore	52
"	Glenties . . . .	McGinley, Falcarragh . . . .	52
"	Nesbitt Arms . . . .	O'Donnell, Hotel; Glenties	52
"	Portsalon . . . .	McNelis, Hotel, Ardara . . . .	50
"	Stewart Arms . . . .	Hotel, Portsalon . . . .	51
<b>Dublin</b>	Stewart Arms . . . .	Stewart Arms, Dunfanaghy	51
"	Gresham . . . .	Gresham Hotel, Dublin . . . .	54
"	Nassau . . . .	Gresham Hotel, Dublin . . . .	54
"	Shelbourne . . . .	Nassau Hotel, Dublin . . . .	54
<b>Giant's Causeway</b>	Shelbourne . . . .	Shelbourne Hotel, Dublin.	53
<b>Kerry Co.</b>	Royal . . . .	Nearest at Bushmills, 3 m.	54
"	Cahirciveen . . . .	Leslie's Hotel, Cahirciveen	57
"	Southern Hotels . . .	Parknasilla, Sneem, Kerry	56
"	Waterville . . . .	Galvin, Hotel, Waterville.	57
<b>Killarney</b>	Great Southern . . .	Galvin, Hotel, Waterville.	57
<b>Londonderry</b>	Great Southern . . .	Great Southern, Killarney	55
"	City . . . .	City Hotel, Londonderry . . .	58
"	Imperial . . . .	City Hotel, Londonderry . . .	58
<b>Sligo</b>	Imperial . . . .	Imperial, Londonderry . . . .	58
"	Victoria . . . .	Victoria, Sligo . . . .	58

#### Hotels in Scotland.

<b>Aberdeen</b>	Grand . . . .	Mann's, Aberdeen . . . .	64
"	Palace . . . .	Palace, Aberdeen . . . .	65
<b>Aberfoyle</b>	Baillie Nicol Jarvie	Blair, Aberfoyle . . . .	66
<b>Auchnasheen</b>	Auchnasheen . . . .	Hotel, Auchnasheen . . . .	93
<b>Ballater</b>	Invercauld . . . .	Hotel, Auchnasheen . . . .	93
<b>Balmacara</b>	Invercauld . . . .	Invercauld, Ballater . . . .	69
"	Balmacara . . . .	Macleod, Hotel, Lochalsh . . .	67

<i>Place.</i>	<i>Name of Hotel.</i>	<i>Telegraphic Address.</i>	<i>Shortest</i>	
<b>Banavie</b> . . .	Lochiel Arms . . .	Hotel, Banavie . . .	66	
<b>Blair Atholl</b> . . .	Atholl Arms . . .	Hotel, Blairatholl . . .	67	
<b>Braemar</b> . . .	Invercauld Arms . . .	Invercauld Arms, Braemar . . .	68	
<b>Callander</b> . . .	Caledonian Temp. . . .	Temp. Hotel, Callander . . .	69	
<b>Dalmally</b> . . .	Dalmally . . . .	Hotel, Dalmally . . . .	79	
<b>Dingwall</b> . . .	National . . . .	National Hotel, Dingwall . . .	90	
<b>Edinburgh</b> . . .	Cockburn . . . .	Cockburn Hotel . . . .	} Edin- burgh {	
" . . .	Clarendon . . . .	Clarendon Hotel . . . .		71
" . . .	Darling's . . . .	Darling, Hotel . . . .		72
" . . .	Roxburghe . . . .	Roxburghe Hotel . . . .		71
" . . .	Windsor . . . .	Windsor Hotel . . . .		70
<b>Fort William</b> . . .	Station . . . .	Station Hotel, Fort-William . . .	73	
<b>Galloway</b> . . .	Lochinvar . . . .	Lochinvar, Dalry . . . .	74	
<b>Garelochhead</b> . . .	Garelochhead . . . .	Hotel, Garelochhead . . . .	74	
<b>Garve</b> . . . .	Garve . . . .	Hotel Garve . . . .	89	
<b>Glasgow</b> . . . .	Windsor . . . .	Windsor Hotel, Glasgow . . . .	70	
<b>Grantown</b> . . . .	Grant Arms . . . .	Grant Arms, Grantown . . . .	68	
<b>Inverness</b> . . . .	Caledonian . . . .	C'donian Hotel, Inverness . . .	75	
" . . . .	Glenalbyn . . . .	Glenalbyn Hotel, Inverness . . .	74	
" . . . .	Palace . . . .	Palace, Inverness . . . .	76	
" . . . .	Royal . . . .	Royal Hotel, Inverness . . . .	77	
" . . . .	Waverley . . . .	Waverley Hotel, Inverness . . .	78	
<b>Loch Awe</b> . . . .	Loch Awe . . . .	Fraser, Lochawe . . . .	79	
" . . . .	Portsonachan . . . .	Cameron, Portsonachan . . . .	80	
<b>Loch Broom</b> . . . .	Dundonnell . . . .	Ullapool, 7m. . . .	81	
<b>Loch Earn</b> . . . .	Lochearnhead . . . .	Hotel, Lochearnhead . . . .	81	
<b>Loch Katrine</b> . . . .	Stronachlachar . . . .	Hotel Stronachlachar . . . .	82	
" . . . .	Trossachs . . . .	Hotel, Trossachs . . . .	81	
<b>Loch Lomond</b> . . . .	Tarbet . . . .	Hotel, T'bet, L'Lomond. . . .	83	
<b>Loch Ness</b> . . . .	Drumnadrochit . . . .	Hotel Drumnadrochit . . . .	84	
<b>Melrose</b> . . . .	George and Ab'ford . . . .	Hamilton Hotel, Melrose . . . .	83	
<b>Nairn</b> . . . .	Royal Marine . . . .	Marine Hotel, Nairn . . . .	85	
<b>Oban</b> . . . .	Great Western . . . .	Western, Oban . . . .	87	
" . . . .	King's Arms . . . .	King's Arms, Oban . . . .	88	
" . . . .	Station . . . .	Station Hotel, Oban . . . .	87	
<b>Orkney</b> . . . .	Kirkwall Hotel . . . .	Dunnet Hotel, Kirkwall . . . .	85	
<b>Pitlochry</b> . . . .	Moulin . . . .	Moulin Hotel, Pitlochry . . . .	89	
" . . . .	Scotland's . . . .	Scotland, Pitlochry . . . .	88	
<b>Shetland</b> . . . .	Baltas'd, Queen's . . . .	Hotel, Baltasound . . . .	91	
" . . . .	Clousta . . . .	Nearest at Bixter, 4 m. . . .	91	
" . . . .	Lerwick, Queen's . . . .	Queen's Hotel, Lerwick . . . .	91	
<b>St. Fillans</b> . . . .	Drummond Arms . . . .	Carmichael, H'l, St. Fillans . . .	90	
<b>Skye (Isle of)</b> . . . .	Broadford . . . .	Hotel, Broadford . . . .	92	
" . . . .	Kyleakin . . . .	Hotel, Kyleakin . . . .	92	
" . . . .	Sligachan . . . .	Hotel, Sligachan . . . .	93	
<b>Strathpeffer</b> . . . .	Spa . . . .	Wallace, Strathpeffer . . . .	94	
" . . . .	Strathpeffer . . . .	S'peffer Hotel, S'peffer . . . .	95	
<b>Tomintoul</b> . . . .	Richmond Arms . . . .	Richmond Arms, T'oul. . . .	93	

# London & North-Western Railway.

WEST COAST ROYAL MAIL ROUTE

BETWEEN

ENGLAND and IRELAND,

AND BETWEEN

ENGLAND and SCOTLAND.

## EXPRESS TRAIN SERVICES.

London (Euston) & Birmingham (New Street) in 2½ hours.		
"	"	Chester 4 "
"	"	Liverpool (Lime Street) 4½ "
"	"	Manchester (London Road) 4½ "
"	"	Glasgow (Central) 8 "
"	"	Edinburgh (Princes Street) 8 "
"	"	Aberdeen 11½ "
"	"	Belfast 13½ "

The Express Trains between London and the North (with one or two exceptions) call at Willesden Junction, and SPECIAL TRAIN SERVICES are in operation between Willesden and Victoria, Willesden and the Crystal Palace and Croydon, connecting with the Lines South of the Thames.

Train Services are also in operation between Willesden and Kensington (for Waterloo and the London and South-Western Railway), and between Willesden, Broad Street, Kew, and Richmond, Willesden and Southall.

**Sleeping Saloons** by the night trains between London and Liverpool, London and Manchester, London and Holyhead, London and Edinburgh, Glasgow, Stranraer, and Perth; extra charge of 5s. for each Berth in addition to the ordinary first-class fare.

**Dining Saloons** between London and Manchester, London and Liverpool, and between London and Glasgow. Hot Dinners, 3s. 6d. each.

**Corridor Trains, with Dining Cars attached**, both for First and Third-class Passengers, are run by the West Coast route between London and Scotland.

**Breakfast and Luncheon Car between London and Holyhead by Day Irish Mails.**

**Farm House and Country Lodgings.**—A list of addresses of Farm House and Country Lodgings, &c., adjacent to this Company's Line with information as to the accommodation available, has now been prepared, and can be obtained on application.

**Hotel Accommodation.**—LONDON (Euston Hotel), LIVERPOOL (North-Western Hotel), BIRMINGHAM (Queen's Hotel), PRESTON (Park Hotel), CREWE (Crewe Arms), GLASGOW (Central Station Hotel), DUBLIN (North-Western Hotel), HOLYHEAD (Station Hotel), GREENORE, BLETCHLEY (North-Western Hotel). The accommodation provided at these Hotels is of the highest standard, and the charges will be found reasonable.

**Hot or Cold Luncheons** in baskets are provided at the principal Stations, the charge being 3s., including Beer or Wine, and 2s. 6d. without.

Every information as to Trains and Fares can be obtained on application to Mr. R. TURNBULL, Superintendent of the Line, Euston Station, London, N.W.

Euston Station, 1896. FRED. HARRISON, General Manager.

# Midland Railway.

**CHEAP WEEK-END EXCURSION TICKETS,**  
for 4 or 5, and 10 or 11 Days, are issued from most of the Stations on the Midland Line, to the PRINCIPAL SEASIDE AND HOLIDAY RESORTS. Bills giving full particulars may be obtained at the MIDLAND STATIONS AND AGENCIES.

## CHEAP TOURIST TICKETS.

From May 1st to October 31st, Tourist Tickets are issued from LONDON (St. Pancras and City Stations) and all PRINCIPAL STATIONS on the Midland System, to Glasgow, Edinburgh, Greenock, Ardrossan, Oban, Inverness, Aberdeen, and other places of Tourist Resort in Scotland; to Malvern, Matlock, Buxton, Ilkley, Harrogate, Scarborough, Morecambe, Blackpool, Southport, Isle of Man, the English Lake District, and all the principal places of Tourist Resort on the Yorkshire and Lancashire Coasts; and to Belfast, Portrush, Londonderry, Connemara, and the North of Ireland. All Tourist Tickets to SCOTLAND by Midland Route, at any time during the season, are available for the Return Journey on any day, and by any train up to December 31st. For particulars of TOURIST ARRANGEMENTS see Programmes in the Company's Time Tables, to be obtained at any Midland Railway Station.

## PLEASURE PARTY TICKETS.

Picnic, Pleasure, and School Parties are conveyed at reduced fares, particulars of which can be obtained at the Stations on the line.

## EXCURSION TRAINS AT LOW FARES

will run at intervals during the summer season to and from London, Liverpool, Manchester, Yorkshire, Birmingham, Nottingham, Derby, Lancaster, Carlisle, and all principal parts of the MIDLAND SYSTEM, particulars of which will be announced fourteen days prior to the running of the Trains.

## TRAVELLING ACCOMMODATION, &c.

**First and Third Class Dining Carriages** by Day Expresses between London and Glasgow. Dinner (*Table d'Hôte*) and other Refreshments *à la carte* served en route.

**Through Carriages** by Midland EXPRESS TRAINS of the most improved description, provided with LAVATORY and other conveniences for both the First and Third Class passengers, and fitted with an efficient continuous automatic brake, and all the most approved modern appliances.

**Sleeping Saloon Cars** between London (St. Pancras) and Manchester, Carlisle, Edinburgh, and Glasgow. Charge per berth in the Sleeping Saloon Cars, 5s. in addition to the First Class Fare.

**Luncheon and Dining Saloon Cars** by some of the principal Day Express Trains.

**Saloon, Family, and Invalid Carriages**, fitted with Lavatories and every convenience, can be engaged by giving a few days' notice at the Stations, or to the Superintendent of the Line, Derby.

**Pillows in Night Trains.** Pillows may be hired by Travellers by the Night Mail and Express Train from London (St. Pancras) and other towns, at a prepaid charge of 6d. each.

**Delivery of Passengers' Luggage.** Passengers, after taking their tickets, can have their luggage booked to destination, and delivered to their Residence or Hotel, if within the usual delivery boundary, in the principal towns on the Midland Railway, at a charge of 6d. per package.

BEFORE DECIDING WHERE TO SPEND A HOLIDAY, Passengers should apply for copies of the

## SPECIAL HOLIDAY PUBLICATIONS

OF THE COMPANY, WHICH COMPRISE:—

"General Tourist Programme," containing particulars of all the Company's Tourist Fares, Luggage Arrangements, &c.—"Scotch Tourist Programme," containing particulars of Fares, Train Service, &c., &c., between England and Scotland.—"Pocket Diary and Guide to the Isle of Man and the English Lake District."—"The Peak of Derbyshire."—"List of Furnished Lodgings in Farmhouses, Country Villages, Hotels, &c." adjacent to Stations on and in connection with the Midland Railway. Free.—"Pocket Guide to the Midland Railway," with numerous vignettted illustrations. Price 6d.—"Holiday Tours in the British Isles," containing Descriptive Notes, Tourist Fares from principal towns, and List of Furnished Lodgings in Farm Houses, Country Villages, &c., adjacent to the line, with numerous illustrations. Price 3d. \* These Books also contain a List of the Special Travelling Arrangements of the Company for the information of Passengers by the Midland Line.

The Guides are on sale at all Railway Bookstalls and Midland Booking Offices, and may also be obtained, along with Time Tables, Tourist Programmes, American and Continental Folders, and other publications, on application to the Midland Station Masters and Agents to the Superintendent of the Line, Derby; or to

Derby, 1896.

GEO. H. TURNER, General Manager.

# FURNESS RAILWAY.

**LAKE-LAND (The Paradise of Tourists).**

**Bathing, Boating, Fishing (Sea, River, and Lake),  
Golfing, Coaching, and Mountaineering.**

**T**HE FURNESS RAILWAY possesses the advantages of running through the finest and most picturesque scenery in the country, and affords at the same time a means of direct communication to some of the most beautiful and healthful pleasure resorts. Along the whole route a series of charming views present themselves in quick succession to the tourist.

## TOURIST TICKETS

available for two calendar months are issued from 1st May to 31st October from all the principal Railway Stations to Grange, Cark, Ulverston, Windermere (Lake Side), Bowness, Ambleside, Furness Abbey, Coniston Lake, Ravenglass, Seascale, and St. Bees, and holders of these tickets are allowed to break their journey at any intermediate Station on Furness Railway, between Carnforth and their destination.

## CHEAP WEEK-END and TEN DAYS TICKETS

are issued every Friday and Saturday from the principal towns in Lancashire and Yorkshire, the Midland Counties, &c., to the Lake District and Furness, and Coast Stations (including Ulverston).

**GRANGE** combines with its natural beauties a salubrious climate, and is one of the best-known health resorts in the kingdom.

**ARNSIDE, CARK, KENTS BANK,** and **SILVERDALE** are delightful places of resort, in close proximity to the Sea and Windermere Lake. Cartmel Priory is within easy distance of Cark Station.

**ULVERSTON.** Beautifully situated near the shores of Morecambe Bay, and a central point for the Lake District. **Two miles from the historical Conishead Priory, now a Hydropathic Establishment.**

**WINDERMERE (LAKE SIDE), BOWNESS** (magnificent Golf Links), **AMBLESIDE,** and **CONISTON** are in the heart of the English Lake District.

**FURNESS ABBEY.** Visitors to the Lakes should not fail to see the famed ruins of St. Mary's Abbey.

**BARROW-IN FURNESS.** The Furness Railway Docks are 174 acres in extent. The Naval Construction and Armaments Company's extensive Ship-building Yard, where H.M.S. *Powerful* was built, is one of the features of this progressive town.

**RAVENGLASS** (for Eskdale). The Eskdale Valley runs through some of the finest mountain scenery in Cumberland.

**SEASCALE** and **ST. BEES** are seaside watering-places with a bracing climate. The sands are unsurpassed, and safe bathing may be had at all states of the tide. At Seascale there are extensive Golf Links.

## NUMEROUS CIRCULAR TOURS

during the summer months, by Rail, Steam Yacht, and Chars-à-banc.

**WEEKLY** and **FORTNIGHTLY TICKETS, FROM and TO LONDON,** during July, August, and September, **Every Saturday.** Cheap weekly and Fortnightly bookings from London (Euston or St. Pancras) to Windermere and Coniston Lakes and the principal Coast Stations on the Furness Railway; and **Every Monday,** similar Bookings to London (Euston or St. Pancras) from the above-named Stations on the Furness Railway.

**CHEAP DAY TICKETS** by ordinary trains, at a **Single Fare** for the Return journey, are issued Daily, from April to October, to and from all Pleasure Resorts on the Furness Railway; and four days a week from the principal Towns on the Furness Railway to all Pleasure Resorts. **CHEAP WEEK-END TICKETS** are issued every Friday, Saturday, and Sunday *all the year round,* available to return on the Sunday and following Monday or Tuesday, from the principal Towns to the Pleasure Resorts, and to and from all the Pleasure Resorts on the Furness Railway.

Time Tables, Tourist Programmes, List of Furnished Lodgings, &c., may be obtained at any of the Company's Stations, also from

**Mr. F. J. RAMSDEN,** Superintendent of the Line, Barrow-in-Furness.

**BARROW-IN-FURNESS,** May 1896.

**ALFRED ASLETT** General Manager.



# GREAT WESTERN RAILWAY.

PASSAGE TICKETS of all descriptions are issued at the following

RECEIVING OFFICES:—			
Minories (opposite Goodman's Yard).	67 Gresham Street.	193 Oxford Street.	The Piazza, Covent Garden.
5 Arthur St. East, London Bridge.	4 Cheapside.	407 Oxford Street.	29 Charing Cross.
83 Queen Victoria Street.	Holborn Circus.	269 Strand.	26 Regent Street.
	181 Tottenham Court Road.	Cambridge Circus, Sh't'sb'ry Avenue.	17 Brompton Road.
	23 New Oxford St. "Nag's Head," 137, Borough High Street S.E.		

London, Brighton, & South Coast Co.'s Office (under Grand Hotel), Trafalgar Square.

## TOURIST TICKETS.

### FIRST, SECOND & THIRD CLASS.

Available for Two Months and renewable, with exceptions, up to Dec. 31st, are issued during the Summer Months of each year, at PADDINGTON, and the above-mentioned offices, AND AT ALL PRINCIPAL STATIONS,

To the following well-known watering and other places of attraction.

WEST OF ENGLAND DISTRICT: **Barnstaple, Bodmin, Dartmouth, Dawlish, Exeter, Falmouth, Ifracombe, Lynton, Newquay, Pezance, Plymouth, Scilly Isles, St. Ives, Teignmouth, Torquay, Wadebridge, Weston-super-Mare, Weymouth, Channel Islands, &c.**

NORTH AND SOUTH WALES DISTRICTS: **Aberystwith, Bala, Bangor, Barmouth, Bettws-y-Coed, Carnarvon, Corwen, Dolgelly, Llanberis (for Snowdon), Llandudno, Llangollen, Penmaenmawr, Rhyl, Chepstow, Swansea, Tenby, New Milford, &c.**

ENGLISH LAKE AND DERBYSHIRE DISTRICTS: **Wintermere, Furness Abbey, Ambleside, Buxton, Matlock, &c.**  
**Leamington, Malvern, Ross, Monmouth, Abergavenny, Isle of Man, Waterford, Cork, Lakes of Killarney, Dublin, Belfast, Londonderry, Portrush, &c.**

Tourist and Ordinary Tickets are issued between the WEST OF ENGLAND and the NORTH OF ENGLAND and SCOTLAND, in connection with the Express Service of Trains *via* the Severn Tunnel; also from and to South Wales and the North by the same Service *via* Hereford.

Tourists by the GREAT WESTERN LINE—THE BEST ROUTE to the WEST OF ENGLAND—pass through the most picturesque scenery in Devonshire and Cornwall, extending from Exeter to Plymouth, Falmouth, St. Ives, Penzance, and the Land's End.

Holders of Tourist Tickets are allowed to break their journey at several Stations *en route*, and visit at their leisure places of interest in the vicinity. The holders of Ordinary Tickets between London and Exeter and places beyond, are also allowed, all the year round, to break their journey at Bath, Bristol, Taunton, or Exeter and proceed the next day, an arrangement which conduces largely to the comfort of invalids and others to whom a lengthened railway journey is objectionable.

### IMPROVED SERVICES OF EXPRESS TRAINS run between LONDON (Paddington Station).

AND	HOURS.	AND	HOURS	AND	HOURS
EXETER .. in	3½	LEAMINGTON .. in	2½	CHESTER .. in	5
TORQUAY .. "	5	BIRMINGHAM .. "	2½	BIRKENHEAD .. "	5½
PLYMOUTH .. "	5½	WOLVRHAMPT'N .. "	3	CARDIFF .. "	8½
PENZANCE .. "	8½	SHREWSBURY .. "	3½	SWANSEA .. "	4½

CORRIDOR CARRIAGES, with reserved Compartments for Ladies, Smoking Saloons, and Lavatory Compartments, of each class are provided on many of the express trains.

Powerful Fast Steamers between

### NEW MILFORD, WATERFORD, and CORK.

WEYMOUTH  
TO  
GUERNSEY  
IN  
About 4½ Hours.

QUICKEST AND BEST ROUTE TO  
AND FROM THE  
**CHANNEL ISLANDS,**  
*via* WEYMOUTH.  
SHORTEST SEA PASSAGE.  
Weymouth to Jersey direct in about  
Six Hours.

GUERNSEY  
TO  
JERSEY  
IN  
About 1½ Hours.

The Boat Train leaves Paddington Station at 9.15 p.m. daily (Sundays excepted).

All Trains are First, Second, and Third Class.

For particulars of Circular Tours, Fares, and other information, see the Company's Time Book and Tourist Programmes, which can be obtained at the Stations and Booking Offices.

Paddington Station, 1896.

HY. LAMBERT, General Manager.

# COCKERMOUTH, KESWICK, AND PENRITH RAILWAY.



DERWENTWATER, ULLSWATER, THIRLMERE,  
and BASSENTHWAITE LAKES.

THIS RAILWAY AFFORDS THE READIEST ACCESS TO  
THE HEART OF THE LAKE DISTRICT.

**T**RAINS to and from TROUTBECK (for Ullswater), KESWICK (Derwentwater, Thirlmere, &c.), and BASSENTHWAITE LAKE, run in direct connection with the trains of the London and North-Western, North-Eastern, and Midland Companies at Penrith, for all parts, and with those of the London and North-Western, and Maryport and Carlisle Companies for West Cumberland, &c.

## SPECIAL FACILITIES GIVEN TO PLEASURE PARTIES.

During the Summer Months, COACHES run from TROUTBECK STATION to PATTERDALE (Ullswater), and from KESWICK STATION to WINDERMERE in connection with which Circular and other Tourist Tickets are issued.

Coaches leave KESWICK STATION daily for BORROWDALE and for BUTTERMERE, over Honister Pass, allowing passengers the opportunity of visiting Barrow, Lodore and Scale Force Waterfalls.

*Full particulars are given in the Company's Time Tables.*

**P. THOMPSON**, *Secretary and Manager*

# NORTH BRITISH RAILWAY.

**THE NORTH BRITISH RAILWAY SYSTEM** is the most extensive in Scotland. It directly serves all the most important districts of the Country, and by arrangements with other Railway Companies, with whom it is in alliance, or over whose lines it possesses Running Powers, provides convenient and expeditious Through Communication with all parts of the United Kingdom.

**THE MOST DIRECT AND POPULAR ROUTE TO THE WEST HIGHLANDS, OBAN, &c.**, is by the recently-opened West Highland Line, which affords an ample and expeditious Train-service, with Through Carriages from London, Edinburgh, and Glasgow to Fort William, and *vice versa*, and connects at Oban, Fort William, and Banavie, with Mr. D. MacBrayne's Steamers to and from the Hebrides, Caledonian Canal, &c.

The Company possesses the **Shortest Route** to and from the North, *via* the Forth and Tay Bridges. And Through Express Trains are run daily between Edinburgh (Waverley and Haymarket Stations) and Dunfermline, Alloa, Stirling and Perth, with Through Carriages to and from Inverness, *via* the Forth Bridge; and between Edinburgh (Waverley and Haymarket Stations) and Glasgow (Queen Street Station) and Dundee, Arbroath, Montrose, Aberdeen, &c., *via* the Forth and Tay Bridges.

A Complete Service of Express Trains at frequent intervals is run between Edinburgh (Waverley and Haymarket Stations) and Glasgow (Queen Street Station), passengers having the choice of two Routes, *viz.*, *via* Linlithgow and Falkirk or *via* Airdrie and Coatbridge; and, in addition, the privilege of travelling by the Caledonian Company's Trains between the two Cities without further charge.

**FAST STEAMERS** sail from and to **CRAIGENDORAN PIER** in connection with the Company's Trains, which run alongside the Pier; thereby affording convenient access to the various Watering Places on the Clyde, The Gareloch, Loch Long, Holy Loch, the Islands of Pute and Arran, &c. These Steamers also connect at Dunoon with the "Columba," "Iona," and "Lord of the Isles."

A **SPECIAL EXPRESS TRAIN** is run daily during the Summer from Edinburgh direct to Craigendoran Pier on arrival of the Night Trains from King's Cross and St. Pancras, to enable Passengers from England to proceed by the Morning Steamers.

## EXPRESS SERVICE WITH ENGLAND.

**THE EAST COAST ROYAL MAIL ROUTE.**—Express Trains are run daily from Aberdeen, Montrose, Arbroath, Dundee (Tay Bridge Station), *via* Tay and Forth Bridges; Perth, Dunfermline, Alloa, and Stirling, *via* Forth Bridge; Glasgow (Queen Street) and Edinburgh (Waverley Station) to Berwick, Newcastle, York, Leeds, Peterborough, London (King's Cross Station), and *vice versa*. Many of the Carriages on this Route are built on the Corridor principle.

**FIRST and THIRD CLASS DINING TRAIN** now runs daily between Edinburgh (Waverley) and London (King's Cross).

**THE WAVERLEY ROUTE** is the most interesting and attractive, and is the only Route which enables the Tourist to visit Melrose (for MELROSE ABBEY and ABBOTS-FORD), and St. Boswells (for DRYBURGH ABBEY). Express Trains are run daily from Aberdeen, Montrose, Arbroath, Dundee (Tay Bridge Station), *via* Tay and Forth Bridges; Perth, Dunfermline, Alloa, and Stirling, *via* the Forth Bridge; and Edinburgh (Waverley Station) to Carlisle, Manchester, Liverpool, Leeds, Sheffield, Birmingham, Bristol, Bournemouth, London (St. Pancras), &c., and *vice versa*.

**PULLMAN SLEEPING CARS, SLEEPING CARRIAGES, and First and Third Class LAVATORY CARRIAGES**, are run by both the above Routes. Sleeping Berths may be secured on application to Mr. D. DEUCHARS, Superintendent of the Line, Edinburgh.

## COMMUNICATION WITH IRELAND.

**BELFAST *via* GREENOCK.**—Through Trains run every week-day between Edinburgh (Waverley and Haymarket Stations) and Greenock (Albert Harbour), conveying passengers to and from Princes Pier, Greenock, without change of carriage, thus placing them alongside the Clyde Steamers without their having to walk through the streets.

**THE BELFAST ROYAL MAIL STEAMERS** land and embark passengers at Princes Pier daily in connection with Trains to and from Edinburgh (Waverley and Haymarket Stations).

**Rail, Coach, and Steamer Circular Tours** to Inverness, Caledonian Canal, West Highlands, Firth of Clyde, Aberfoyle, Trossachs, Loch Katrine, and Loch Lomond.

**TICKETS for CIRCULAR TOURS**, embracing the above-mentioned places, are issued at Edinburgh (Waverley and Haymarket Stations), Glasgow (Queen Street), and all other principal Stations on the North British Railway.

**SALOON and FAMILY CARRIAGES and RESERVED COMPARTMENTS** are provided for the conveyance of Families or Invalids, on terms which may be ascertained on application to the Superintendent of the Line, Edinburgh.

For particulars of Tours, Fares, and general arrangements, see the Company's Time Tables and Tourist Programme, copies of which may be obtained from any of the Station Masters, or from Mr. D. DEUCHARS, Superintendent of the Line, Edinburgh.

Edinburgh, 1896.

J. CONACHER, General Manager.

# CALEDONIAN RAILWAY.

## TOURS IN SCOTLAND.

THE CALEDONIAN RAILWAY COMPANY have arranged a system of Tours—over 150 in number—by Rail, Steamer (on Sea, River, and Loch), and Coach, comprehending almost every place of interest either for scenery or historical associations throughout Scotland, including—

**Aberdeen, Arbroath, Ardrossan, Ayr, Brechin, Edzell, Callander, Crieff, Comrie, Dumfries, Dundee, Dunkeld, Edinburgh, Forfar, Glasgow, Gourrock, Greenock, Inverness, Inveraray, Moffat, Montrose, Nairn, Oban, Fort-William, Paisley, Peebles, Perth, Rothesay, Stirling, Strathpeffer.**

*The Trossachs, Loch Katrine, Loch Lomond, Loch Eck, Loch Earn, Loch Tay, Loch Awe, Caledonian Canal, Glencoe, Iona, Staffa, Skye, Balmoral, Braemar, Arran, Bute, The Firth of Clyde, The Falls of Clyde, &c., &c.*

TOURISTS are recommended to procure a copy of the Caledonian Railway Company's "Tourist Guide," which contains descriptive notices of the Districts embraced in the Tours, Maps, Plans, &c. They can be had at any of the Company's Stations. Price 3d.

Tickets for these Tours are issued at the Company's Booking Offices in all the chief Towns. The Tourist Season generally extends from JUNE to SEPTEMBER inclusive.

The Caledonian Company also issue Tourist Tickets to the Lake District of England, the Isle of Man, North Wales, West of England, South Coast of England, Connemara, the Lakes of Killarney, Belfast, and the North of Ireland, &c.

The Company's Trains from and to Edinburgh, Glasgow, Carlisle, &c., connect on the Clyde with the Caledonian Steam-Packet Company's Fleet of Steamers, also with the "Columba," "Iona," "Lord of the Isles," "Ivanhoe," "Edinburgh Castle," "Davaar," "Adder," &c., Steamers to and from Dunoon, Innellan, Rothesay, Largs, Millport, the Kyles of Bute, Arran, Campbeltown, Ardishaig, Inveraray, Loch Gail, Loch Long, the West Highlands, Belfast, Isle of Man, &c., &c.

By this Company's Line Passengers from London, Liverpool, and other places in England, Edinburgh, Glasgow, &c., &c., have the choice of "THREE ROUTES" to the Estuary of the Clyde and West Highlands, &c., &c., viz.:—

*Via GOUROCK, Via WEMYSS BAY, Via ARDROSSAN.*

The Trains run direct on to the Pier and alongside the Steamer at Gourrock and Ardrossan.

An Improved Train Service is now run between Edinburgh (Princes Street) and Glasgow (Central)—the journey being performed by Express Trains in a little over the hour.

An Express Service of Trains is also run from Edinburgh (Princes Street) and Glasgow (Buchanan Street) to Stirling, Bridge of Allan, Dunblane, Callander, Oban, Fort William, Crieff, Perth, Dundee, Forfar, Arbroath, Montrose, Brechin, Aberdeen, Inverness, and the North, and vice versa.

The CALEDONIAN RAILWAY, in conjunction with the LONDON and NORTH-WESTERN RAILWAY, forms what is known as the

## WEST COAST (Royal Mail) ROUTE between SCOTLAND & ENGLAND.

LONDON (Euston) and	{	EDINBURGH (Princes Street) in 8 hours.
		GLASGOW (Central) .. .. in 8 hours.
		ABERDEEN .. .. in 10½ hours.

Direct Trains run from and to

*Glasgow, Edinburgh, Ardrossan, Kilmarnock, Gourrock, Greenock, Paisley, Stranraer, Stirling, Oban, Perth, Dundee, Forfar, Arbroath, Montrose, Aberdeen, Inverness, and other places in Scotland, to and from*

*London (Euston), Birmingham, Bristol, Bath, Plymouth, Liverpool, Manchester, Preston, Penwith (for Lake District), Leeds, Bradford, &c., &c.*

Sleeping and Day Saloon Carriages. Through Guards and Conductors.

SPECIALITÉ.—New Corridor Trains, constructed on the American Car principle, are run on the Up and Down Afternoon Express Trains between Scotland and England, and have Luncheon and Dining Saloons attached—affording accommodation both for first and third class travellers.

For particulars of Trains, Fares, &c., see the Caledonian Railway Company's Time Tables.

The Caledonian Company's large and magnificent Central Station Hotel, Glasgow, is under the Company's own management.

Glasgow, 1896.

JAMES THOMPSON, General Manager.

# Glasgow & South-Western Railway.

**T**HE GLASGOW & SOUTH-WESTERN RAILWAY gives a **Direct Route** between **Scotland** and **England**.

It is in conjunction at **Carlisle** with the **Midland Railway**, the principal Termini being **Glasgow** (St. Enoch) and **London** (St. Pancras), and a Full and Expeditious Service is given between Glasgow, Paisley, Greenock, Ayr, Ardrossan, Kilmarnock, Dumfries, &c., and Liverpool, Manchester, Bradford, Leeds, Sheffield, Bristol, Bath, Birmingham, London, &c.

**Dining Carriages** (First and Third Class) by the Morning and Afternoon Expresses, and **Sleeping Saloons** by the Night Expresses, in each direction, between Glasgow (St. Enoch) and London (St. Pancras).

**Lavatory Carriages** (First and Third Class) by the principal Expresses between Scotland and England.

Passengers between Scotland and England by this, the most **Picturesque Route**, pass through the heart of the **Burns Country**, and holders of Tourist Tickets to and from Glasgow, or North thereof, are allowed to travel *via* Ayr (Burns's Birthplace). Tickets are also valid for break of journey at **Dumfries** (Burns' burial-place).

The Glasgow & South-Western Line to **Greenock** (Princes Pier) is the most convenient for Visitors to the whole of the Watering-places on the Firth of Clyde and Western Highlands and Islands of Scotland, and Passengers holding Through Tickets to or from England have the option of visiting Glasgow *en route*.

The most direct and **Expeditious Route** to the **Island of Arran** is *via* Ardrossan; and to **Millport Campbelltown**, &c., *via* Fairlie.

At Greenock, Ardrossan, and Fairlie, Trains run alongside Steamers, and regular connections are maintained by the Company's own Fleet of Magnificent Steamers, also by the "Columba," "Lord of the Isles," "Culzean Castle," &c., to the Watering Places on the Firth of Clyde.

**Glasgow** and the **Ayrshire Coast**—Express Trains at convenient hours are run between Glasgow and the various Coast Towns.

Full particulars of Trains, Fares, Tours, &c., on application to

C. E. COCKBURN,

Superintendent of the Line, St. Enoch Station, Glasgow.

June, 1896.

DAVID COOPER, GENERAL MANAGER.

## Cork, Bandon, and South Coast Railway.

**GLENGARRIFF**

AND THE

**LAKES OF KILLARNEY,**By the "PRINCE OF WALES' ROUTE," via  
HOLYHEAD, DUBLIN, AND CORK.

During the Season (May 1st to October 31st) through RETURN "CIRCULAR TOUR" TICKETS are issued at the Principal Stations on the London and North Western, and other Chief English Railways, to Killarney and Glengarriff.

ON AND AFTER FRIDAY, 1ST MAY, 1896, well-appointed Four-horse Coaches will run through the Season daily (Sundays excepted), between Bantry, Glengarriff, Kenmare, and Killarney, to meet Trains to and from Cork (stopping at Vickery's Hotel, Bantry, for Refreshments).

Passengers are booked at Cork (Albert Quay Station), and at the Coach Office, Killarney, and can break the journey at any station they please. The Single Tickets are available for a week, and can be extended free on application to the General Manager of the Cork, Bandon, and South Coast Railway at Cork.

Fares for parties not taking Through Tickets in England (including Drivers' Fees' between		First Cl.	Second Cl.	Third Cl.
CORK, GLENGARRIFF AND KILLARNEY		22/-	21/-	16/-
CORK AND GLENGARRIFF	... ..	12/-	11/-	7/6
CORK TO GLENGARRIFF AND RETURN	} Available for two months	18/-	16/6	12/-

**Cork and Glengarriff to Killarney.**

	a.m.	a.m.	p.m.	
CORK (dep.) (rail)	8 50	11 50	4 0	
		p.m.		
	1st, 2nd, & 3rd cl.			
BANTRY (arr.) (rail)	11 28	2 20	6 39	
BANTRY (dep.) (coach)	noon.		p.m.	a.m.
	12 0	2 45	7 0	6 45
GLENGARRIFF (arr.)	1 45 4 15		8 45	8 30
GLENGARRIFF (dep.)	9 0 a.m.			
KENMARE (arr.)	12 15 p.m.			
Do. (dep.)	1 0 p.m.			
KILLARNEY (arr.)	4 45 p.m.			

\* Mail Car next morning from Vickery's Hotel, arriving at Glengarriff in time for the Tourist Car to Killarney.

† From Eccles' Hotel.

**Killarney and Glengarriff to Cork.**

KILLARNEY (dep.)	9 30 a.m.			
KENMARE (arr.)	1 15 p.m.			
Do. (dep.)	2 0 p.m.			
GLENGARRIFF (arr.)	5 15 p.m.			
	a.m.	a.m.	p.m.	p.m.
GLENGARRIFF (dep.)	5 45	9 45	12 15	4 15
BANTRY (arr.) (coach)	7 30	11 30	2 0	6 0
BANTRY (dep.) (rail)	7 55	11 50	3 5	7 0
CORK (arr.)	10 37	2 18	5 52	9 40

‡ Or at any hour later by special Coach or Car from M'Carthy's Hotel, Kenmare, to meet convenience of Tourists arriving there off G. S. & W. Coach.

§ At Eccles' Hotel, and calling at Roche's and the Belle Vue with Passengers.

|| Mail Car from Eccles' Hotel, calling at Roche's and the Belle Vue for Passengers.

By this Celebrated Route a direct and expeditious connection is given with the English and Dublin down and up day mails to and from Cork for Glengarriff and Killarney, via Bantry.

NOTE:—Passengers Booking through in England should be certain to enquire for Tickets by the "Circular Tour" route for Glengarriff and Killarney.

For full particulars see Tourist Programmes and Pictorial Time Tables, sent free, on application to undersigned; or apply at any of the Company's Stations, or to Messrs. COOK & SON, or GAZE & SONS.

**E. J. O'B. CROKER, General Manager.**

ALBERT QUAY TERMINUS, CORK, May, 1896.

# BELFAST AND NORTHERN COUNTIES RAILWAY.

## SUMMER EXCURSIONS TO THE NORTH OF IRELAND.

**Antrim Coast Circular Tour.**—The most varied and beautiful tour in Ireland. Rail 92 miles; Coach 55 miles along the famous Coast Road; Electric Tramway 7 miles. Fares—1st Class, 21s.; 2nd Class, 19s.; 3rd Class, 17s.

**Portrush and Giant's Causeway.**—Excursion tickets every day from Belfast. Fast trains between Belfast and Portrush, and Electric Tramway, Portrush and Giant's Causeway. Through tickets from all the principal stations in England and Scotland.

**Glenariff.**—The loveliest of the numerous and beautiful Glens for which County Antrim is famed. Daily excursions from Belfast to Glenariff and back by rail; also Circular Tour, including Glenariff, part of Antrim Coast and Larne at very low fares.

**Donegal Highlands and Lakes Erne.**—Circular Tour, including Rail, Belfast to Portrush; Electric Tram, Portrush to Giant's Causeway and back; Rail, Portrush to Londonderry, thence to Donegal via Strabane and Stranorlar and Ballyshannon or Bundoran to Belfast. Fares—1st Class, 40s. 6d.; 2nd Class, 30s. 6d.; 3rd Class, 22s. 9d.

*Many other excursions of interest can be made from Belfast, for particulars of which apply to the undersigned.*

### **Northern Counties Railway Hotel, Portrush.**

This Hotel is one of the finest and largest in Ireland, beautifully situated, magnificent sea-coast views. Ladies' Drawing-room; also Reading, Billiard, and Smoking-rooms; hot and cold sea-water baths; Lawn Tennis Courts; best Golf Links in Ireland; *Table d'Hôte* daily. For terms, apply to Hotel Manager, Portrush.

**The Shortest Sea Passage between Great Britain and Ireland is via "Larne and Stranraer."**—Daily (Sundays excepted) and daylight sailings by the new fast mail steamers, *Princess May* or *Princess Victoria*. Sea passage 80 minutes. Port to port 2 hours. Two sailings each way daily (Sundays excepted) from 1st June till 30th September, in connection with express trains on both sides of the Channel. Trains run alongside steamer at Stranraer and Larne. Through bookings from all the principal places in England and Scotland to the North of Ireland.

*For further information see GUIDES: the Time Tables of the Chief Railway Companies; or apply to*

EDWARD J. COTTON, General Manager,

Northern Counties Railway, Belfast.

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## Londonderry and Lough Swilly and Letterkenny Railways, and Lough Swilly Steamboat Company.

### **DIRECT ROUTE TO THE FAR-FAMED HIGHLANDS OF DONEGAL.**

**T**RAINS and Steamers run from Londonderry, Fahan, Buncrana, Rathmullen, Ramelton, Portsalon, and Letterkenny, in connexion with the Belfast and Northern Counties Railway Co.'s Mail Trains from Larne and Belfast, and the Great Northern Railway Co.'s Mail Trains from Dublin.

*Steamers to Rathmullen and Portsalon, daily (1st June to 30th Sept.), in connection with 12 noon train from Londonderry.*

**Tourist Resorts:**—Buncrana, Rathmullen, Portsalon, Rosapenna, Carrigart, Dunfanaghy, Gweedore, Dungloe, Falcarragh.

Telegrams—"DAWSON, RAILWAY."

FREDERICK DAWSON, General Manager, Londonderry.

**IRELAND.**

Midland Great Western Railway.

**CONNEMARA,  
ACHILL, & WEST OF IRELAND.****CIRCULAR TOURS**

From DUBLIN

TO THE

**TOURIST, ANGLING, and  
SHOOTING RESORTS**

IN THE

**WEST OF IRELAND.***\*\* Reduced Fares for Parties of Two  
to Four Passengers.**Extra Coupons issued for extended Tours  
from Dublin, Broadstone Terminus, to the  
North and South of Ireland.**Public Cars run from 1st June to 30th September, from Clifden to Westport,  
passing through Letterfrack (for Renvyle), Kylemore, and Leenaun. Steamers  
ply on Galway Bay.**The Railway to Achill Island and Clifden (Connemara) is now open.***The M.G.W.R. Co.'s 6d Illustrated Handbook to Connemara, Achill,  
and the West of Ireland***Contains 16 full-paged and 16 quarter-page Views of Scenery.**Application for Time Tables, Tourist Programmes and information as to Fares, Routes,  
Hotels, &c., may be made to the Company's Agents—Mr. J. Hoey, 60, Castle Street,  
Liverpool, and Mr. J. F. Ritson, 178 Buchanan Street, Glasgow, or to the undersigned,  
Broadstone Station, Dublin.**May, 1896.**JOSEPH TATLOW,  
Manager.***THOROUGH GUIDES.****BADDELEY & WARD'S.****PART I.—NORTH IRELAND, including Dublin, 18 Maps and  
Plans, 4s.****PART II.—SOUTH IRELAND, including Dublin, 24 Maps and  
Plans, 5s.***\*\* Connemara is included in Part II.***LONDON: DULAU & CO., 37 SOHO SQUARE, W.**



## SEASON 1896.

## CAITHNESS, ORKNEY, AND SHETLAND STEAMERS.

The North of Scotland and Orkney and Shetland Steam Navigation Company's Steamships, *St. Rognvald*, *St. Magnus*, *St. Nicholas*, *St. Ninian*, *St. Clair*, *St. Ola*, *St. Giles*, and *Queen*, are intended to sail during the *SUMMER MONTHS* as under, but the arrangements are subject to alteration from month to month:—

From Leith and from Aberdeen every Monday, Tuesday, Wednesday, Thursday and Friday.

From Leith to Lerwick every Wed. and Fri., and from Aberdeen every Mon., Wed., Thurs., and Fri.  
To Scalloway and West Side of Shetland every Monday.  
To Kirkwall every Wed. and Fri.  
To Stromness every Monday.  
To St. Margaret's Hope every week.  
To Thurso every Monday.  
To Wick every Monday and Friday.  
To Stornoway, every Monday (*during May and June*).

Returning South:

From Lerwick every Monday, Tuesday, Friday, and Saturday.  
From Scalloway every Thurs. evening.  
From Kirkwall every Tues. and Sat.  
From Stromness every Friday.  
From St. Margaret's Hope every Thursday.  
From Stornoway every Wed. evening (*during May and June*).  
From Thurso every Thursday morn.  
From Wick every Tuesday and Thurs.

SCRABSTER (Thurso), SCAPA, and STROMNESS.—The Mail Steamer, *St. Ola*, daily (Sunday excepted) leaves Stromness at 9.30 a.m., Scapa at 11 a.m., and touches at Hoxa, South Ronaldshay, on the voyage to Scrabster. Leaves Scrabster the same evening at 6 p.m., or immediately after receiving the Orkney Mails on board, direct for Scapa.

PASSAGE FARES.—Scrabster to Scapa and Stromness, Cabin, 7s., Second Cabin, 4s.; Stromness to Scapa, Cabin, 2s. 6d., Second Cabin, 1s. 6d.; Scapa to Hoxa and Stromness, Cabin, 2s. 6d., Second Cabin, 1s. 6d.; Stromness to Hoxa, Cabin, 4s., Second Cabin, 2s. 6d.; Hoxa to Scrabster, Cabin, 5s., Second Cabin, 3s.

Return Tickets issued to or from Orkney and Shetland by the other Vessels belonging to the Company are NOT AVAILABLE by the Mail Steamer plying between Orkney and the Mainland.

## PASSAGE FARES.

## From Albert Dock, Leith.

	1st Cabin.	2nd Cabin.
To Wick . . . . .	18s.	9s. 0d.
To Thurso . . . . .	18s.	9s. 0d.
To St. Margaret's Hope . . . . .	20s.	9s. 0d.
To Stromness . . . . .	20s.	9s. 0d.
To Kirkwall . . . . .	22s.	10s. 0d.
To Lerwick . . . . .	26s.	10s. 6d.
To Scalloway . . . . .	26s.	10s. 6d.

From Scalloway to places on West Side

From Lerwick to places in North Isles

## From Aberdeen.

	1st Cabin.	2nd Cabin.
To Wick . . . . .	12s.	7s. 0d.
To Thurso . . . . .	12s.	7s. 0d.
To St. Margaret's Hope . . . . .	16s.	7s. 0d.
To Stromness . . . . .	16s.	7s. 0d.
To Kirkwall . . . . .	18s.	8s. 0d.
To Lerwick . . . . .	21s.	8s. 6d.
To Scalloway . . . . .	21s.	8s. 6d.

. . . . . 5s. 2s. 6d.

. . . . . 6s. 3s. 0d.

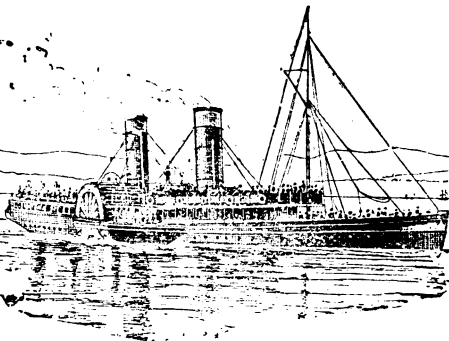
Return Tickets available to return within three Calendar Months, are issued at the rate of a Single Fare and a half, with liberty to the holders to break the journey at any of the Ports of Call.

First-class Hotel accommodation at Lerwick, Scalloway, Kirkwall, Stromness, Wick, and Thurso.

For further particulars, including days and hours of sailing, see Monthly Sailing Bills, which may be had on application to GEORGE HOUSTON, Agent, 64 Constitution Street, Leith. CHARLES MERRYLENS, Manager, Aberdeen.

# SUMMER TOURS in SCOTLAND.

## THE ROYAL ROUTE.



# GLASGOW and the HIGHLANDS

By DAVID MACBRAYNE'S ROYAL MAIL STEAMERS.

Columba	Mountaineer	Lochawe	Claymore	Islay	Fingal
Iona	Carabinier	Lochness	Clansman	Staffa	Texa
Grenadier	Brigadier	Lochiel	Cavalier	Ethel	Mabel
Fusilier	Gairloch	Linnet	Clydesdale	Handa	Countess
Chevalier	Glengarry	Gairloch	Flowerdale	Loanda	Maud
Gondolier	Glencoe	Gael	Lovedale		

Via CRINAN AND CALEDONIAN CANALS,

Kyles of Bute, Tarbert, Ardrishaig, Oban, Glencoe,  
 Fort-William, Inverness, Loch Awe, Loch Shell, Loch Lomond,  
 Loch Katrine, The Trossachs, Staffa and Iona, Mull,  
 Skye, Gairloch, Loch Coruisk, Loch Maree,  
 Stornoway, Islay, &c.

### OFFICIAL GUIDE-BOOK,

Including Tourist Programme, Illustrated, 6d.; cloth gilt, 1s.

### TOURIST PROGRAMME,

Which contains Time Tables, Map, and List of Fares, including all information regarding

A day's sail to Ardrishaig and back by "Columba" or "Iona,"  
 Afternoon Sail to Kirn by "Iona" returning by "Columba."  
 Tours by the Swift Steamers through the West Highlands, and  
 A Week's Trip by the "Claymore," "Clansman," "Cavalier," &c.

will be sent free on application to the Owner,

**DAVID MACBRAYNE, 119 Hope Street, GLASGOW.**

Telegraphic Address—"MACBRAYNE, GLASGOW."

# LOCH - LOMOND.

"QUEEN OF SCOTTISH LAKES."

**T**HE NORTH BRITISH STEAM PACKET COMPANY'S FIRST-CLASS SALOON STEAMERS sail from Balloch Pier, calling frequently at all Loch-Lomond Piers, also in connection with **Trossachs Tours, Loch-Lomond and Loch-Long Tours, Trossachs and Aberfoyle Tours, &c., &c.**

The most direct and picturesque route to **Oban, via Ardlui, Glenfalloch, and Crianlarich**; also to **Inveraray** by Coach from **Tarbet**.

For Train and Steamboat hours see **North British Railway Time Tables**, or apply to **North British Railway Station-masters**, to **THOMAS M'LEAN**, Main Street, Alexandria, or to **R. DARLING**, North British Steam Packet Company's Office, 4 West George Street, Glasgow.

# LOCH TAY STEAMERS.

**S**TEAMERS sail daily on Loch Tay from Killin Pier on arrival of principal trains from Edinburgh, Glasgow, Oban, Fort William &c. via **Crianlarich**, and from Kenmore in connexion with Highland Railway trains at **Aberfeldy**, thus maintaining regular through transit between both Railways.

Tickets for the grand Circular Tour of Loch Tay sold at all the principal Railway Stations in the Kingdom.

For further information see Time Tables and Monthly Sailings Bill, or apply to—

**WM. J. FRASER, Manager,**  
Loch Tay Steamboat Company, Limited,  
**KENMORE, PERTSHIRE.**

# ULLSWATER STEAM NAVIGATION COMPANY, LIMITED.

During the months of May, June, July, August, and September, the Company's Steam Yachts will ply (weather permitting, and Sunda, s excepted) on the Lake Ullswater.

	SINGLE.		RETURN.	
	1st Cl.	2nd Cl.	1st Cl.	2nd Cl.
<b>STEAMBOAT FARES—</b>	s.	d.	s.	d.
POOLEY BRIDGE to HOWTOWN .. .. .	1	0	1	3
HOWTOWN to PATTERDALE .. .. .	1	6	2	0
POOLEY BRIDGE to PATTERDALE .. .. .	2	0	3	0
PATTERDALE to HOWTOWN .. .. .	1	6	2	0
HOWTOWN to POOLEY BRIDGE .. .. .	1	0	1	3
PATTERDALE to POOLEY BRIDGE .. .. .	2	0	3	0

**COACH FARES—**Fare from **PENRITH** to **POOLEY BRIDGE** and *vice versa*. **SINGLE**, 2s.; **RETURN**, 2s. 6d. (coachman's Fee included). Children under 12 half-price.

**SEASON TICKETS** (£1 each); **WEEKLY TICKETS** (1st Class, 5s. 6d.; 2nd Class, 4s. each), may be had on application to the Captain on board; or the Secretary, at the Public Offices, Penrith.

The nearest and most picturesque route to the Lake District.

# TO THOSE WINTERING ABROAD.

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THIRD EDITION.

Map and Diagrams. 400 Pages.

Price 5s.

## “MEDITERRANEAN WINTER RESORTS.”

With Special Articles on the Principal  
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RESIDENT ENGLISH PHYSICIANS.

By E. A. REYNOLDS-BALL, B.A., F.R.G.S.

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“Written with trustworthy knowledge.”—*The World*.

“One of the best books of the kind that has come under our notice.”—*The Lancet*.

“A thoroughly practical Handbook.”—*The Field*.

“Fitted to inspire confidence.”—*The Queen*.

“The invalid could not do better than consult this book.”  
*The Hospital*.

“Readers may feel assured of its impartiality.”—*The Scotsman*

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PARIS: THE GALIGNANI LIBRARY, 224 Rue de Rivoli.

Also on sale at Messrs. THOS. COOK & Son's Offices, and at  
principal French Railway Stations.

**Derbyshire.**

# BASLOW HYDROPATHIC,

Overlooking and in close proximity to CHATSWORTH PARK.



**I**N the midst of the most charming scenery of Derbyshire, close to the Moors, standing in its own grounds of eleven acres. Complete system of Baths, Lawn Tennis Courts (grass and asphalt), Bowling Green, and Pleasure Grounds. First-class Table. Terms from £2 12s. 6d. Table d'Hote at 6.30. **GOLF LINKS** within 4 mins. walk from the Hydro. Professional on ground.

### SPECIAL REDUCED WINTER TERMS.

Visitors from the South book for Bakewell, and from North and East, for Grindleford, on the Dore and Chinley Line, *via* Sheffield. Bus meets Trains at Bakewell and Grindleford.

Apply "**MANAGERESS, Baslow, via Chesterfield.**"

## ILKLEY, YORKSHIRE.

### ROCKWOOD HOUSE Hydro' Establishment.

Beautifully situated at foot of Rombald's Moor, seven minutes' walk from the Station.

Recently enlarged and provided with all the latest improvements, Library, Reading-rooms, &c. Complete Hydropathic System.

Excellent Table; Romantic Scenery; Pure Water supply. **TERMS from 34s. 6d. a week.**

**JAS. LISTER, Proprietor.**

Hydropathics.

**MATLOCK HOUSE**  
**HYDROPATHIC ESTABLISHMENT,**  
**MATLOCK BANK, DERBYSHIRE.**

STATION—MATLOCK BRIDGE.

A most comfortable Residence for Visitors and Patients  
 at all seasons of the Year.

**TENNIS, BILLIARDS, CONCERTS, TABLEUX VIVANTS,**  
 AND OTHER RECREATION PROVIDED.

Perfect Sanitary Arrangements. Hydropathic and Electric Baths.  
**MASSAGE.**

*Physician*—W. MOXON, M.D., M.R.C.S., &c.

TRAMCARS FROM THE FOOT OF THE HILL.

TERMS MODERATE.

*Prospectus (with full particulars) on application  
 to the Manageress.*

**WINDERMERE HYDRO.,**  
**BOWNESS-ON-WINDERMERE.**

**C**OMMANDS the most beautiful Views of Lake and  
 Mountain. Excellent Hotel, within a few minutes'  
 walk of the Lake.

Visitors supply their own Wines. Baths Free, except Electric.  
 Near Golf Course.

Omnibuses meet all Trains and Steamers. Four-Horse Coaches  
 to all parts.

Illustrated Prospectus from the Manager.

**Derbyshire.**

---

**ASHBOURNE.**

(The nearest Railway Station to DOVEDALE.)

**GREEN MAN & BLACK'S HEAD  
HOTEL.**

(Family and Commercial Posting House.)

OMNIBUSES TO AND FROM EVERY TRAIN.  
BILLIARDS.

---

*Extract from Boswell's "Life of Dr. Johnson," September, 1771:—*

"After breakfast I departed and pursued my journey northwards. I took my post chaise from the *Green Man*, a very good Inn at Ashbourne, the Mistress of which, a mighty civil gentlewoman, courtseying very low, presented me with an Engraving of the sign of her house, to which she had subjoined in her own handwriting an address in such singular simplicity of style, that I have preserved it, pasted upon one of the boards of my original Journal at this time, and shall here insert it for the amusement of my readers:—

"'M. Killingleys duly waits upon Mr. Boswell, is exceedingly obliged to him for this favour; whenever he comes this way, hopes for a continuance of the same; would Mr. Boswell name the house to his extensive acquaintance, it would be a singular favour conferred on one who has it not in her power to make any other return but her most grateful thanks and sincerest prayers for his happiness in time and in a blessed eternity.'"

---

**FANNY WALLIS, Proprietress.**

**Derbyshire.****BAKEWELL, DERBYSHIRE.****THE RUTLAND ARMS HOTEL.***Under New Proprietorship.***RECENTLY NEWLY FURNISHED****A thoroughly well managed and comfortable Family House, within a short distance from HADDON HALL and CHATSWORTH.****FISHING ON THE WYE AND DERWENT.  
POSTING. GOLFING.****TERMS VERY REASONABLE.****In connexion with the** **MILL & TYACK, Proprietors.**  
**NEW BATH HOTEL, MATLOCK, and the GEORGE HOTEL, BUXTON.****THE MARQUIS OF GRANBY HOTEL,  
SICKLEHOLME, NEAR BAMFORD, DERBYSHIRE.***Under New Management.*

**T**HIS Hotel is beautifully situated on the River Derwent, in Hope Dale, close to Bamford Station on the Dore and Chinley Section of the Midland Railway, and on the main road from Castleton to Sheffield. The district is one of the finest holiday districts in England, possessing great attractions for tourists, geologists, and seekers after health. Comfortable accommodation combined with moderate charges. Within easy driving distance of Chatsworth House, Haddon Hall, the celebrated Peak Cavern, and the Speedwell and Blue John Mines at Castleton, &c. Tariff on application.

**FISHING FREE.***Telegrams :***BAMFORD, DERBYSHIRE.***Letters :***SICKLEHOLME, vid SHEFFIELD.****RICHARD E. COOPER, Proprietor****BUXTON.****1 HARTINGTON TERRACE.**

**S**UPERIOR and select Apartments, every comfort and excellent cooking. Elevated situation, nearly 1,100 feet above the sea level, and south-west aspect. At the south end of the **Broad Walk**, close to the Pavilion and Gardens, and five minutes' walk from the Baths.

Train or coach to Chatsworth, Haddon Hall, Matlock, Dove Dale, Castleton, and the romantic scenery of the Peak of Derbyshire. Express Trains to London, 4½ hours; Manchester, 40 minutes.

*Personally recommended by the Author of the "Thorough Guide" Series.*

**Address :****Mrs. A. A. BRADBURY,  
1 Hartington Terrace, West Street, Buxton.**



**Derbyshire.**

Telegrams:—"Crescent Hotel, Buxton."

**CRESCENT HOTEL,  
BUXTON.**

**F**IRST-CLASS for Families and Gentlemen. Best situation. Forms wing of the Crescent. Due South aspect. Close to Railway Stations. Covered Colonnade to Baths, Wells, and Gardens. Dining, Drawing, Billiard, Smoke, and Reading Rooms. The Dining Saloon is acknowledged to be one of the finest rooms in the kingdom. Suites of apartments for Families. Rooms on ground-floor level if required.

TABLE D'HOTE AT SEPARATE TABLES.  
EXCELLENT CUISINE. CHOICE WINES. BILLIARDS.

National Telephone No. 20.

JOHN SMILTER, *Proprietor***BUXTON.****THE GEORGE FAMILY HOTEL,**

A First-class House, adjoining the Baths and Pavilion Gardens; near the Church and Railway Station; Suites of Rooms, without staircases, for Invalids; Public Dining and Drawing Rooms; Private Sitting Rooms; Billiard, Reading, and Smoke Rooms. Every convenience pertaining to a good modern Hotel.

Moderate Terms. The House is detached, and has a splendid situation; well sheltered.

In connection with **NEW BATH HOTEL**, Matlock Bath, and **RUTLAND ARMS HOTEL**, Bakewell.

For Terms apply to **MILL & TYACK**, *Proprietors*.

**MATLOCK BATH.****TYACK'S NEW BATH HOTEL.***FIRST-CLASS.*

Every convenience and comfort with moderate charges. Billiards, Fishing, Golf, Lawn Tennis, large Swimming Bath in the house.

The **ROYAL HOTEL**, a large new building, with Turkish, Russian, and Vapour Baths. Massage. Medical Man of great repute in attendance. Terms from 9/6 to 12/- per day.

**OMNIBUS MEETS EACH TRAIN.**

**T. TYACK**, *Proprietor*.

## Devonshire.

Central for the whole of North Devon, including Westward Ho! Clovelly, Hartland, Bude, Ilfracombe, and Lynton.

FOUR-IN-HAND COACHES IN THE SEASON TO ABOVE PLACES.

Adjoining Railway Station with private entrance from platform.

# ROYAL HOTEL, BIDEFORD.

Overlooking the River Torridge and Old Bridge.

THE MOST MODERN HOTEL IN WEST OF ENGLAND.

Every Luxury and Comfort. CONTINENTAL COURTYARD. Ventilation & Sanitary Arrangements Perfect.

Completely sheltered from E. & N.E. winds.

Delightful Summer and Winter Resort—mild, yet bracing and healthy.

Charming neighbourhood

SPECIAL WINTER TARIFF.

SUPERBLY FURNISHED AND LOFTY ROOMS.

Hot & Cold BATHS.



CHARLES KINGSLEY'S ROOM.

French and German spoken.

FIRST-CLASS Horses and Carriages.

Finest Stabling and Lock-up Coach-house in Devonshire.

For situation the ROYAL is probably unequalled in the North of Devon, and from its size and the admirable way in which it is fitted out must be regarded as one of the best Hotels in the West of England. It stands amid the interesting spots and charming scenery made notorious by *Westward Ho!* and is within easy distance of the many romantic nooks with which the North Devon coast abounds. A portion of the Hotel, built A.D. 1688, was formerly the mansion of a merchant prince, and retains the magnificent oak staircase and suite of state rooms, the ceilings of which are said to be of the grandest in the country, being the work of Italian artists 200 years ago. In the Drawing Room (see block), CHARLES KINGSLEY wrote a portion of *Westward Ho!* and on one of the panels hangs a portrait (said to be by Van Dyck) of John Strange, the grandfather of Rose Salterne (the fickle "Rose of the Torridge"), immortalised in *Westward Ho!*—*Vide Public Press.*

"BIDEFORD.—Chiefly remarkable for having a first-rate hotel."

*Punch*, Oct. 5, 1890.

# TANTON'S HOTEL,

## BIDEFORD, NORTH DEVON.

**F**IRST-CLASS FAMILY HOTEL. Facing the River and Old Bridge. Has recently been extensively enlarged, and combines comforts of a private house with conveniences of a First-class Hotel. Lofty, well-ventilated Coffee, Commercial, Billiard, and Smoke Rooms, over 30 good Bed Rooms, Private Suites of Apartments, Hot and Cold Baths, Kitchen top of House, and other Modern Improvements. Booking Office for the Clovelly and Westward Ho! Coaches. Posting and Livery Stables.

OMNIBUSES AND PORTERS MEET ALL TRAINS.

W. GIDDIE, Proprietor.

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### DEVONSHIRE—SOMERSET

### COACHING.—LYNTON, LYNMOUTH, & BARNSTAPLE.



THE WELL APPOINTED FAST  
FOUR-HORSE COACH

“TANTIVY”

(CARRYING THE MAILS), RUNS DAILY THROUGHOUT THE YEAR  
(Sundays excepted), in connection with the Trains of L. & S.W. Railway,  
passing through some of the finest Scenery in Devonshire.

UP.			DOWN.		
Lynton	... ..	dep. 8.0 a.m.	Waterloo	... ..	dep. 9.0 a.m.
Barnstaple	... ..	arr. 11.0 ,,	Barnstaple	... ..	arr. 3.25 p.m.
..	... ..	dep. 11.15 ,,	..	... ..	dep. 3.35 ,,
Waterloo	... ..	arr. 5.0 p.m.	Lynton	... ..	arr. 6.30 ,,

Additional Coaches will run daily (Sundays excepted) during the months of June, July, August, and September between Lynton, Lynmouth, and Barnstaple, in connection with the London and South-Western Trains. Also in communication with Bideford and Clovelly. See S. W. Railway Time Tables.

THROUGH TICKETS issued at all L. & S.W. Railway Stations.

Booking Office, **JONES BROS.**, House Agents, Proprietors, Lynton.

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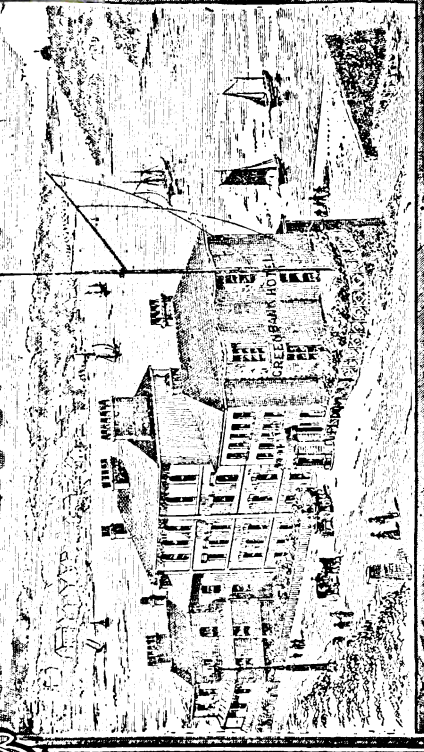
## THOROUGH GUIDES.

### SPECIAL NOTICE.

**T**HE volume on South Devon and South Cornwall was fully brought up to date in 1895, and that on North Devon and North Cornwall similarly treated this season, there being in both volumes additional maps and matter.

CORNWALL.

Mitchell's Green Bank Hotel



Hot & Cold Baths.  
Billiards.  
Ladies Drawing Room.

FAMMIBUS

TO MEET THE TRAINS.

OMNIBUS  
HUDSON & CLARKE, LONDON.

The Hotel is beautifully situated with charming Views of the Harbour, Pendennis and St. Mawes Castles, and is replete with every homely Accommodation for Families and Gentlemen. M. MITCHELL, Proprietress.

POSTING IN ALL ITS BRANCHES.

HIGH-CLASS HOTEL with MODERATE TARIFF. Visitors taken on Pension during the Winter Months.

Devonshire.

**POPLE'S**  
**NEW LONDON HOTEL,**  
**EXETER.**

Patronised by **H. R. H. The Prince of Wales.**

ADJOINING NORTHERNHAY PARK and NEAR THE  
 CATHEDRAL.

Large Covered Continental Courtyard.

TABLE D'HÔTE. NIGHT PORTER.

HOTEL OMNIBUSES & CABS.

POSTING ESTABLISHMENT.

Telegrams to "POPLE, EXETER."

*Also Proprietor of the Globe Hotel, Newton Abbot, Devon.*

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**ILFRACOMBE.**

**GRANVILLE BOARDING ESTABLISHMENT.**

MAGNIFICENT SEA AND LAND VIEWS.

FINEST DRAWING-ROOM IN THE TOWN.

**45 BEDROOMS. BATHS. BILLIARDS.**

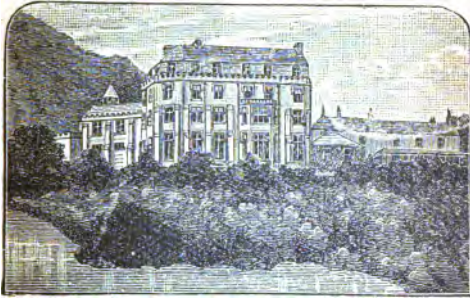
BIJOU GUIDE GRATIS.

**W. R. FOSTER, Proprietor.**

Devon.—Cornwall.

LYNTON, NORTH DEVON.

ROYAL  CASTLE  
FAMILY HOTEL.



**P**ATRONISED by the English and Continental Royal Families.  
First-class Hotel, especially favourite and attractive. Table  
d'hôte. Reading and Drawing Rooms. New Smoking and Billiard  
Pavilions, all facing the Sea. Magnificent Views and Ornamental  
Grounds of Twelve Acres. Electric Lighting.

**FURNISHED VILLAS TO LET.**

**THOMAS BAKER, Proprietor.**

**PENZANCE.**

**SEA-SIDE—THE QUEEN'S.**

(On the Esplanade. Facing due South.)

*Patronised by Her Majesty the Queen of Holland, and Prince Albrecht  
of Prussia.*

**T**HIS Hotel is the Principal and Largest, and is most comfortably furnished.  
It has a frontage of over 170 feet Large Lounge Hall. For Families,  
Ladies and Gentlemen only. Apartments *en suite*.

Penzance stands unrivalled for the quiet beauty and variety of its scenery,  
whilst the mildness and equability of its climate are admirably adapted to  
invalids. Ladies', Drawing, Reading, Coffee, Smoking and Billiard Rooms.  
Hot and Cold Baths. Table d'Hôte. An Omnibus meets every train. Posting  
in all its branches. *Inclusive Winter Terms.*

**E. A. PERMEWAN, Proprietress.**

# LYNTON COTTAGE PRIVATE HOTEL.

LATE RESIDENCE OF SIR C. SMITH.

**LYNTON, NORTH DEVON.**



THIS Hotel is uniquely and picturesquely situated in its own beautifully wooded grounds, five hundred feet above the sea, commanding unsurpassed land and marine views. Complete with every modern convenience and home comforts.

HUNTING. FISHING. GOLF. BILLIARDS. CHOICE WINES. POSTING.

Telegrams: "COTTAGE, LYNTON."

**EDWARD HOLE, Proprietor.**

## **PORLOCK.**

# PORLOCK WEIR HOTEL (Anchor)

*(Via Minehead, Somersetshire).*

THIS Hotel is situated on the shore of Porlock Bay, close by the sea, and in the rich and lovely Vale of Porlock. It is in the centre of the Stag and Fox Hunting country, and at the foot of Exmoor, whose wild and beautiful recesses are most conveniently visited from it. Every comfort ensured.

**FISHING AND SHOOTING.**

**GOOD STABLING, POST-HORSES AND CARRIAGES.**

Hotel 'Bus to principal Trains.

**J. P. GODDARD, Proprietor.**

\* \* *The Proprietor has also a Private Lodging House.*

## English Lakes.

# The Windermere Waterhead Hotel, AMBLESIDE.

*Adjoining Steamboat Pier. Terminus of the Furness and Midland  
Railway Systems.*

**T**HOMAS TAYLOR, Proprietor of the SALUTATION and QUEEN'S Hotels (both of which will be carried on by him as heretofore) has taken over the above first-class Hotel (recently enlarged and refurnished), which will be conducted on a liberal and popular tariff.

Taylor's **FOUR-IN-HAND COACHES** run from the three Hotels to Keswick, Coniston, Ullswater, and the Langdales daily during the season, Sundays excepted. Boats, Fishing Tackle, &c.

# BUTTERMERE HOTEL.

Postal Address: *via* COCKERMOUTH.

**T**HIS HOTEL, which has recently been built, stands in a most picturesque situation, overlooking the two Lakes, Buttermere and Crummock, and on the celebrated Borrowdale and Buttermere Round from Keswick. It commands magnificent views of the surrounding mountains. It has a splendid supply of pure water, and perfect sanitary arrangements.

The Hotel contains large Coffee Room, Smoking Room, large and well-ventilated Bed and Sitting Rooms, Hot and Cold Bath Rooms, &c. The whole have been fitted up with every convenience for the reception of Families and Tourists, who will find every comfort, with strictly moderate charges. Good Stabling attached.

**Luncheons ready daily from 1 till 4; Private Meals at any hour.**

*Tariff, with Boarding Terms, on application.*

**JAS. EDMONDSON, Proprietor.**

# BOWNESS-ON-WINDERMERE.

HIGH-CLASS PRIVATE TEN-ROOMED

## HOUSE TO LET,

*Between the middle of JULY and the middle of SEPTEMBER,  
Annually, for not less than Six Weeks.*

Beautifully situated on a Terrace overlooking Lake Windermere, five minutes' walk from Bowness Steamer Pier, twenty minutes from Windermere Station.

*'Buses in connection with Steamers and Trains.*

Address—"B., 2 LAKE VIEW VILLAS, BOWNESS-ON-WINDERMERE."



## English Lakes.

# The VICTORIA HOTEL, BUTTERMERE.

**S**ITUATE amongst the most charming scenery in the district. Its close proximity to the Lakes of Buttermere, Crummock, and Loweswater, affords to anglers unqualified facilities for sport, as trout and char are abundant.

**COMMODIOUS COFFEE ROOM & EVERY ACCOMMODATION.**

*Luncheons every day from 1 to 4 p.m.*

**POSTING ESTABLISHMENT. BOATS. TARIFF ON APPLICATION.**

**J. NELSON, Proprietor.**

Postal Address:—"BUTTERMERE, COCKERMOUTH."

## CONISTON LAKE.

### TYSON'S

# WATERHEAD HOTEL.

**T**HIS first-class establishment is the most delightfully situated Hotel in the district. It stands in its own pleasure grounds, which are tastefully laid out, and has a large private frontage to the Lake, with shaded and beautiful walks, from which excellent views of Brantwood, the home of Professor Ruskin, and of Tent Lodge, for some time the residence of the late Lord Tennyson, Poet Laureate, can be obtained. A Steam Gondola plies daily on the Lake during the season. Parties boarded by the week. Terms on application.

**CROQUET AND LAWN TENNIS. BILLIARDS.**

**OPENED AND CLOSED CARRIAGES.**

**POST HORSES. BOATING, FISHING, COACHES, and  
CHAR-A-BANC.** An Omnibus meets all Trains.

*Excellent Golf Course of Nine Holes, adjoining the Hotel, for the  
use of Visitors.*

**JOSEPH TYSON, Proprietor.**

**MOUNTAIN PONIES AND GUIDES.**

**Head-quarters for the Lake District Coaches. Butter, Eggs,  
and Cream from Hotel Farm Daily.**

Telegraphic Address: "WATERHEAD, CONISTON,"

## English Lakes.

### DUDDON VALLEY.

## TRAVELLERS' REST INN, ULPHA.

Good Accommodation for Tourists, Pic-nic Parties, &c.

In the most charming part of the Duddon Valley, five miles from Broughton Station, three from Seathwaite, the benefice and resting-place of the "Wonderful Walker," and the site of Wordsworth's Stepping Stones.

The only Inn of any kind on the beautiful routes from Broughton to the Langdales and Eskdale, and from Coniston over Walna Scar into Eskdale.

**BOARDERS TAKEN. SPECIAL TERMS FOR FAMILIES or READING PARTIES.** Terms on application.

GOOD FISHING OBTAINABLE. GOOD BATHING. RIVER CLOSE BY.  
CONVEYANCES ON HIRE.

**JOHN DODGSON, Proprietor.**

Postal Address—"ULPHA, BROUGHTON-IN-FURNESS."

## DUNGEON GHYLL NEW HOTEL, GREAT LANGDALE, near Ambleside.

*The nearest Hotel to Dungeon Ghyll and the Langdale Pikes.*

**M**OST conveniently situated for the ascent of Scawfell and Bowfell; or for crossing the Passes to Wastwater, Borrowdale, &c. The best Guides, Conveyances, and Mountain Ponies, may be had at the Hotel; also all information respecting mountains and mountain passes.

**JOS. YOUDELL, Proprietor.**

*This Hotel holds the Official Appointment of the GENERAL TOURIST'S CLUB. It is also Head-quarters of the G. T. C.*

## SAM READ, BOOKSELLER & STATIONER, 'GRASMERE.

Depôt for all the best **GUIDE BOOKS** and **MAPS** of the  
**LAKE DISTRICT.**

**A Large Stock of Local Literature,**

Including all the latest editions of the Lake Poets and other  
Authors.

**PHOTOGRAPHS, ARTISTS' MATERIALS.**

English Lakes.**STANLEY GHYLL HOTEL,  
ESKDALE.**

*A New and Commodious Howe has been erected  
at Beckfoot Station.*

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**GOOD ACCOMMODATION FOR TOURISTS & VISITORS.**

The nearest Hotel to the famous Stanley Ghyll Waterfall, and within easy distance of Scawfell and the surrounding Mountains.

Postal Address—

**MRS. CARTER, Proprietress.**

"STANLEY GHYLL HOTEL, BOOT, ESKDALE, S.O., CUMBERLAND."

Telegraphic Address—"STANLEY GHYLL, ESKDALE."

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**WOOLPACK INN,  
ESKDALE.**

Postal Address—"ESKDALE, BOOT, viâ CARNFORTH."

Telegraphic Address—"WOOLPACK, RAVENGLASS."

**T**HIS ancient Inn has been recently enlarged and fitted up with Hot and Cold Baths; also refurnished for the accommodation of Tourists and Visitors. It is centrally situated in the beautiful valley of Eskdale, between Scawfell, Scawfell Pikes, Bowfell, and Harter Fell. Esk Falls and Stanley Gill, the finest scene of its kind in the country, are within easy reach.

Near to the **ROMAN CAMP** recently brought to light.

*One mile from Boot Station. Conveyances kept.*

**DIXON SHARPE, Proprietor.**

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**VALE OF GRASMERE.****"MOSS GROVE"**

FIRST-CLASS

**TEMPERANCE HOTEL**

(100 yards to the north of the Church).

COFFEE-ROOM AND PUBLIC DRAWING-ROOM.

Under good Management, with every comfort of home guaranteed.

Coaches pass the Hotel daily, to and from all parts of the Lake District, including the Circular Tour of Thirlmere. Hardy's Char-a-bancs run to and from the Hotel in connexion with all Steamers at Waterhead Pier.

TARIFF ON APPLICATION TO **E. H. BALDRY, Proprietor.**

English Lakes.

COWPERTHWAIT'S  
**PRINCE OF WALES**  
 HOTEL,  
**GRASMERE.**

Patronised by H.R.H. The Prince of Wales, The Duke of Connaught,  
 and the Nobility.

*Delightfully situated on the shore of the Lake, within two minutes' walk of Dove Cottage, the early home of Wordsworth, and six minutes' walk of Grasmere Church.*



The loveliest spot that man hath ever found."—WORDSWORTH.

The places conveniently visited from it by *carriage* include Rydal (the home of Wordsworth), Ambleside, Windermere, Coniston, the Langdales, Thirlmere, Keswick, and Patterdale (Ullswater); there are direct *pony tracts* to Easedale Tarn, Borrowdale, Derwentwater, Ullswater, and the tops of Helvellyn and Fairfield.

*Communication by Through Trains:—*

From London (by L. & N. W. R. to Windermere, and thence by coach), in 7½ hrs.  
 „ „ (by Midland & Furness Railways, and up Lake Windermere), in 8 hrs.

In connection with the **ROTHAY HOTEL, GRASMERE.**

Telegraph: "Prince Hotel, Grasmere."

**J. COWPERTHWAIT,**  
 PROPRIETOR

English Lakes.

THE PARADISE OF LAKELAND.

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**PRINCE OF WALES  
HOTEL,  
GRASMERE.**


---

*PONIES and GUIDES.*

LAWN TENNIS. BILLIARDS. BOATING. FISHING.

**P**UBLIC CONVEYANCES from the Prince of Wales Hotel to **Ambleside**, and **Waterhead (Windermere)**, constantly throughout the day, and in connection with all steamers. To **Windermere Station** in connection with principal trains. To **Kenwick** several times a day. To **Ullswater, Langdales, and Coniston**. Round **Thirlmere** by the splendid new roads constructed by the Manchester Corporation. The "Prince of Wales" Coach makes the tour of **Thirlmere**, daily, in connection with the Furness Company's Steamers on Windermere, making the outward journey by Red Bank and the west side of Thirlmere; the return by the east side of Thirlmere and Rydal. Upwards of an hour is allowed for lunch at the Prince of Wales Hotel.

Pedestrians will find Grasmere a central point for Excursions to **Ullswater, Helvellyn, Borrowdale, Langdale, Fairfield**, and all the fells and also villages in the Southern part of the Lake District.

**J. COWPERTHWAITTE.**

[Under the same Proprietorship as the ROTHAY HOTEL, Grasmere.]

**HAWES WATER (MARDALE).****THE DUN BULL INN.****EXCELLENT PEDESTRIAN HEAD-QUARTERS.**

The only Hotel in the fine mountain district lying between **WINDERMERE, HAWES WATER, SHAP, and ULLSWATER.**

Under entirely **NEW MANAGEMENT.** Thoroughly re-arranged.  
Tourists can with confidence rely on every attention.

At the foot of High Street and the Nan Bield Pass. Good **TROUT FISHING** in **Mardale, Hawes Water, Hayes Water, &c.**

**Parties met at Penrith or Shap (L. & N.W.) Stations, when required.**

Postal Address—"MARDALE, SHAP, WESTMORLAND."

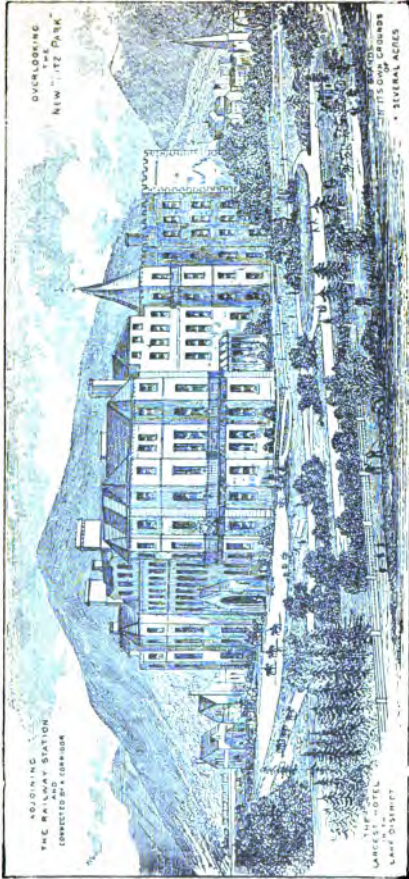
**WALTER BALDREY, Proprietor.**

# THE KESWICK HOTEL.

(Lighted by Electricity.) Most convenient for Tourists en route to or from Scotland. This Hotel is pleasantly situated on an eminence overlooking the new Fitz Park, and commanding views of unsurpassed loveliness, including the principal Mountains of the District, and is within a few minutes' walk from

39

## English Lakes.



Derwentwater. It is connected with the Railway Station by a covered way; porters attend all the Trains, and the guests virtually alight at and depart from the Hotel. Spacious COFFEE and DRAWING ROOMS; also, lately added, a commodious and well-supplied READING ROOM and a RECREATION ROOM. The Kitchen is supervised by an experienced Chef. GOOD GOLF LINKS.

**WILLIAM WILSON, Lessee.**

## English Lakes.

DERWENTWATER LAKE.

# THE ROYAL OAK HOTEL, KESWICK.

Telegraphic Address—"ROYAL OAK, KESWICK."

Patronised by



H.R.H.

The Late Queen Dowager.

The Prince of Wales.

The King of Saxony.

The Grand Duke Constantine of Russia, &c., &c.

GOOD GOLF LINKS.

An Omnibus and Porters meet the Trains at the Station Door

A COACH TO BUTTERMERE EVERY MORNING AT 10.

E. BOWDEN, Proprietor.

# GEORGE HOTEL, KESWICK.

COMFORTABLE TOURIST HOTEL,

CENTRALLY SITUATED.

Coaches to Buttermere, Ambleside, Windermere,  
Grasmere, Bassenthwaite.

GOOD GOLF LINKS. EXCELLENT FISHING

'BUS MEETS ALL TRAINS.

JONATHAN SCOTT, Proprietor.

# THE LAKES CHRONICLE and List of Visitors.

1d.

— Established 1875. —

1d.

Published every Wednesday Afternoon in time for Evening Post.

Small Prepaid Advertisements:

WANTEDS, TO BE LETS, LOST OR FOUND, &c.

12 words, 6d.; 20 words, 9d.; and 3d. for every additional 8 words.

# The ENGLISH LAKE DISTRICT PAPER.

Publishing Office:—BOWNESS-ON-WINDERMERE.

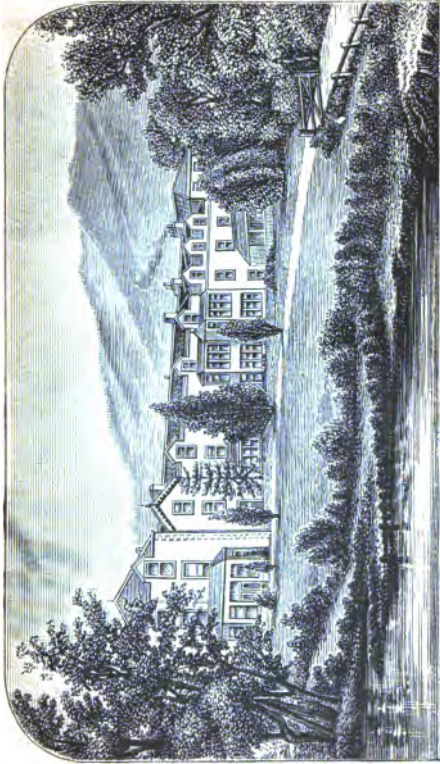
Proprietor, ANTHONY W. JOHNSON.

**DERWENTWATER HOTEL, Portinscale, Keswick.**

41

**English Lakes.**

**BOATS, PONIES,  
LAWN TENNIS.**



*Close to the Church.*

**COACHES TO ALL PARTS.**

Beautifully situated in its own grounds which slope down to the Lake, and surrounded on all sides by delightful walks and driving excursions.

Tel. Address (Office on the Premises)—“Harker, Portinscale.”

**J. S. HARKER, Proprietor.**



## English Lakes.

**DERWENTWATER, KESWICK.**

### THE BORROWDALE HOTEL.

**T**HIS Hotel is situate at the head of Derwentwater and commands unequalled views of the Lake and Mountain Scenery of this romantic district. Special Boarding arrangements.

'BUS FROM KESWICK STATION, 6d.

#### POSTING.

MOUNTAIN PONIES, BOATS, FISHING TACKLE, &c.

FERNERY: ALL BRITISH FERNS SUPPLIED.

Postal Address: "BORROWDALE HOTEL, KESWICK."

Telegraphic: "ASKEW, GRANGE, KESWICK."

W. ASKEW, Proprietor.

### SCAWFELL HOTEL, ROSTHWAITE, BORROWDALE, Near KESWICK.

In the heart of the handsomest valley in Britain. Nearest Hotel on the Keswick side to the celebrated Honister, Stake, and Sty Head Passes, and to Scawfell Pike, Great Gable, &c. Recently enlarged, and contains every convenience. Central for Excursions to Thirlmere, Wastwater, Buttermere, &c. Mountain Guides and Ponies.

GOOD TROUT FISHING. TENNIS. HOME COMFORTS.  
TARIFF MODERATE.

THOMAS BAINES, Proprietor.

Telegraph—"BAINES, ROSTHWAITE."

### KING'S HEAD HOTEL, THIRLSPOT, near GRASMERE.

On the main road from Keswick (5½ miles) to Windermere (15½ miles) and the nearest to Keswick on the grand new Circular Drive of Thirlmere; 1½ miles from the Great Dam, and close by the "Castle Rock of Triermain."

Shortest Ascent of Helvellyn on Keswick side. Guides, if required.

BEAUTIFUL SCENERY. COMFORT. BED and BREAKFAST, 4s.

JOHN GASKARTH, Proprietor.

English Lakes.**NAG'S HEAD HOTEL,**  
WYTHBURN, near GRASMERE.

On main road from Windermere (13 miles) to Keswick (8 miles) and the splendid Circular Tour of Thirlmere.

Shortest and easiest ascent of Helvellyn. Horses and mountain-ponies.

COFFEE-ROOM ENLARGED. COMFORT & MODERATE CHARGES.

JANE EASTON, Proprietress.

**"MORTAL MAN" HOTEL,**  
TROUTBECK, WINDERMERE,

*3½ miles from Windermere Station, 4 from Ambleside, 10 from Ullswater.*

**T**HIS well-known Inn has been greatly enlarged and converted into a comfortable

**TOURIST HOTEL,** with 13 Bedrooms.

It is situated in the beautiful valley of Troutbeck on the coach route between Windermere and Ullswater, and commands a charming view of the Valley and Lake.

PRIVATE APARTMENTS. POSTING. GOOD STABLING.

**MARTHA SAVAGE, Proprietress.**

FISHING (by permission).

**ULLSWATER.****HOWTOWN HOTEL.**

Postal Address—POOLEY BRIDGE, PENRITH.

**H**OWTOWN is situated by the side of the beautiful bay at the end of the first reach of Ullswater. It is 4 miles from Pooley Bridge (nearest *Tel. Off.*), 6 from Patterdale, 9 from Penrith Station, 5 from the majestic "High Street," and 1½ hours' walk from Haweswater.

Good Fishing may be enjoyed in the Lake close by. Pleasure-boats and Guides. Steam-yacht calls three times a day both ways.

*Parties taken in to Board and Lodge on reasonable terms.*

Mrs. FARBER, Proprietress.

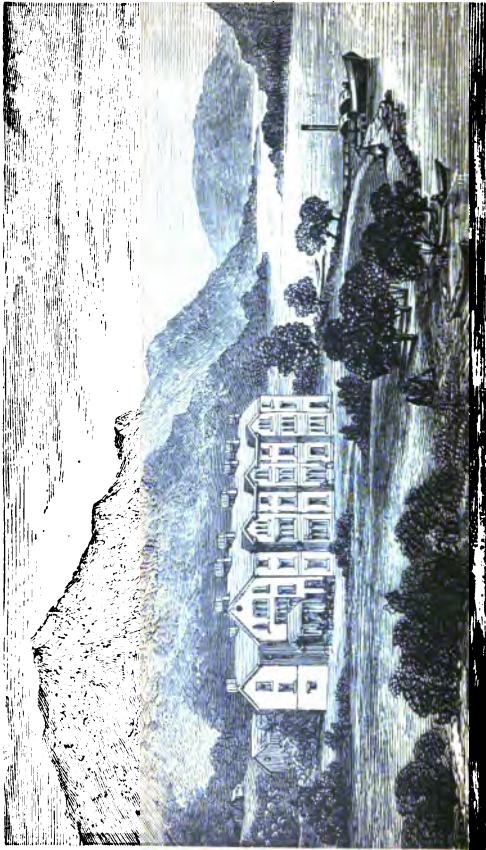
## English Lakes.

**Tariff on Application.**

Table d'Hôte, 7.30 p.m.

### ULLSWATER HOTEL, Patterdale, Penrith,

Is one of the largest and best situated first-class Hotels in the district for Families and Tourists delightfully placed on the shores of Ullswater, within a few yards of the Steam Yacht Pier, and commands most charming



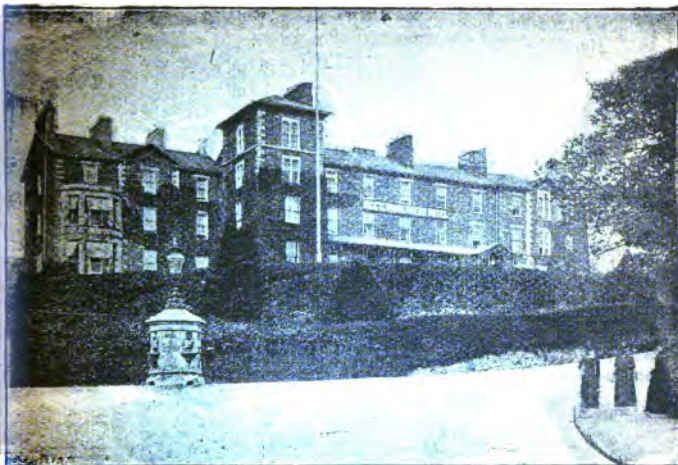
Conveyances to all Parts of the District.

**BILLIARDS, BOATS, &c.**

and varied Views of the Lake and of the wild secluded glens and lofty rugged heights with which this picturesque and beautiful neighbourhood is surrounded. Helvellyn and Airs Force are in close proximity. The Steam Yacht and Coaches start from the front of the Hotel several times a-day. Certified Sanitation. THOS. BOWNASS, Proprietor.

Tel. Address: "Bownass, Glenridding."

## English Lakes.



## RIGG'S WINDERMERE HOTEL, WINDERMERE.

*(Nearest First Class Hotel in the Lake District to the  
"West Coast" route to Scotland.)*

**A**T this establishment Families and Tourists will meet with every accommodation. The Hotel is most beautifully situated on an eminence, commanding views of the Lake, Mountain, and Landscape Scenery, which are unsurpassed by any in the Lake District, and also within a convenient distance of the Windermere Railway Station. Spacious Coffee and Drawing Rooms, Private Drawing Rooms, also Billiard and Smoking Rooms. Postal and Telegraph arrangements excellent. Tariff, with full information, forwarded upon application.

The Royal Mail Four-Horse Stage Coaches run from this Hotel and the Windermere Railway Station daily (Sundays excepted), to and from Ambleside, Rydal, Grasmere Lake, Grasmere, Wythburn, Thirlmere, and Keswick-on-Derwentwater. For times of arrival and departure see London and North-Western Railway Time Tables at all their Stations. Coaches also run to Ullswater, Coniston, and the Langdales. Private Carriages or Omnibuses can be secured to meet the Trains at Windermere to convey families to other parts of the Lake District.

**RICHARD RIGG, Proprietor.**

*Telegrams: "Rigg's, Windermere." Telephone No. 106.*

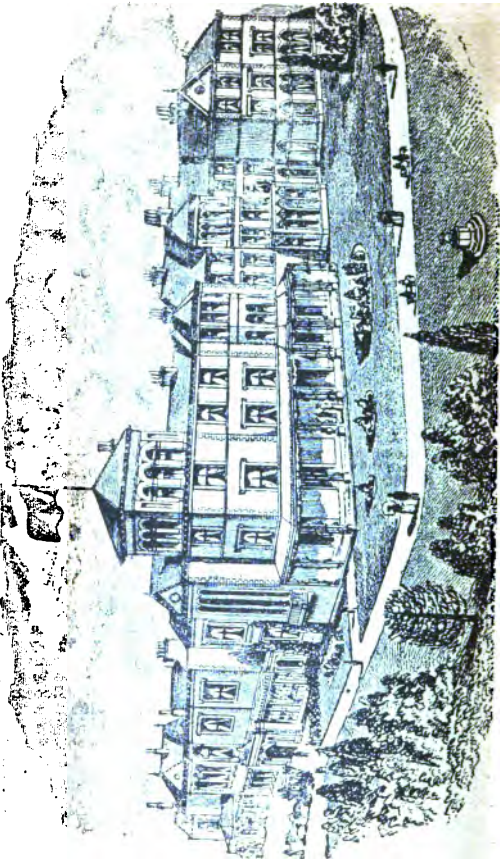
**LIGHTED BY ELECTRICITY.**

**Splendid Golf Course at easy distance.**

ELECTRIC LIGHT THROUGHOUT.  
**SPLENDID GOLF COURSE**  
 AT EASY DISTANCE.

**BELSFIELD HOTEL, BOWNESS-ON-WINDERMERE.**

**T**HIS First-class Establishment, the largest in the English Lake District, stands well above Lake Windermere in its own magnificent grounds of 84 acres, with choicest trees and shrubs of over 40 years' growth. Beautifully shaded walks in grounds. Delightful views of Lake and surrounding Mountain Scenery.



BILLIARDS, FISHING, TENNIS.

PRIVATE OMNIBUS ATTENDS ALL TRAINS AND STEAMERS.  
 PRIVATE COACHES AND CARRIAGES FROM THE HOTEL.

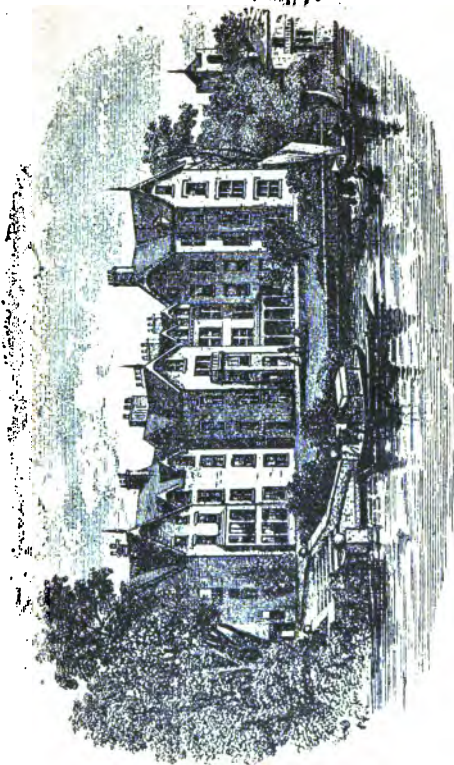
One of the finest and most comfortable in the kingdom. Four-in-hand Coaches daily to neighbouring Lakes and places of interest.  
 Telegrams: "Belsfield, Windermere." **A. D. McILROD, Proprietor (late Manager, Cairloch Hotel, Ross-shire).**  
 Telephone No. 129.

## English Lakes.

Billiards, Hot and Cold Baths, Lawn Tennis, &c.

**[S]PL'ENDID GOLF COURSE**

WITHIN EASY DISTANCE.



*Within a hundred yards of the Steamboat Pier.*

**LIGHTED BY ELECTRICITY.**

Four-in-Hand Coaches daily throughout the season to Coniston Grasmere, Keswick, Ullswater, and the district generally.

Omnibuses attend all Trains at Windermere Station; also at the Steamboat Pier, the Boats from Lake Side (terminus of the Midland and Furness route) and Ambleside,

**A First-class Hotel, patronised by the Nobility and best English and American families. Electric Light throughout. The Grounds extend to the Lake, with private Boat-landings.**

**(Tel. Address: "Old England, Windermere.")**

*Tariff on application.*

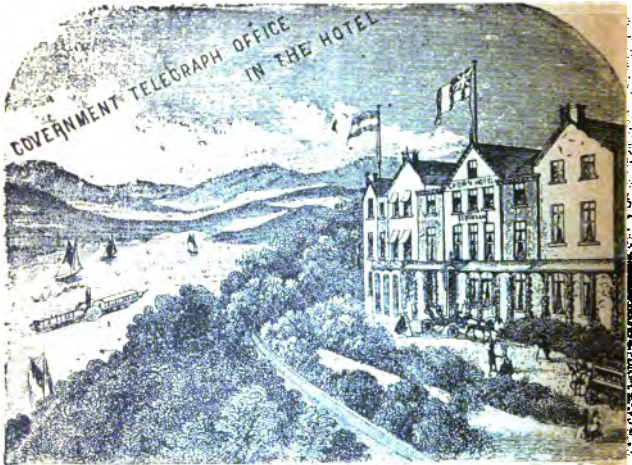
**R. BOWNASS, Proprietor**

**Telephone No. 112.)**

## English Lakes.

BOWNESS-ON-WINDERMERE.

# CROWN HOTEL.



THIS well-known First Class House is situated in its own grounds, immediately overlooking and close to the Lake. Commands most beautiful views. Unsurpassed as a good centre or excursions. Coaches daily to all places of interest.

Omnibuses and Servants meet all Trains and Steamers.  
The nearest Hotel to the Golf Links.  
Table D'hôte, 7.30. Tarif Moderate. Electric Light.

Mrs. GARNETT, Proprietress.

## THE ROYAL HOTEL, BOWNESS-ON-WINDERMERE,

Is the OLDEST ESTABLISHED HOTEL in the LAKE DISTRICT.  
Coffee & Drawing Rooms & Good Private Sitting Rooms.

*Conveyances daily between this Hotel and the Golf Course.*

**COACHES TO ALL PARTS OF THE DISTRICT.**

**PRIVATE CONVEYANCES OF EVERY DESCRIPTION.**

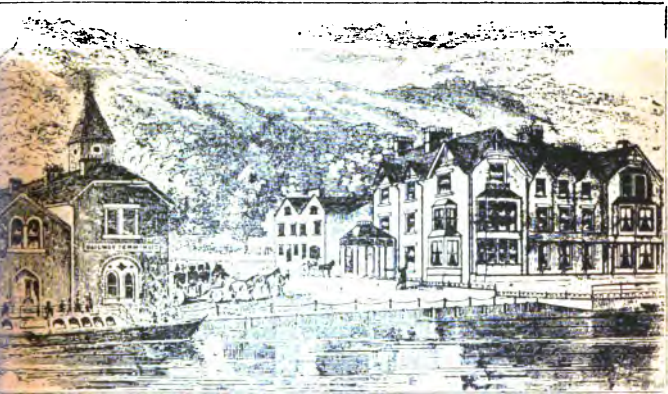
Tel Address: "Royal, Bowness, Windermere."

**C. BROWN, Proprietor.**

## English Lakes.

### BROWN'S LAKESIDE HOTEL (SOUTHERN END OF WINDERMERE).

A beautifully situated Hotel on the shore of Lake Windermere, at the terminus of the Midland and Furness route to the Lake District and the Steamboat Pier, from which Steamers perform the circuit of the Lake, eight or more times a day.



This access to the Lake District was pronounced by WORDSWORTH the most beautiful and artistic. The whole railway route from Carnforth abounds in beauty, exquisite views of the Lake mountains being afforded during the crossing of the several river estuaries.

From July 1st 1896 the Through Train Service will be greatly improved, and Lakeside will be put in as favourable a position, both in point of time and convenience, as any other railway station in the district.

Postal Address—"LAKESIDE HOTEL, vid ULVERSTON."

## WASTWATER HOTEL, WASDALE. GREATLY ENLARGED.

Postal Address:—"Wasdale, Gosforth, viâ Carnforth."

**SITUATED** one mile above the head of the famous Wastwater, at the foot of the loftiest cluster of mountains in England, including Scawfell Pike, Scawfell, Great Gable, and the Pillar, and approached by the most romantic pony-tracks in the kingdom from all parts of the Lake District; also by road from Drigg (thirteen miles) and Seascale stations on the Furness Railway. Five miles by pony-track from Boot Station.

CONVEYANCES, GUIDES, AND MOUNTAIN PONIES.

*D. TYSON, Proprietor.*



## English Lakes.



**J. HOLLAND,**  
**HOUSE AGENT,**  
**LAKE VIEW VILLAS, BOARD AND LODGING HOUSES,**  
**BOWNESS-ON-WINDERMERE.**

*WITH OR WITHOUT ATTENDANCE, LINEN & PLATE.*

Elevated Site, Fine Views of Lake and Mountain. Terraced Gardens. Three minutes' walk to the Lake.

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**IRELAND.**

**ARDARA, CO. DONEGAL.**

# **NESBITT ARMS HOTEL.**

The above Hotel having been rebuilt and furnished in the most modern style, will be found most comfortable for Tourists visiting the Donegal Highlands.

**Splendid Fishing and Charming Scenery in the Neighbourhood.**

**TERMS MODERATE.**

*Sea Bathing Convenient.*

**N. McNELIS, Proprietor.**

**DONEGAL COTTAGE INDUSTRY.**

Always a large stock of Homespun on Exhibition at the Hotel.

## Ireland.

### THE SLIEVEMORE HOTEL, DUGORT, ACHILL ISLAND, CO. MAYO, IRELAND.

**R**EMODELLED and enlarged to meet the requirements caused by the New Railway to the Island, promoted by Mr. A. J. Balfour. Situated in the immediate vicinity of the Grand Mountains of Slievemore and Croughann, and the Menawn "Cathedral" Cliffs; close to the Bathing-straids and the Seal Caves of Dugort. The cooling breeze from the Atlantic in summer makes the air of Achill most charming, and people suffering from dyspepsia or nervous exhaustion are greatly benefited by a short stay in the Island.

The trips to the adjacent islands by boat are very interesting to the antiquarian, naturalist, and pleasure seeker. Fishing and shooting now attached to the Hotel.

Long Cars meet the Trains at Achill Sound to convey the visitors through to Dugort. Special arrangements can be made if visitors will correspond with the Proprietor.

TELEGRAMS to "ACHILL SOUND" (nine miles) and on by post to Dugort, Westport.  
**JOHN SHERIDAN.**

TELEGRAMS:—"STERRITT, DUNFANAGHY."

### STEWART ARMS HOTEL, DUNFANAGHY.

**L**ONG established and First Class. Recently Enlarged and completely Renovated, and now replete with every requisite for the comfort of Tourists. Ladies' Drawing Room, Coffee, Smoke, and Bath Rooms (hot and cold water). The Hotel is within easy walking distance of "The Horn," "MacSwiney's Gun," the "Paul Dhus," and other places of interest so numerous in the neighbourhood, the scenery of which, in magnificence and rugged grandeur, is unrivalled in the North of Ireland.

Golf Links within five minutes' walk of the Hotel. Good Lake and Sea-water Fishing, free to visitors. Posting in all its branches.

Open and close Carriages, Wagonettes, &c., &c. Moderate Charges.

**J. A. STERRITT, Proprietor.**

N.B.—A two-horse car attends the arrival of the midday train at Letterkenny (from Londonderry) to convey passengers to Dunfanaghy.

### PORTSALON HOTEL AND GOLF LINKS (CO. DONEGAL).

**T**HIS excellent Hotel, which is situated on the Western Shore of Lough Swilly, amidst the most lovely scenery of Ireland, has been largely extended to meet the increased demand for accommodation this season.

The Golf Links adjoining the Hotel are among the finest in the kingdom. The course has eighteen holes, with a circuit of over three miles, and is of a most sporting character.

Bathing. Boating. Fishing. Billiards. Lawn Tennis.

Route, from Londonderry by Lough Swilly Railway to Fahan. A large and well-appointed paddle-steamer plies twice daily between Fahan and Portsalon in connexion with Mail and other trains on main lines.

Telegrams:—"HOTEL PORTSALON." (Free delivery.)

**COLONEL BARTON, D.L., Proprietor.**

Ireland.**THE DONEGAL HIGHLANDS,  
CROLLY BRIDGE HOTEL.**

**A** NGLERS and Tourists visiting the Donegal Highlands will find this small Hotel a Home from home. Being central between Finntown Railway Station and Dunfanaghy, tourists can ascend Mount Errigal, Slieve Snaght, and explore a variety of coast scenery, all within a short distance of Hotel.

Excellent Fishing on several miles of preserved waters—salmon, sea and brown trout. Boats, gillies, and guides always in readiness, Cars despatched to meet Tourists and Anglers if Telegraphed for.

*VERY MODERATE TERMS.*

TELEGRAMS: **P. GALLAGHER, Proprietor.**  
"GALLAGHER, CROLLY, GWEEDORE."

**FALCARRAGH.**

*Viâ LETTERKENNY, CO. DONEGAL.*

**MCGINLEY'S HOTEL.**

**T**HIS House has been thoroughly refurnished, and now offers clean and comfortable accommodation to Tourists.

It is commandingly and conveniently situated on the chief mail-route in N.W. Donegal, between Dunfanaghy and Gweedore. A Loig-car runs daily from the Railway Terminus at Letterkenny to Dunfanaghy, six miles distant, and the Mail-car passes the door daily.

**O'DONNELL'S HOTEL,  
GLENTIES, CO. DONEGAL.**

**T**HE above Hotel having been newly fitted up, Furnished, and Decorated, the Proprietor trusts to merit the Patronage of those who may visit this part of the "Donegal Highlands."

**T**OURISTS will find Glenties one of the most convenient centres for seeing "the Wilds."

There is also good Shooting and Angling to be had in the Neighbourhood.

**PATRICK O'DONNELL, Proprietor.**

Telegrams to "O'DONNELL, HOTEL GLENTIES."

Ireland.

# SHELBOURNE HOTEL, DUBLIN.

CHARMING SITUATION OVERLOOKING STEPHEN'S  
GREEN PARK.

MOST CENTRAL POSITION.

MODERATE CHARGES.



POSTAL TELEGRAPH OFFICE AND TELEPHONE IN  
THE HOTEL.

ELECTRIC LIGHT and PASSENGER LIFT.

# SHELBOURNE HOTEL, DUBLIN,

Ireland.

# GRESHAM HOTEL,

One of the largest,  
best appointed,  
and most comfortable  
Hotels in Ireland.

# DUBLIN:

Sackville St.,

ELECTRIC LIGHT.

LADIES' TOILET AND BATH ROOMS RECENTLY ADDED.

Special Dining and Drawing Rooms for Ladies and Families.

Suites of Apartments. First-class Cuisine. Moderate Tariff. Perfect Sanitation throughout the Building, certified by Sir CHAS. CAMERON, City Analyst.

## NASSAU HOTEL, DUBLIN,

Nos. 16 to 20 SOUTH FREDERICK STREET,  
AND  
No. 12 NASSAU STREET.

ONE of the Most Comfortable and Best TEMPERANCE Hotels  
in Ireland.

ELECTRIC LIGHTING AND ALL MODERN IMPROVEMENTS.

TELEPHONIC COMMUNICATION.

Noted for Cleanliness and Attention. Handsome and well-furnished Rooms. Moderate Charges. Special Terms *en pension*.

Telegrams: "NASSAU HOTEL, DUBLIN." Telephone: No. 887.

## GIANTS' CAUSEWAY.

## KANE'S ROYAL HOTEL.

Lately Renovated and Refitted with Bath-rooms,  
Hot and Cold Water, two large Coffee-rooms, two Ladies'  
Drawing-rooms, Private Sitting-rooms.

Breakfast and Luncheon from 1s.; Dinner, 1s. 6d. to 2s. 6d. Bed-room for one person, 2s.; for two occupying one room, 3s. *No charge for attendance.* Weekly Terms on application to Mrs. KANE.

### POSTING IN ALL ITS BRANCHES

at the lowest Terms; to Carrick-a-Rede and back, on daily Car, 2s.; or a party, same terms.

This hotel is opposition to Causeway Hotel. Car and Porter attend all trams on public road.

# THE

THE most com-  
 chest appointed  
 Hotel in the  
 Lake district,  
 and is within  
 easy distance of  
 the chief centres  
 of attraction to  
 Tourists. The  
 Grounds adjoin  
 Lord Kenmare's  
 beautiful de-  
 mesne and deer  
 park, which skirt  
 the shores of the  
 principal Lake.  
 Hotel Porters, in  
 uniform, meet  
 all trains.

Guides, Car-  
 riages, Boats,  
 &c., on hire, at  
 reduced rates to  
 Visitors.

**Golf Links ;  
 Lawn Tennis ;  
 Croquet ; Bil-  
 liards ; Li-  
 brary ; Pianos.  
 Photographic  
 Dark-room.**

# BILLARNEY.

# GREAT SOUTHERN HOTEL

(Under the Management of the Railway Company.)

Hotel Coupons  
 at 12/- per day,  
 and Cheap  
 Week End  
 Tickets can be  
 had at the prin-  
 cipal Stations  
 of the Company



**MODERATE TARIFF. INCLUSIVE RATES FOR PROLONGED PERIODS.**

**ILLUSTRATED PAMPHLET with TOURIST MAP, containing Hotel Charges and Car and Boat Fares, sent free on application.**

Conveyances,  
 at fixed charges,  
 leave the Hotel  
 daily during the  
 season for the  
 grand tour of the  
 Gap of Dunloe  
 and the Three  
 Lakes, Muckross  
 Abbey, Derricu-  
 nihy Falls, and  
 other scenery  
 routes. The  
 public Coaches to  
 Kenmare and  
 Glengarriff call  
 at the Hotel  
 each way for the  
 convenience of  
 Passengers

**G. J. CAPSBY, Manager.**

**COUNTY KERRY.****SOUTHERN HOTELS, LIMITED.**

**HEALTH AND PLEASURE RESORTS.**  
**SHOOTING. FISHING. GOLF. BOATING.**  
**BATHING. TENNIS.**

**SOUTHERN HOTEL, PARKNASILLA.**—Delightfully situated in its own grounds (upwards of 100 acres) on an inlet of the sea. Magnificent and romantic scenery; an ideal holiday resort in summer, and, owing to its sheltered position and mild climate, a veritable Irish Riviera in winter.

Coaches to Waterville and Kenmare daily, from May 1st.

A large New Hotel is being built here, to meet the ever increasing demand for accommodation.

**SOUTHERN HOTEL, WATERVILLE.**—On the shore of Lough Currane, and within half a mile of the sea. Salmon and trout fishing commences here on February 1st, and the house is already well known to anglers from all parts of the United Kingdom. This Hotel has been enlarged and every modern improvement introduced.

Coaches to Parknasilla and Kenmare, and also to Cahirciveen daily, from May 1st.

**SOUTHERN HOTEL, CARAGH LAKE.**—Within half a mile of the G.S. & W. Railway Station. Beautifully situated on the shore of Caragh Lake, and surrounded by unrivalled scenery. The Company has secured extensive and exclusive Fishing and Shooting rights, and good Golf Links for the use of its guests. This Hotel has also been enlarged and improved, and now contains spacious Coffee-room, Drawing-room, Billiard-room, Smoking-room, large and lofty Bedrooms, private Sitting-rooms, &c.

**SOUTHERN HOTEL, KENMARE.**—This house is in course of erection, and will, it is hoped, be completed for the reception of visitors during the Tourist Season of 1896.

Full particulars of any of the above Hotels may be obtained on application to the Manager,

**EDGAR J. CLEAVER,**

Telegraphic Address:

PARKNASILLA, KENMARE,

"PARKNASILLA, SNEEM, KERRY."

CO. KERRY

Ireland.

# BAY VIEW HOTEL, WATERVILLE, CO. KERRY.

**T**HIS Hotel is beautifully situated, commanding a magnificent view of the Atlantic, and within three minutes' walk of the well-known

## WATERVILLE LAKE.

Visitors to this Hotel have the privilege of **FREE FISHING** on the Lake, and the exclusive Salmon Fishing of the River Inny; also 28,000 acres of Grouse, Cock, and Snipe Shooting.

**SEA BATHING. LAWN TENNIS. GOLF.**  
Scenery Magnificent—Lake, Sea, and Mountain.

*Tourist Coaches arrive daily from Railway Station, between 1st May and 1st November. Table d'Hôte during the Season.*

**T. GALVIN, Proprietor.**

CO. KERRY.

**CAHIRGIVHEEN.**

## LESLIE'S RAILWAY HOTEL.

*Patronised by H. R. H. PRINCE ALBERT OF PRUSSIA and by His Ex. LORD HOUGHTON.*

**T**HIS commodious and First-class Hotel is pleasantly situated facing Valentia Harbour, and contains Coffee and Commercial Rooms, Private Sitting Rooms, well-appointed and airy Bed Rooms, Smoke and Billiard Rooms, Bath Room (hot and cold), splendid Lavatory.

Leslie's celebrated Four-in-hand Tourist Coaches start from this Hotel for Waterville, Derrynane, Parknasilla, and Kenmare.

**40,000 ACRES of Mixed SHOOTING for Visitors.**

Sea and River Fishing. Excursions daily in the Harbour, on Steam and Sailing Boats. Tickets for Leslie's Steam Ferry (Valentia Harbour to Valentia Island) can be purchased here.

Telegrams — "LESLIE'S HOTEL, CAHIRGIVHEEN."

**W. J. LESLIE, Proprietor,**



Ireland.

## LONDONDERRY.

## IMPERIAL HOTEL.

**F**IRST-CLASS Family and Commercial. Occupies an elevated and healthful position within the old walls, close to the old Cathedral, County Court House, and best shops. Most central for all kinds of business. "Not being within reach," no disturbance by night from chimes of large clock, or disagreeable odours from the river.

THOS. MARSHALL HEGAN, *Proprietor.*

---

**CITY HOTEL,**  
**LONDONDERRY.**

**T**HIS long-established Hotel has been lately Rebuilt and supplied with every Modern Appointment—Enlarged and handsomely Refurnished.

Its situation is healthy and picturesque. Convenient to General Post Office, Banks, and other public buildings.

From its central position it is most convenient for Commercial Gentlemen, Tourists, and other Visitors.

*Patrons will find comfort, attention, and moderate terms.*

**'BUS ATTENDS ALL TRAINS.**

Mrs. TOYE, *Proprietress.*

WM. DOHERTY, *Manager.*

---

**SLIGO.**
**VICTORIA HOTEL**

(*FIRST CLASS*),

**PATRONISED BY ALL THE NOBILITY AND GENTRY.**

**T**OURISTS, Anglers, and Families will find every convenience, combined with cleanliness and moderate charges.

**PRIVATE ROOMS, LADIES' SITTING ROOMS.**

**BATHS—HOT, COLD, AND SHOWER.**

**BILLIARDS AND GOLF.**

Gentlemen staying at this Hotel have the privilege of Free Fishing for Salmon and Trout on Lough Gill. Boats for hire. Postings in all its branches. Omnibus attends all trains.

**J. A. HALL, PROPRIETOR.**

# ABERYSTWYTH QUEEN'S HOTEL.



*Facing  
the  
Sea.*



Soft Invigorating Atlantic Breezes, Pure Water from l'Inlimmon, and excellent drainage.

The late Sir JAMES CLARKE, M.D., said:—"A fortnight at Aberystwyth is equal to a month at most watering-places."

**Boarding Terms from 3½ Guineas per Week.**

**TABLE d'HOTE at 7.30 o'clock.**

*Tariff on application to W. H. PALMER, Proprietor.*

**"THOROUGH GUIDES" TO WALES.**

**BADDELEY & WARD'S.**

## **NORTH WALES.**

**PART I.**—North Coast, Bettws-y-coed, Snowdon, &c. 18 Maps, Plans, and Panoramas. 3s. Fifth Edition, 1895.

**PART II.**—Barmouth, Dolgelly, Aberystwith; the Cambrian and Great Western Lines. Ten Maps and Plans, and Panorama. 2s. 6d. Fourth Edition, 1895.

## **SOUTH WALES and THE WYE.**

Eighteen Maps and Plans. 3s. 6d.

**LONDON: DULAU & CO., 37 SOHO SQUARE, W.**

North Wales.

# THE GEORGE HOTEL, BANGOR, NORTH WALES.



**T**HE most charmingly situated Hotel in North Wales. Standing in its own extensive grounds on the most pleasant part of the banks of the Menai Straits. In sight of the famous Suspension and Tubular Bridges, and within easy distance of all the principal places of interest. The combined air of mountain and sea renders the locality a most health restoring resort. *Special Sanitary Certificate.*

Liverpool Steamers Land Passengers opposite the Hotel.

OMNIBUS MEETS TRAINS AT BANGOR STATION.

POSTING & GOOD STABLING.

*R. BAXTER, Manager,*

## Wales.

### THE CORS-Y-GEDOL HOTEL, THE MARINE HOTEL, AND ST. ANN'S MANSIONS

(Private Apartments),

BARMOUTH, N. WALES.

*The Riviera of the United Kingdom. Winter and Summer Residence.*

**T**HE situation of both Hotels is unrivalled, facing the Sea, with a south-west aspect. The sanitary arrangements are of the most recent and approved character. The Princess Beatrice was graciously pleased to express her satisfaction at the accommodation placed at her disposal at the Hotel on her visit to Barmouth. Wines and Cuisine of superior quality at moderate charges. A Private Room reserved for Commercial Gentlemen in the Cors-y-Gedol Hotel at commercial tariff. Posting in all its branches. Fishing and Wild Fowl Shooting in the neighbourhood. Billiards, Bathing, Boating. Tariff on application. Golf Links.

**The Cors-y-Gedol and Marine Hotels and Freehold Land Co., Ltd.**

**BENJAMIN J. ALLSOP, Managing Director.**

COACH TO PORTMADOC TWICE A DAY FROM THE HOTEL, RETURNING IN  
THE AFTERNOON, ALL THE YEAR ROUND.



**MRS. M. JONES,**

**PRINCE LLEWELYN HOTEL, BEDOGELERT,**

begs to inform Tourists and other Ladies and Gentlemen visiting this beautiful and romantic spot that she has every accommodation conducive to their comfort, and that Cars, &c., can be obtained on the shortest notice.

*LUNCHEON READY TO MEET ALL COACHES.*

**North Wales.**

**BETTWS-Y-COED.**

**ROYAL OAK HOTEL.**

*Tel. Address: "Oak, ettws-y-Coed."*

THIS celebrated Hotel has an unrivalled situation, and is very suitable as a centre from which the most beautiful scenery in North Wales may be visited. It has recently been greatly enlarged and improved.

Private Road to Station. Omnibus meets all Trains.

Posting. Lawn Tennis. Billiards. First-class Stabling.

Well-appointed Four-horse Coaches are run daily by the Proprietor to Llanberis and back, Beddgelert and back, and Portmadoc, through the finest scenery of North Wales, including the passes of Llanberis, Gwynant, and Aberglaslyn.

EDWARD PULLAN, Proprietor.

**LLANFAIRFECHAN.**

**QUEEN'S HOTEL,**

THE LARGEST AND BEST APPOINTED.

*CHARMING MOUNTAIN and SEA VIEWS  
from all the Windows.*

ENTIRELY SHELTERED FROM THE EAST.

**HOT AND COLD BATHS.**

**POSTING. C. T. C. HEADQUARTERS.**

SAMUEL AYLAND, Proprietor.

Wales.

# ABBNEY HOTEL,

## LLANTHONY,

*ABERGAVERNNY, MON.*

**C**ENTRALLY situated in the Black Mountains in the beautiful Valley of the Honddu, and within the precincts of the celebrated Llanthony Priory. Good accommodation for Visitors. The Hotel is 11 miles by road from Abergavenny, and is also conveniently reached in 6½ miles from Llanvihangel Station.

**GOOD TROUT FISHING** is **OBTAINABLE** in the **RIVER HONDDU**.  
*The Black Mountains are the finest rambling grounds in South Wales.*

**MATTHEW KNIGHT, Proprietor.**

# THE VICTORIA HOTEL,

## MENAI BRIDGE.

**F**IRST-RATE accommodation and reasonable charges. Omnibuses to and from Bangor Station four times daily. The Packets to and from Liverpool land passengers within two minutes' walk of the Hotel. A first-class Billiard Table. Posting, Sea Bathing, Hot and Cold Baths, &c. Head-quarters Cycling Club.

**Special Winter Tariff on application.**

**C. HUMPHREYS, Proprietress.**

## THOROUGH GUIDES.

### **BADDELEY'S PEAK OF DERBYSHIRE. 3s.**

**SECTIONS** :—Sheffield and High Peak (Dove and Chinley Railway, &c.), Ashbourne and Dovedale, Buxton, Castleton, Matlock, and Bakewell.

Nine Maps and Plans. Sixth Edition.

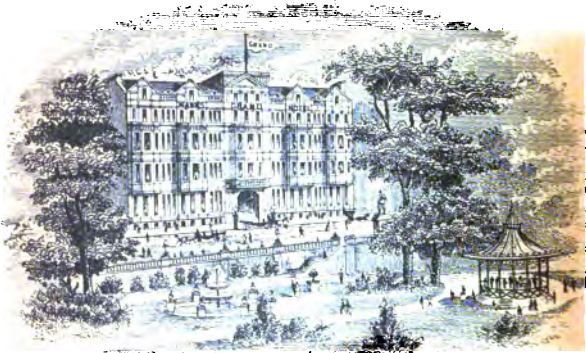
**LONDON: DULAU & CO., 37 SOHO SQUARE, W.**

Scotland.

# THE GRAND HOTEL,

Union Terrace Gardens,

**ABERDEEN.**



**T**HIS magnificent Hotel, which has recently been erected from designs by Mr. MARSHALL MACKENZIE, A.R.S.A., occupies the finest central situation in the city, and is sufficiently removed from Street and Railway traffic to secure complete quiet.

In convenience of arrangement, perfect appointments, luxury, and real comfort, it ranks with the first establishments in the Kingdom. The Cuisine is of the most refined description. WINES and CIGARS of the Finest Vintages and Brands are specially imported.

**200 Yards from Railway Terminus.**

**Electric Lighting Throughout. Passenger Elevator.**

**POSTAL AND TELEGRAPH OFFICE IN HOTEL.**

*Omnibus and Porters attend all Trains.*

**CHARGES MODERATE.**

**Excellent Salmon and Trout Fishing on the rivers Dee and Don provided for Visitors, and within easy access.**

**CHARLES MANN, Proprietor and Manager.**

Scotland.

## ABERDEEN.



# THE PALACE HOTEL

(WITHIN THE STATION),

*Owned by the Great North of Scotland Railway Company*

**Equipped with every modern accommodation for Comfort.**

**Electrically Lighted. Mechanically Ventilated. Lifts.**

**EXCELLENT CUISINE, MODERATE CHARGES.**

Personally patronised by their Royal Highnesses The Prince and Princess of Wales, The Duke and Duchess of York, The Duke and Duchess of Connaught, Prince Adolphus of Teck, Princess Christian and Princess Victoria, Princess Henry of Battenberg, Prince Louis of Battenberg, The King of Portugal, The Empress Eugenie, and many distinguished visitors.

**Covered Way from Station Platform. Luggage removed to and from the Hotel free of charge.**

*Miss McKILLIAM, Manager.*



Scotland.**ABERFOYLE HOTEL**  
(BAILIE NICOL JARVIE HOTEL).

**T**HIS Hotel has been entirely rebuilt, and now affords excellent accommodation for Tourists and Families. It is situated amidst enchanting scenery on the banks of the River Forth, at the *Starting Point* of the *New Road* to the Trossachs and Loch Katrine, over which Coaches are run daily during the summer. Boats on Loch Ard and Loch Chon for Fishing and Pleasure Parties. Tennis Lawn. Golf. Posting. Billiards.

Railway Station, Post and Telegraph Offices within two minutes' walk of the Hotel.

J. BLAIR, *Proprietor.*

**BANAVIE, N. B.****LOCHIEL ARMS HOTEL,**

*Western Terminus and Junction of Caledonian Canal Steamers and West Highland Railway.*

JOHN MENZIES, *Proprietor.*

**"Banavie is the great Stopping-place between Oban and Inverness. Endless Walks and Drives."**

*Truth, August 11, 1877.*

**SITUATION ABSOLUTELY UNIQUE—**

Rail, Steamer, or Coach from the Door, yet the Hotel stands alone in the heart of the open country.

**BEN NEVIS.**—ONLY Hotel on any Route with a full view of the Mountain.

*Ponies, Guides, &c, for the ascent supplied.*

**BOARDING—SPECIAL TERMS** for SPRING and AUTUMN.  
**BILLIARDS. | POSTING.**

Telegrams:—"MENZIES, BANAVIE."

**CAUTION.**—Book for "Banavie" only by all Routes—no other Address.

Scotland.

**BLAIR ATHOLL.**

**ATHOLL ARMS HOTEL.**

(ADJOINING THE STATION.)

*Tel. Address : 'Hotel, Blairatholl.'*

**S**ITUATION unrivalled as a central point from which to visit the scenery of the Perthshire Highlands, such as Killiecrankie, the Queen's View of Loch Tummel, Lochs Tay and Rannoch, Glen Tilt and Braemar, the Falls of Bruar, Garry, Tummel and Fender, Dunkeld, &c.

This is also the most convenient resting-place for breaking the long railway journey to and from the North of Scotland.

*Posting Department extensive and complete. Guides and Ponies for Braemar or Mountain Excursions.*

**D. Macdonald & Sons,**  
*Proprietors.*

**BALMACARA HOTEL,**  
**LOCHALSH, ROSS-SHIRE.**

In the midst of beautiful scenery. Most central Hotel for visiting the far-famed Loch Duich, Loch Long, Falls of Glomach, Duncraig, and Skye. Magnificent views of Skye Hills from Hotel. Splendid Drives.

Routes:—Rail to Strome Ferry, thence drive eight miles; steamers *Claymore* and *Clansman* from Glasgow and Oban; or swift passenger steamer from Oban during tourist season. Parties coming by steamer should order conveyance, as landing-place is over a mile from Hotel.

**EVERY ATTENTION PAID TO COMFORT OF VISITORS.**

**POSTING. BOATING. SEA AND LOCH FISHING.**

Telegrams— **GOLF COURSE.**

“MACLEOD, HOTEL, LOCHALSH.”

**JOHN S. MACLEOD.**

Scotland.

---

**BRAEMAR.**

---

THE  
**INVERCAULD ARMS**

(IN CONNECTION WITH THE  
 INVERCAULD ARMS HOTEL, BALLATER),

The Finest Hotel Situation in SCOTLAND.

*Recently Re-erected after Plans by  
 J. T. WIMPERIS, Esq., Sackville Street, London.*


---

**MAGNIFICENT DINING HALL,  
 ELEGANT LADIES' DRAWING ROOM,  
 AND  
 NUMEROUS SUITES OF APARTMENTS.**

---

*POSTING IN ALL ITS BRANCHES.*

**BY APPOINTMENT POSTING MASTER TO THE QUEEN.**

 Coaches during the Season to Blairgowrie, Dunkeld, and Ballater.

*Letters and Telegrams punctually attended to.*

Tel. Address: "Invercauld Arms, Braemar."

**A. MCGREGOR.**

Scotland.**BALLATER, near BALMORAL.****THE INVERCAULD ARMS HOTEL.**

**T**HE HOTEL is pleasantly situated on the Banks of the Dee in the midst of the finest scenery on Deeside, and most centrally and conveniently situated for parties visiting the Royal Residences, neighbouring Mountains, and other principal places of interest on Deeside.

The Hotel has recently undergone extensive alterations and improvements, and for comfort will compare favourably with any first-class Hotel in Scotland.

**POSTING IN ALL ITS BRANCHES.**

*By Special Appointment, Posting Master to Her Majesty The Queen.*

COACHES DURING THE SEASON TO BRAEMAR, BALMORAL, BLAIRGOWRIE, AND DUNKELD.

LETTERS AND TELEGRAMS PROMPTLY ATTENDED TO.

**ALEX. MCGREGOR, Junr., Manager.**

**CALEDONIAN TEMPERANCE HOTEL,**

The only First-class Temperance Hotel in

**CALLANDER.**

Large Dining Room, Public Drawing Room ;

ALSO

Ladies' Drawing Room ; Private Sitting Rooms.

*HOT and COLD BATHS.*

**BILLIARD ROOM.**

Tickets for the Trossachs Coaches to be had at this Hotel.

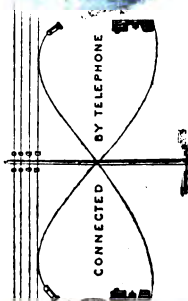
**W. A. BIGGS, Owner and Manager.**

**THE WINDSOR HOTEL, 100 Princes Street, EDINBURGH:  
 THE WINDSOR HOTEL, 250 St. Vincent Street, GLASGOW.**

**A. M. THIEM, PURVEYOR TO HER MAJESTY'S LORD RICAR COMMISSIONER,  
 ALSO TO THE DUKE OF EDINBURGH, SALSBERY, ROSEBURY, TERCENTENARY,  
 AND BALFOUR BANQUETS.**



TELEPHONE N<sup>o</sup> 273.

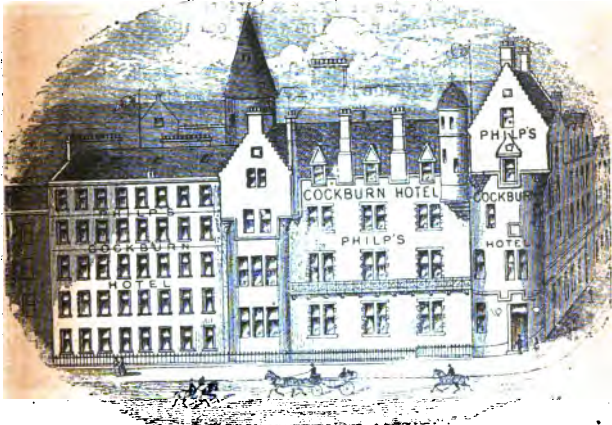


TELEPHONE N<sup>o</sup> 3502.

**A. M. THIEM, Proprietor.  
 FIRST-CLASS FAMILY HOTEL. FAVOURITE HOTEL.**

*Recommended by "Appleton's Guide" as being Exceedingly Comfortable,  
 and Charges Moderate.*

Scotland.

**EDINBURGH.****COCKBURN HOTEL,***Adjoining the WAVERLEY STATION.*

Bed and Attendance, from 2s. 6d. Electric Light.

**JOHN MACPHERSON, Proprietor.**No Spirituous Liquors.

Passenger Elevator.

**ROXBURGHE HOTEL,****CHARLOTTE SQUARE, EDINBURGH.****FIRST-CLASS FAMILY HOTEL.**

In connection with the above is Christie's Private Hotel.

Apartments *en suite*, and Board on moderate terms.**J. CHRISTIE, Proprietor,**

Scotland.

EDINBURGH.

**CLARENDON HOTEL,**  
PRINCES STREET.

ONE of the most comfortable First-class Hotels in Scotland, situated in the centre of Princes Street, opposite the Castle, and overlooking the Gardens. The view from the windows is unsurpassed. The spacious and airy Sitting-rooms and Bedrooms have been furnished with every comfort. Perfect sanitation. The Wines and Cuisine are of the best.

Arrangements made to Board *à la Table d'hôte* at separate tables.

OTIS ELECTRIC ELEVATOR TO ALL FLOORS.

Large Smoking Room and Billiard Saloon in the Hotel.

J. J. MEPHIUS, *Proprietor and Manager.*

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**EDINBURGH.**



**DARLING'S HOTEL,**

20 WATERLOO PLACE

(PRINCES STREET),

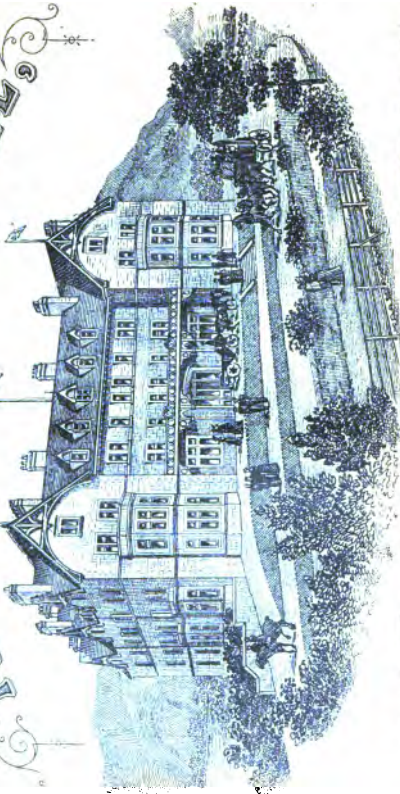
**EDINBURGH.**

UNDER THE PERSONAL MANAGEMENT OF  
MISS DARLING.

**T**HIS magnificent and sumptuously furnished Hotel, recently erected on an elevated and commanding site, overlooking an extensive panorama of the grandest Loch and Mountain Scenery in the Highlands—Loch Linnhe, Loch Eil, the Great Glen of Caledonia, and Ben Nevis.

**WEST HIGHLAND.**

**THE STATION HOTEL,**



**FORT WILLIAM.**

**GEORGE SINCLAIR, PROPRIETOR.**

Pleasure Grounds extending to over three acres. Terraced Walks, Tennis Courts, Golf Course, Boating, Fishing. Ponies and Guides for Ben Nevis, &c. Over One Hundred Apartments—every room commanding a magnificent view, absolutely unsurpassed in the Highlands. Electric Lighting throughout. Sanitary arrangements on the most modern principles. Posting—moderate charges. The Hotel Porters and Omnibuses meet all Trains and Steamers. In connexion with the CALEDONIAN HOTEL, INVERNESS.



Scotland.**THE LOCHINVAR HOTEL,  
DALRY, GALLOWAY.**

**T**HE above Hotel is situated in the Western Highlands of Galloway, in the far-famed Vale of the Ken; noted for its salubrious climate and lovely scenery. There is excellent Trout and Salmon Fishing in the neighbourhood. A good Tennis Green is attached to the Hotel. Terms moderate. Billiard Room.

*Special arrangements for Families. Posting in all its branches.*

A 'Bus meets the trains twice a day at Parton.

**E. M. PENWARDEN, Proprietress.**

Telegraph "LOCHINVAR, DALRY."

**GARELOCHHEAD HOTEL.**

Beautifully situated at the head of the Gareloch.

**T**HE Hotel has been greatly enlarged and entirely refurnished. A good resting place for breaking the journey going North and South per West Highland Railway. Central for Excursions steamers.

A good Golf Course in connexion with Hotel.

**CHARGES STRICTLY MODERATE.**

**FAMILIES BOARDED BY DAY, WEEK, OR MONTH.**

*TARIFF ON APPLICATION.*

**ANGUS CAMERON, Proprietor.**

**GLENALBYN HOTEL,  
INVERNESS.**

*Overlooking River and the "Castle."*

*Five minutes' walk from Railway Station and the nearest Hotel to Canal Steamers.*

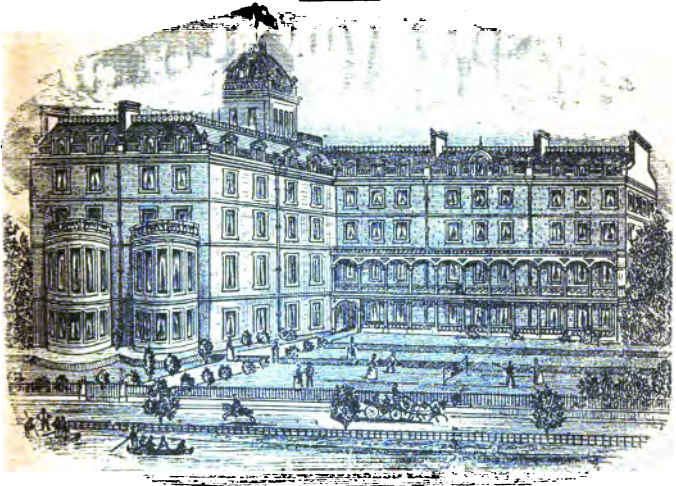
**VERY MODERATE CHARGES.**

**DUNCAN CAMERON, PROPRIETOR**

*(from Portsonachan Hotel, Loch Awe).*

TELEGRAMS: "CAMERON, GLENALBYN, INVERNESS."

## Scotland.



# THE CALEDONIAN HOTEL, INVERNESS.

*Facing the Railway Station and within one minute's walk.*

**T**HIS well-known first-class Family Hotel is patronised by the Royal Family and most of the Nobility of Europe. Having recently added fifty rooms, with numerous suites of apartments for families, and all handsomely re-furnished and re-decorated throughout, it is now the largest and best-appointed Hotel in Inverness, and universally acknowledged one of the most comfortable in Scotland.

Magnificent Ladies' Drawing Room, overlooking the River Ness. Spacious Smoking and Billiard Rooms.

In point of situation this Hotel is the only one overlooking the River Ness, the magnificent view from the windows being unsurpassed and extending to upwards of fifty miles of the surrounding strath and mountain scenery of the Great Glen of Caledonia. The management being under the direct supervision of the Proprietor, Visitors may be assured of every comfort and attention. The sanitary arrangements are entirely renewed and the house throughout is now in the highest state of efficiency.

Table d'Hôte daily at 7.30; Sundays at 5 o'clock. Bedrooms from 2s. 6d.

An Omnibus attends the Caledonian Canal Steamers. The Hotel Porters await the arrival of all trains. Posting. Charges very Moderate. In connection with the Station Hotel, Fort William.

**GEORGE SINCLAIR, Proprietor.**

Telegraphic Address—"CALEDONIAN HOTEL, INVERNESS,"

Telephone—No. 41.

Scotland.

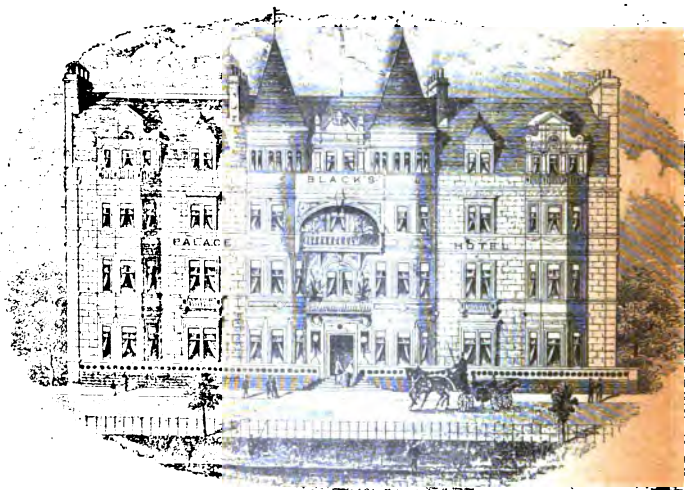
# THE PALACE HOTEL

## INVERNESS.

FIRST-CLASS FAMILY HOTEL

*(on the Banks of the River Ness).*

ESTD.



NEAREST HOTEL to CANAL' STEAMERS.

*JOHN BLACK, Proprietor.*

**THE PALACE HOTEL,**  
**NESS WALK,**  
*OPPOSITE THE CASTLE, INVERNESS.*

Scotland.

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# ROYAL HOTEL,

## INVERNESS.

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**T**HE Proprietor of the above Hotel can with confidence solicit the patronage of all those visiting the Capital of the Highlands.

The ROYAL is conveniently situated, and is the only one *immediately opposite*, and within a few yards of the Railway Station entrance.

The Public Rooms, Private Sitting Rooms, and Bed Rooms are large, lofty, and furnished throughout in the handsomest manner possible, and no expense has been spared to make this Hotel one of the best, as it is one of the quietest and most comfortable in Scotland.

---

TARIFF EXCEEDINGLY MODERATE.

TABLE D'HÔTE DAILY.

---

*The Hotel Porters await the arrival of all Trains.*

An Omnibus attends all the Canal Steamers.

J. S. CHRISTIE,  
Proprietor.

Scotland.**INVERNESS.****WAVERLEY HOTEL, INVERNESS.**

Unsurpassed  
for  
Situation  
and  
Comfort



Combined  
[with  
Moderate  
Charges.

*One Minute's walk from the Railway Station.*

Porter of the Hotel attends all Trains,  
And an Omnibus runs in connection with the Caledonian Canal  
Steamers.

Telegraphic Address:—  
"WAVERLEY."

**D. DAVIDSON,**  
*Proprietor.*

Thorough Guides.**BADDELEY'S HIGHLANDS.****SCOTLAND I., 7s.**

Includes Edinburgh and Glasgow, and the country north thereof as far as Aberdeen, Inverness, Skye, and Stornoway.  
Forty Maps and Plans.

**SCOTLAND II., 3s. 6d.**

Aberdeen and Inverness to John o' Groat's and Cape Wrath. Fourteen Maps and Plans.

**SCOTLAND III. ("Lowlands") 4s.**

Includes Edinburgh and Glasgow, and all the country south thereof.  
Twenty Maps and Plans.

London: **DAVISON & CO., 37 Soho Square, W.**

## Scotland.

# LOCH AWE HOTEL.

*(Under the same Management as the Dalmally Hotel, Loch Awe.)*

This large and magnificently situated Hotel, at the foot of Pen Cruachan, and commanding a full view of the upper and finest reaches of Loch Awe, has been fitted up with all the most modern improvements. An extensive wing has been added, giving additional Sitting, Bed, and Bath Rooms, elegantly furnished and fitted up with all the latest improvements; also a large Smoking Room overlooking the Loch. There has also been erected a Winter Garden, communicating with the Smoking Room and the Enlarged Dining Room.

The Loch Awe Station and the Pier which forms the terminus of all the steamer routes adjoin the grounds. The Hotel Steamer *COUNTESS OF BREADALBANE* sails daily in connection with the beautiful drives through the Pass of Melfort and Glen Nant, and also to the Falls of Cruachan in the Pass of Brander.

*Splendid Saloon Steamer MONA on hire for Excursion Parties. Numerous Daily Excursions of great interest and beauty. Special arrangements made with families and large parties. Boats and boatmen in attendance.*

**Salmon and Trout Fishing on the Loch, Free.**

Address, D. FRASER, Loch Awe Hotel, Loch Awe.

# DALMALLY HOTEL,

*(Connected by Telephone with Loch Awe Hotel, 2½ m. distant),*

is in the beautiful valley of the Orchy, half-a-mile from Dalmally Station. A handsome Dining Hall has lately been added, and other great alterations made.

**THE CHALET.**—On a fine site close to the Hotel there is erected a commodious Villa, which is used in connection with the Hotel, and where families can enjoy all the privacy of a home.

The Dalmally, Loch Lomond (Tarbet), and Inveraray Coaches arrive at and depart from this Hotel daily, and Tourists are booked to Dalmally by the splendid Steamer *Lord of the Isles*.

### LAWN TENNIS.

The Salmon-fishing in the Orchy, free to visitors at the Hotel, is amongst the best near the West Coast.

A favourite route to the Highlands is,—Train to Greenock or Gourock; *Lord of the Isles* to Inveraray; coach to Dalmally; train to Oban.

Tourists will find the above Hotels most convenient for breaking the journey to and from Oban and the Western Highlands, and most desirable starting-places for the excursions to Staffa and Iona, Glencoe, Loch Etive, Inveraray, Loch Awe, Falls of Orchy, &c., all of which can be made in a day.

**D. FRASER, Proprietor.**

Scotland.

CAMERON'S LOCH AWE HOTELS.

**PORTSONACHAN HOTEL.**

THOMAS CAMERON, Proprietor.

**TAYCHREGGAN HOTEL.**

W. T. CAMERON, Proprietor.

**T**HESSE HOTELS have superior advantages, being away from the noise and bustle incidental to railroad hotels, and easy of access, only half an hour's journey from Loch Awe Station (Callander and Oban Railway), where the Hotel Steamers make connexion with the principal trains during the season, and also meet any train by arrangement with the Proprietor.

**F**irst-class Trout and Salmon Angling, free.

**SPECIAL NOTICE.**

The New TWIN SCREW STEAMER "CALEDONIA" (60 tons, 250 horse power), which the Proprietor has built for the comfort and convenience of his guests, is now running.

This vessel is luxuriously appointed in every respect, and the short trip by water to the Hotels in this *bijou* "Liner" will not be the least pleasant experience of the tourist who visits here.

The Steamer *KILCHURN CASTLE* can be hired by the day or hour for Excursions.

Letters delivered twice and despatched three times daily.

Postal, Telegraph, and Money Order Office in Portsonachan Hotel.

Presbyterian and Episcopalian Churches within easy walking distance of Hotel.

**TENNIS COURTS. BEAUTIFUL DRIVES.***First-class Boats and Experienced Boatmen.***Complete Posting Establishment. Charges Moderate.**

SPECIAL EN PENSION TERMS DURING JUNE AND JULY.

Telegraphic Addresses { "CAMERON, PORTSONACHAN."  
"TAYCHREGGAN, PORTSONACHAN."

## Scotland.

Under Royal  
Patronage.



Twice Visited by  
the Queen.

# LOCH EARN HEAD HOTEL,

BALQUHIDDER, PERTSHIRE, 12 miles by Railway from Callander.

**L**ONG established; excellent accommodation for Families and Tourists, with every comfort, and quiet; high and dry; charmingly sheltered at the foot of the wild Glen Ogle ("The Kyber Pass"). Commands fine views of the surrounding hills and loch; the old Castle of Glenample; the scenery of the Legend of Montrose, in the neighbourhood of Ben Voirlich; Rob Roy's Grave; Loch Voil; Loch Doine; Loch Lubnaig; with many fine Drives and Walks. Most comfortable place for breaking the journey to Oban.

**GOLF COURSE IN CONNECTION WITH THE HOTEL.**

Posting and Carriages. Trout and Char Fishing Free.

Episcopal Church.

\*Bus meets the principal Trains during Summer. Coaches to and from  
Crieff daily in Summer.

**E. MAISEY, Proprietor.**

# TROSSACHS HOTEL, LOCH KATRINE.

*R. BLAIR, Proprietor.*

**T**HIS is the Only Hotel in the Trossachs. Parties staying for not less than a week can be Boarded on Special Terms, excepting from 15th JULY to 15th SEPTEMBER.

Coaches to and from Callander and Trossachs and Loch Katrine in connection with all trains and steamers; and passengers are always allowed time to lunch at the Hotel. Full Posting and Coaching Establishments both at Trossachs Hotel and the "Coach Office," Railway Station, Callander.

Extensive additions have been made to the Hotel, comprising large Drawing Room for ladies and gentlemen; Reading and Writing Room; Smoking Room; several Suites of Rooms for Families; and a number of commodious and well-situated Bed Rooms. The Sanitary Arrangements have been carried out on the most approved modern principles.

**GOOD ANGLING. BOATS. BILLIARDS.  
LAWN TENNIS.**

POST AND TELEGRAPH OFFICE IN THE HOTEL.



Scotland.

# STRONACHLACHAR HOTEL, LOCH KATRINE.



**T**HIS HOTEL, the only one on the shores of Loch Katrine, is most beautifully situated in the heart of Rob Roy's country; Glengyle and the romantic Graveyard of Clan Gregor being in close proximity, and as a Fishing Station it is unsurpassed. The Fishing is free on Loch Katrine, Loch Chon, and several Hill Lochs to people staying at the Hotel.

**EXCELLENT BOATS and EXPERIENCED BOATMEN ARE KEPT.**

The Hotel is replete with every comfort, and is the best centre for daily circular Tours and Drives, and is reached by way of Callander and Trossachs and Loch Katrine Steamers, or by Loch Lomond Steamers, and Coach from Inversnaid, or by Aberfoyle and Trossachs and Loch Katrine Steamers, there being a full service of Coaches and Steamers by these routes during the Season.

*POST and TELEGRAPH OFFICE IN THE HOTEL.*

**DONALD FERGUSON, Proprietor.**

Scotland.**THE TARBET HOTEL,  
LOCH LOMOND****(UNDER NEW MANAGEMENT),****On the route of the new West Highland Railway,  
IS THE FINEST AND MOST COMMODIOUS HOTEL  
ON THE LAKE,***And commands the Best View of the famed Ben Lomond.*

**T**HIS Hotel has lately undergone considerable alterations, with extensive additions, comprising Billiard-room (two tables), Sitting-rooms, Ladies' Drawing-rooms, and Bed-rooms, &c.

Within half-a-mile of the new Arrochar and Tarbet Station of the magnificent " West Highland " Railway.

Coaches at Railway Station, and Loch Lomond and Loch Long Steamers.

Small Boats on the Lake, and Guides to Ben Lomond.

**FISHING FREE. LAWN TENNIS. CROQUET.****PARTIES BOARDED AT MODERATE RATES.***Post and Telegraph—Hotel, Tarbet, Lochlomond.*

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**MELROSE.****THE ABBEY HOTEL,  
ABB E Y G A T E ,  
AND****GEORGE AND ABBOTSFORD HOTEL,  
HIGH STREET, MELROSE.**

THE ONLY FIRST CLASS HOTELS IN MELROSE,  
both overlooking the ruins, and two minutes' walk from Railway Station.

The HOTEL 'BUSES and CABS MEET ALL TRAINS.

*G. HAMILTON, Proprietor.*

Scotland.

**LOCHNESS.**

# DRUMNADROCHIT HOTEL

## DRUMNADROCHIT, GLEN-URQUHART.

**T**HE walks and drives about Drumnadrochit are unrivalled for beauty, variety, and extent, while in the immediate vicinity is scenery made famous by Phillips, Millais, Shirley Brooks, John Bright, and others.

Nearest route from Caledonian Canal or Inverness to the far-famed Glen Affric and Glen Cannich (fourteen miles from Temple Pier, through Glen-Urquhart).

Trout and salmon fishing on Loch Ness and Loch Meiklie free to visitors staying in Hotel.

### BOARDING BY THE WEEK.

Post and Telegraph Office one minute from Hotel.

### Posting, Lawn Tennis, Boating.

"The Inn (Drumnadrochit), whence these lines are dated, faces a scene which, happily, is not too often to be observed in this planet. I say happily, Sir, because we are all perfectly well aware that this world is a vale of tears in which it is our duty to mortify ourselves and make everybody else as uncomfortable as possible. If there were many places like Drumnadrochit, persons would be in fearful danger of forgetting that they ought to be miserable."

*Shirley Brooks in "Punch."*

**D. D. MACDONALD,**

Telegraphic Address: **MACDONALD**

**PROPRIETOR.**

"Hotel Drumnadrochit."

Scotland.

**N A I R N .**

# ROYAL MARINE HOTEL.

(PATRONISED BY THE ROYAL FAMILY.)

*A First-class Hotel for Families and Tourists  
at moderate rates.*

**T**HE House, which was specially built for an Hotel, has just undergone extensive repairs, is newly decorated, and the sanitary arrangements have been thoroughly overhauled.

**Hot and Cold Salt-Water Baths drawn direct  
from the Sea.**

*An excellent Golf Course within Ten Minutes' Walk of the Hotel.*

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## **KIRKWALL HOTEL.**

**T**HIS FIRST-CLASS HOUSE has been specially constructed with a view to the comfort and convenience of the Travelling Public. The Accommodation consists of Coffee and Commercial Rooms, Private Parlours and Ladies' Drawing-Room, Billiard, Smoking, and Stock-Rooms. Light and Airy Bedrooms. Elegantly furnished throughout (by some of the Best Houses in the Trade). The Sanitary arrangements are the Latest and most Approved. Hot, Cold, and Salt Water Baths. Lavatories and Closets on each floor. There are also Rooms *en suite* for Families and Private Parties.

The Hotel occupies a Central position, overlooking the Harbour, and commands an Extensive view.

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POSTING in all its BRANCHES, with careful and Steady Drivers.

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**LAWN TENNIS. FISHING. ROWING. SAILING.**

An Omnibus conveys Visitors to and from the Hotel  
Free of Charge.

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(FIRST CLASS).

MOST CONVENIENT TO STATION AND PIER.

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*Manager.*

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O B A N.

**KING'S ARMS HOTEL**

This old-established Hotel has just been Rebuilt and Enlarged. Has a commanding Sea View ; is adjacent to the Railway Station and Steamboat Wharf ; and possesses home comforts, combined with moderate charges.

Ladies' Drawing Room. Billiard, Smoking, and Bath Rooms.  
Parties Boarded on moderate terms.

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*Boats wait the arrival of Trains and Steamers. 'Bus not necessary.*

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**Hot and Cold Water Baths. Boots waits arrival of all Trains.  
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A First-class Hotel for Sportsmen, Tourists, Health and  
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**T**HIS Hotel (which has recently come under new management)  
has been entirely Decorated and Re-furnished throughout,  
affording every comfort and convenience to Visitors, and within  
one hour's drive of Strathpeffer.

**Free Fishing on Loch and River.**

The most central point on Loch Garve & Loch Luichart.

**GOOD BOATS.**

**PARTIES BOARDED BY WEEK OR MONTH.**

**MODERATE TARIFF.**

The Garve and Ullapool Coach leaves Hotel daily, for Ullapool, and  
from Ullapool, crossing the watershed at an altitude of over 1,100 feet,  
replete with magnificent mountain views, whilst the approach to  
Braemore and Loch Broom leaves nothing to be desired for variety of  
Scottish scenery. Fare 9s. inclusive.

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Scotland.**NATIONAL & STATION HOTEL,  
DINGWALL, ROSS-SHIRE.**

**T**HIS long-established Hotel has excellent accommodation for Families and Tourists, with every comfort. The Hotel is 12 miles from the top of Ben Wyvis,  $4\frac{1}{2}$  from the far-famed Strathpeffer; Falls of Conon, Rogie and Black Rock. Also Brahan, Tulloch and Balcony Castles within an hour's drive of the Hotel.  $2\frac{1}{2}$  miles Trout Fishing on Conon, 5 miles from Golf Course, 10 minutes by train; Station 2 minutes from Hotel.

**POSTING & CARRIAGES.**

*A. S. ROBERTSON, Proprietor.*

**ST. FILLANS.****Drummond Arms Hotel,**

**ST. FILLANS, BY CRIEFF.**

**T**HIS commodious Hotel, beautifully situated at the foot of Lochearn, is well adapted for Families and Tourists.

St. Fillans is one of the most charming places to be met with anywhere. *Baddeley's Guide* calls it "the quintessence of undesigned loveliness."

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**CARRIAGES FOR HIRE.**

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## AT LERWICK AND BALTASOUND.

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All the **FISHING** on Hayfield Estate is Preserved for Visitors at the Hotel.

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# CLOUSTA HOTEL,

## BIXTER.

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**C**HARMINGLY situated at the head of the beautiful land-locked Voe of Clousta. Shooting over 20,000 acres; also Seal Shooting on the coast in the immediate vicinity. Fishing for Brown Trout and Sea Trout in eighteen Lochs; 20 to 30 lbs. Brown Trout and 25 to 35 lbs. of Sea Trout for day's fishing. Good Boating, Bathing, and Sea Fishing.

*Route*—Aberdeen to Lerwick or Walls, thence drive. Arrangements have been made with **Messrs. GANSON BROTHERS**, Coach Hirers and Livery Stables, Lerwick, to run a Coach to Clousta in connexion with the Mail Steamers arriving in Lerwick, by which visitors will be taken to the Hotel at a charge of 5s. each, exclusive of luggage.

Telegraph and Post Office, four miles.

*Terms*:—£3 per week for Fishers, except during August, September, and October, when the charge will be £3 6s.; 10s. per day, except during August, September, and October, when charge will be 11s. Non-Fishers, £2 15s. per week, or 8s. 6d. per day. Shooting and Fishing Free under those charges. Boats on all the good Lochs at 3s. per week.

**Special Terms will be made for Families.**

Visitors for this Hotel coming to Lerwick are recommended to the Grand Hotel there, the Manager of which will give them all further particulars in connexion with this Hotel they may desire.

*For further particulars apply to*

**J. C. GRIERSON, Solicitor, Lerwick,**

*Secretary to the Proprietors.*

**ISLE OF SKYE.****BROADFORD HOTEL.**

**T**HE best starting-place for the Cuchullins, Loch Scavaig, and Loch Coruisk, which are seen to greatest advantage when approached from the sea.

Good Sea, River, and Loch Fishing also Boats free of charge. Parties boarded at moderate terms. All Steamers between Oban, Strone Ferry, Portree, Gairloch, Stornoway, &c., call here daily.

The new Pier is now open, and all steamers land passengers there. Boats will await arrival of steamers during the season.

**POSTING. POST AND TELEGRAPH OFFICE.**

*J. ROSS, Lessee.*

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**T**HIS Hotel is situated in the Sound of Skye, amongst some of the grandest scenery of the Highlands, and is a suitable starting-point for the Cuchullins and other parts of Skye. One of Mr. David Macbrayne's swift line of Steamers calls daily during the Season, either going or returning between Oban and Gairloch, Ross-shire; also *Claymore* or *Clansman* twice a week between Glasgow and Stornoway.

Good Fishing and very suitable Bathing-places in the vicinity. Often frequented by Artists. Every attention given to Sportsmen, Tourists, &c.

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NEAREST HOTEL TO LOCH CORUIK.

"Sligachan Hotel in Skye is the rock-climbing centre *par excellence* of the British Isles"—See Badminton Library, Vol. *Mountaineering*, p. 342.

Beautifully situated at the foot of the Coolin Hills. Parties living in the hotel have the privilege of good Sea-Trout Fishing on the River Sligachan; also good Loch and Sea Fishing.

**BOATS FREE OF CHARGE. BOATMEN 4s. per day.**

Parties landing at Coruisk can have Ponies or Guides sent to meet them at Camasunary, or the hill above Coruisk, by sending letter or telegram the day previous. Posting.

*Post and Telegraph Office adjoining Hotel.*

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**SKYE RAILWAY.****AUCHNASHEEN HOTEL,  
ROSS-SHIRE, N.B.**

*Connected with the Auchnasheen Station of the Highland Railway.*

**FINE** Scenery—Mountain, Loch, and River. The Coach for Loch Mar e, Gairloch, &c.—one of the grandest routes in the kingdom—starts from the Hotel-door. Telegrams to "Hotel, Auchnasheen."

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*In same Proprietorship.*

**AUCHANAULT HOTEL,**

Opposite Auchanault Station. A quiet Tourists' and Anglers' resort, with Fishing and Boats on Loch Auchanault.

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**RICHMOND ARMS,  
TOMINTOUL via BALLINDALLOCH, N.B.**

*One of the healthiest situations in Scotland (1,100 feet above the sea).*

In connexion with King's Arms Hotel, Oban.

The Hotel is in new hands, thoroughly re-furnished and decorated.

**EXCELLENT FISHING**

on the River Conglass, and two miles of the Avon, which flows close under Tomintoul on its course from the wild recesses of the Cairn Gorms to the Spey, passing the lovely scenery of Inchroy (seven miles from Tomintoul) on the way.

**Mail-car with Passengers from Ballindalloch (Spey Side) daily, about 11 a.m. Fare, 3s.**

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