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Examples of Premiums for £100 at Death—With Profits.

Age.	Payable during Life.	Limited to 21 payments.	Age.	Payable during Life.	Limited to 21 payments.	Age.	Payable during Life.	Limited to 21 payments.
25	£1 18 0	£2 12 6	35	£2 6 10	£3 0 2	45	£3 5 9	£3 17 6
30	2 1 6	2 15 4	40	2 14 9	3 7 5	50	4 1 7	4 12 1

Thus a person of 30 may secure £1,000 at Death by a yearly payment, *during Life*, of £20 15s. This Premium would generally elsewhere secure £800 only instead of £1,000.

OR, if unwilling to burden himself with payments during whole life, he may secure the same £1,000 by *twenty-one* yearly payments of £27 13s. 4d.—*being thus free of payment after age 50.*

[The usual *non-participating* Rates differ very little from these Premiums—the assurers thus virtually throwing away the prospect of additions without any compensating advantage.]

† At age 40 the Premium *ceasing at 60*, is for £1,000, £33 14s. 2d., about the same as most Offices require during the whole life. Before that time the Policy will have shared in at least one division of profits.

THE following are the Results reported for 1888:—

The **New Assurances** completed were **£1,163,044.**

Being for the 15th year in succession above a million.

Premiums in year £558,875. **Total Income, £855,886.**

The **Claims** of year (including Bonus additions*) were **£328,530.**

* These Bonuses averaged 49.5 per cent. on Assurances which participated.

Realised Funds (increased by £401,212) at close of year **£6,516,468.**

The SOCIETY has taken a leading part in the REMOVAL OF FORFEITURES.

ALL POLICIES (not seafaring or military risks, for which special arrangements may be made) are WORLD-WIDE, and free from Restrictions on Residence after five years—provided the Assured has attained the age of 30.

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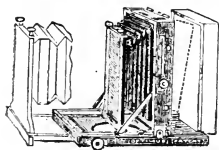
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EXTENSION CAMERA.

LONG
FOCUS.

Baseboard does not cut off the view when using Wide Angle Lenses.

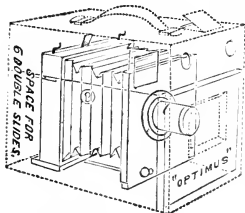


This Instrument possesses every possible advantage, being very Light, very Rigid, and very Portable. The Focussing Screen and Body may be brought towards the front of the Baseboard, so as to prevent obstruction when using Lenses of Wide Angular aperture and Short Focus. It is provided with Double-Swing Arrangement and Long Focussing (Rack) Adjustment. When closed, the Lens may remain attached to its proper position (the front), and project through the turn-table on Baseboard.

Price, including Three Double Dark Slides—

$4\frac{1}{2} \times 3\frac{1}{2}$	5×4	$6\frac{1}{2} \times 4\frac{3}{4}$	$8\frac{1}{2} \times 6\frac{1}{2}$	10×8	12×10	15×12
140/-	146/-	165/-	188/-	235/-	288/-	350/-

'OPTIMUS' DETECTIVE CAMERA.



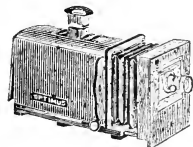
Price, including Three Double Dark Slides, with

'Optimus' Rapid View Lens, working F8 ...	£5 10 0
Ditto, with 'Optimus' Rapid Rectilinear working F8	6 6 0
Ditto, with 'Optimus' Rapid Euryscope working F6	7 7 0
"Extra" Double Dark Slides, each ...	8 9

The Shutter is arranged for exposures of any duration not less than one hundredth of a second. The Shutter and Camera occupy so little space that Six Double Dark Slides, accommodating Twelve Dry Plates, can be carried, in addition to a Focussing Screen. A panel slides up at the end of the box, displaying the screen for focussing. The exactness in focussing is simple, and the position is maintained by a secure clamping arrangement. A similar sliding panel is fitted to the front end,

which completely hides the Lens. The exterior is covered with leather, and measures $9\frac{1}{2}$ by $5\frac{1}{2}$ by $7\frac{1}{2}$. (Negatives $4\frac{1}{2}$ by $3\frac{1}{2}$.)

'OPTIMUS' ENLARGING APPARATUS.

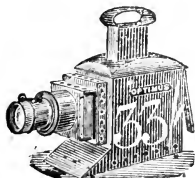


Russian Iron Body, 3-wick Refulgent Lamp, Compound Condenser, Mahogany Camera Front, Long Extension Bellows, Rack and Pinion Adjustment, so that Operator's own Lens may be used.

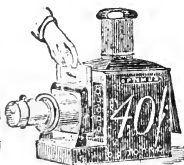
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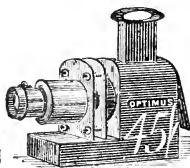
'OPTIMUS' MAGIC LANTERNS. Limelight may be Adapted.



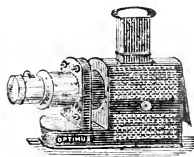
Japanised Metal,
33/-



Students' Lantern (to take
Demonstrating Tank) with
finished Brass Sliding
Tubes, 40/-



Russian Iron Body,
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45/-



Perforated Russian Iron
Brass Sliding Tubes,
50/-

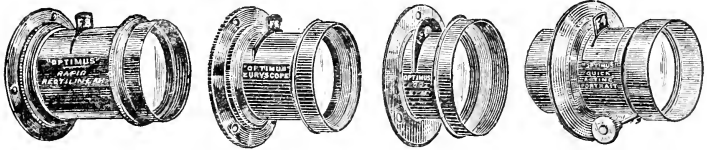
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33 - 45 - 40 5 64 - 82 6 127 6 142 6 180 - 225 -

'OPTIMUS'

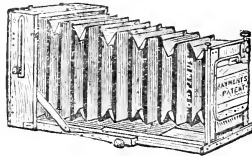
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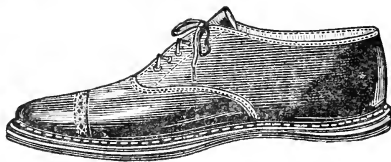
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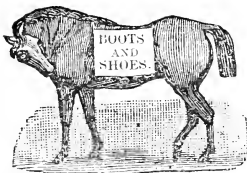
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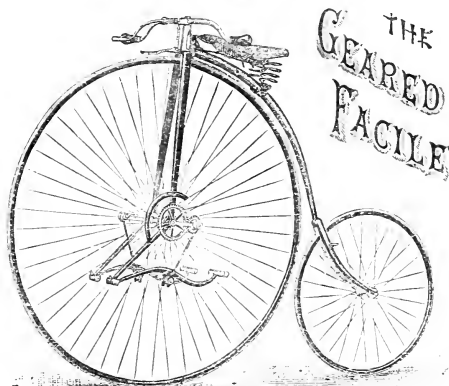
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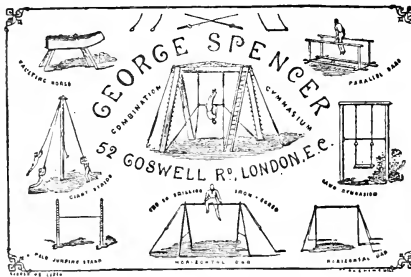
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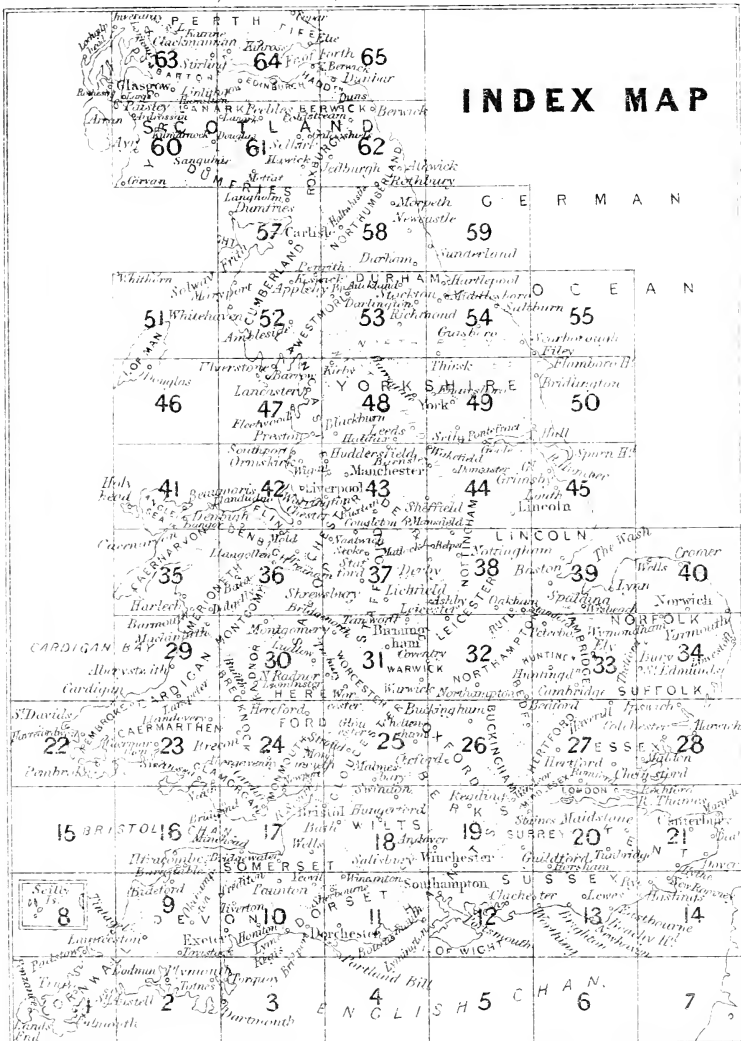
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P R E F A C E.

IT cannot be denied that Cycling, ever since its introduction into this country as a means of locomotion, has been in want of a reliable Road Book specially adapted for its requirements—in short, one that will afford full information as to mileage, hills, and surface of, at least, the great trunk roads. A strong proof of this, if any be needed, can be readily found by reference to the columns of the papers devoted to the pastime, where enquiries about roads, &c., may be seen almost every week.

Road Books are by no means a new invention, but without beginning so far back as the “Itinerarium” of Antoninus—the earliest specimen extant of a Road Book—it will suffice to mention *Cary’s* and *Paterson’s Roads*, both of which ran through many editions between 1780 and 1830, an interval that embraces the heyday of the coaching period. With the introduction of railways, travelling by road was gradually discontinued, and coaching almost died out. When, however, the bicycle was invented, the “Queen’s highway” once more became extensively used, and wheelmen traversed the length and breadth of the island. Road information was eagerly sought for, and the bicycling press did its best to meet the requirements of the day, while the earlier Annuals contained a small collection of road routes described for bicycling. But the first public suggestion I can find of a Road Book specially adapted *ad usum bicyclitorum* was in a letter that appeared three or four years ago in *Bicycling News* over the then familiar *nom de plume* of “Essedarius.” Since then several attempts have been made towards filling up the gap, but in my opinion none of them have yet produced anything of a sufficiently practical nature to commend itself to cyclists generally. The absence, therefore, of a Cyclist’s Road Book has prompted me to make this

compilation in the hope that it will supply what may well be called an acknowledged want.

As regards the work itself the chief aim has been to shape its contents in the most concise and intelligible form possible for the purpose of ready reference, by adhering to simplicity in matters of detail, but without degenerating into generalities in vagueness of description.

While professedly written in the special interest of cyclists it has been endeavoured, as far as the limits of such a class-work would allow, to embody in it also some general information suited to the wants of other travellers than wheelmen. "Where to go and what to see" has been construed in the barest and most literal meaning of the phrase, and long descriptions and minute particulars of the sights of our land have been invariably omitted. In this respect the tourist is referred for further information to county histories and local guide-books.

The roads are divided into *direct* and *cross*. All the former start from London, arranged in sections according to their several starting points (beginning with London Bridge), following the course of the sun from east to west, and continued round the compass. The cross roads are those which simply connect the large towns that are not on the same direct routes; they begin in the county of Kent and go round the map. The mileage is based upon that given in *Paterson's Roads* (18th ed., 1826), with some few corrections from the Ordnance Survey and milestones. As for the road descriptions, a fair proportion is the result of personal observation; a few routes have been gleaned from the "Bicycle" Annuals for 1877 and 1878; for information as to many others I am largely indebted to personal friends and bicyclical acquaintances; and I have obtained many miscellaneous details from some of the interesting accounts of tours contained in the pages of *Bicycling News*. To all I owe an acknowledgment. Yet even now I find that there are some roads about which I can obtain no reliable information; of these I can of course state the mileage only.

It will be observed that the road description is given from town to town, and this is followed at each stage first by the names (alpha-

betically arranged) of hotels; and then by a list of places of interest and notes of towns. It is not intended to recommend hotels, but to those that have adopted the Cyclists' Touring Club tariff are added the initials "B.T.C." or "C.T.C."

A copious Index will, it is hoped, complete the efficiency of the Volume.

It is hardly to be expected that a work of this kind in its first edition can be perfect; hence any additions and corrections will be thankfully accepted. All communications on this head should be addressed to me, care of the publishers.

In conclusion, while conscious that I may not have attained the standard of perfection in the eyes of all, yet I feel assured this volume containing, as it does, an amount of information at once unique and never before collected, will be acceptable to the great majority of my readers as a handbook of really practical utility, and I shall be satisfied if my efforts are a means of furthering the interests of the glorious pastime.

My task is now at an end. *Res ipsa loquatur.*

LONDON: *May* 1882.

C. H.

PREFACE TO THE FIFTH EDITION.

IN response to the general and generous appreciation of this work, and with the idea that the last should always be the best, I again gladly seize the opportunity of making some improvements in the road description and mileage, etc. These corrections are chiefly the result of my own close and personal observation, but, at the same time, for many of them I have to thank several gentlemen in various parts of the country.

We attain perfection gradually, and, therefore, I endeavour to correct all errors where possible, so that with the latest information we shall be at least nearest to perfection.

While thanking those who have been kind enough to point out errors, I hope their example will be followed by others wherever necessary.

March, 1889.

C. H.

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INTRODUCTION.

TH**ERE** are two or three matters that appear to me to be of special interest to cycling tourists, as bearing more or less upon the subject of the following pages, and as to which I trust that the few observations I am tempted to make will not be thought out of place or superfluous in introducing this compilation to the cycling world.

ROADS: THEIR CHARACTERISTICS & COMPOSITION.

In one respect our roads are in a state of transition. After a life of nearly 200 years the turnpike trust system is doomed; for many years past it has been in process of gradual abolition, the care of the roads being now transferred to the newly constituted County Councils.

Thanks, however, to the recently formed Roads Improvement Association, much useful information as to the proper system for the maintenance of roads is being disseminated, and will no doubt in time bear good fruit. Let us hope that the change will not be for the worse.

Since the decay of coaching some of the main roads have to a great extent become disused for travelling, but very few have seriously deteriorated. On the whole our roads will bear comparison with the continental roads. If Normandy, Central France, and Germany have good roads, so have we; but we have scarcely any of that horrid *pavé* that the French and Belgians seem to delight in.

Generally speaking, the roads in the South of England are better than those in the North; those again in agricultural districts, as a rule, are better than the roads in the manufacturing districts, chiefly, no doubt, owing to the heavy traffic the latter have to endure. Like most things also, roads differ in their composition as well as in their condition, the latter chiefly depending on the former; thus the phrase "state of the roads" is one of special significance to bicyclists.

The materials used in the composition of roads naturally vary to some extent according to the geological nature of the district. Taking that basis, roads may be classed as flint, gravel, limestone, macadam, oolite, sandstone, sandy, &c.

Undoubtedly the smoothest road-surface is that made of gravel, or, perhaps, gravel and flint combined, as gravel often contains a lot of flint. Gravel, geologically speaking, is a stratum of stones, large and small, deposited by the action of water after being broken and rounded by constant attrition or rubbing against each other; sometimes the term is used to mean all stones broken small, whether by nature or art, but the former is the more natural and the correct description. Gravel is very widely and indiscriminately distributed, but the chief gravel roads are in the counties of Kent, Surrey, Sussex, Hampshire, Middlesex, Berkshire, Buckingham, Hertford, Bedford, and Essex. As far as an imperfect and limited knowledge will enable me to judge, if not the majority, at least a large proportion of our roads are made of gravel or gravel and flint combined. Gravel roads, however, have a tendency to become sandy, and in wet weather very heavy.

Flint belongs to the chalk strata, and is the best material for roads, as it will stand rain much better than gravel alone. Purely chalk-flint roads chiefly occur in Hampshire, Wilts, Dorset, and Berkshire, and are to be found amongst the gravel in the south-eastern counties. Flint roads are the best for wet weather.

Limestone, or, more correctly speaking, mountain limestone, is principally confined to the hilly counties of Derby, York, Lancashire, Westmoreland, Cumberland, and Durham: but patches of it are also irregularly scattered about in all parts of the country. Limestone gives a good hard surface, but somewhat uneven, and, in wet weather, is liable rather to be greasy than merely soft or heavy, but is never dangerously so, like oolite; limestone roads when dry are generally white and dusty, the dust being very fine and powdery.

The term macadam was originally applied to a system of road-making invented by John Loudon Macadam. It was more especially intended for roads with heavy traffic, and the peculiarity of its construction was a surface covering of eight or ten inches of hard stone,

preferably granite, broken small (not exceeding 6 oz. in weight), and well rolled or beaten in so as to present a fairly smooth and hard appearance. Though such, no doubt, is the correct meaning attached to the word, yet it is often applied to roads that have no granite at all in them, and it is entirely a popular error or misconception to imagine that all macadam roads are always made with granite. Thus the macadam roads in the environs of London are, I believe, made with a variety of grit-stone from North Wales. The roads in most of the large towns (where not paved) and in some few isolated districts are macadamised, but the proportion is small. Some 60 years ago the public mind was exercised by the question of the superiority of the rival road-making methods of Macadam and Telford (the great road engineer who effected many improvements in the Holyhead road). Telford's plan was to lay a foundation of large stones, with binding of gravel, or else a bed of rough concrete, and this is generally preferred.

Oolite, frequently, but wrongly, I think, called a variety of mountain limestone, is the worst kind of material for roads from a bicyclist's point of view. Happily the oolite district is not a large one, being almost entirely limited to the high grounds formed by the Cotswold Hills in West Oxfordshire, North Wilts, and Gloucestershire, and by the Mendip Hills in North Somersetshire. Here the roads will present anything but an inviting surface to the bicyclist, should he happen to traverse them in wet weather. The stone in appearance is something like granite, and in dry weather makes a hard and tolerably good surface, but when wet it is almost impossible to ride upon it with safety; the rain softens the material, and the traffic helps to convert it into a kind of greasy clay, very rutty and dangerously slippery. As many of these roads consist of one beaten track for vehicular traffic, the bicyclist has to choose between riding in the wheel-ruts or on the horse-hoof track, which, of course, on any kind of ground would require careful steering; when, however, he has to pass some vehicle in front or avoid another meeting him the danger of a fall is at once highly intensified; and it is only by the greatest dexterity that the wheel can be safely turned out of the rut. Portland stone and Purbeck stone are varieties of oolite.

Sandstone as a rule makes a good hard road, fairly smooth, and somewhat resembling gravel, to which it is in some respects superior, especially as rain has less effect on it. It is met with in various districts, such as West Sussex, East Hampshire, parts of Yorkshire, &c.

Sandy roads are usually met with in a flat country where stone is scarce; but very often gravel roads have a tendency to be sandy, instances of which are the Epsom road after Derby-day and parts of the Bath road.

In addition to the main roads, there are cross roads, bye-roads, and lanes, covering the country like a net-work, and at least five or six times as numerous as the main roads; to follow them one should have the 1-inch Ordnance Survey map, but it must not be taken for granted that all the bye-roads thereon displayed are really rideable, although many of them are as good as the main roads; on the other hand the greater portion are impracticable for bicycling, being merely used for agricultural purposes, and many are rough cart and horse tracks, or green lanes.

Of course it cannot be expected that roads always keep good and smooth, and it is not intended that the description of the surface of the roads should be taken as being the same all the year round. The state and condition of roads depend upon the time of the year, the weather, and the amount of traffic, not to mention the care bestowed in repairs. We have no really distinct and fixed rainy season; rain, snow, and frost, &c., are uncertain in their coming, and temporary in their effects; it would, therefore, be a work of supererogation to take note of them. Doubtless there are some roads that will stand almost any amount of rain, and are always hard and firm, or at least dry up hard and firm in a very short time after rain; but only a long experience of such roads, and that under rather trying circumstances, could enable anyone to speak of them with certainty. What is attempted to be described in the following pages is the ordinary state of the surface of the roads in fine weather, except only, that with regard to extremes of weather, in some instances the roads are described under both aspects.

MAPS.

THIS is an important subject for cyclists, as few start on a tour without a map of some kind, to give an idea of the country one is travelling through. From time to time queries appear in the bicycling papers asking which is the best map for bicycling.

For this purpose maps may be divided into two classes, sectional maps or county maps. Of the two it is generally admitted by those who have had experience that sectional maps are preferable. The chief objections to county maps are:—(1) the great number required for any ordinary tour (46 maps for England and Wales); (2) the difference of scale, scarcely two together being alike; (3) irregularity of their relative positions; (4) the awkwardness, if not difficulty, in tracing lines of road from one county to another, owing to inexactness of finish, and want of proper coincidence in the boundaries, which ought to fit into each other accurately. Then again, county maps seldom show the hills well, some indeed not at all.

The best sectional map, of course, is the Government Ordnance Survey of the British Isles, of which there are several scales; of these the smallest, 1*m.* to the inch, is the only one that I need refer to as being at all likely to be useful to bicyclists. The survey was commenced early in the present century, and though some parts of it are rather old—50 years or more—it is the basis of every other map published. For England and Wales the 1-in. scale map contains 110 sheets, each about 24in. by 35in. at 2*s.* 6*d.* per sheet; but for nearly all the country north of the Thames valley the map is also divided into quarter size sections at 1*s.* and 1*s.* 6*d.* each.

Doubtless many of my readers are familiar with its main features, but there are also many who are not. First of all the hills and elevations are shown by shaded lines, varying according to the height and steepness of the declivity; where the shading is engraved lightly and faintly, the undulations are only of a moderate character, and have nothing very high or steep; but where the shaded lines are dark and sharply defined they indicate that the slope is very high and steep—in fact, more or less precipitous—and consequently the roads on that

gradient are proportionately dangerous. This, however, though on the whole giving one a good idea of the contour of the country, is not absolutely to be depended upon, as there are many dangerous hills as to which the shading affords no sufficient warning.

Next, every main road, bye-road, and lane is distinctly given, the main roads of course being the widest, and a very short study of them will enable anyone to distinguish them; further, a different kind of engraving is employed for all roads where they cross commons and heaths, the lines then being dotted and not continuous; there is, however, no distinction between ordinary carriage roads and merely occupation roads or green lanes.

In most instances the distances are marked on the main roads mile by mile, and in many places also the elevations are given in feet, both affording information most useful to bicyclists.

Then again, every town, village, hamlet, park, wood, and most residences and farms are noted, and numerous other objects are detailed, so that altogether the Ordnance Survey is quite an interesting study.

For practical use, bicyclists will find this map too cumbersome and costly for long distances; what is wanted is a map of small bulk, so as to be handy for the pocket, and of which several sections can be carried about one without the feeling that their room would be better than their company. For this reason, therefore, the 1-in. Ordnance is more suited for reference at home, or for the district in one's immediate neighbourhood, and for bye-roads.

Within the last few years a re-survey has been commenced, with the result of a great improvement on the original one, but it is not yet completed. It is divided into smaller sections (13½ in. by 11½ in.) and will contain 360 sheets at 1s. each. The only drawback from a bicyclist's point of view in this new Ordnance Map is that the hill shading is entirely left out, lines of contour elevation being given instead; but the result is a poor exchange. I should not omit to mention that a small facsimile edition of above, reproduced by photography (on the suggestion of Mr. E. S. Gaisford, of the Temple B. C.), has been published on a ¼-in. scale at 6d. a sheet; but I hardly think the small printing will find favour with bicyclists.

The above prices do not include mounting or folding.

Besides the Ordnance Survey there are several smaller sectional maps. The first series is on a scale of 2*m.* to the inch, commonly, but not correctly, called the Reduced Ordnance; it is really older than the Ordnance, but has been corrected from it; there are 65 (or 60) sheets for England, Wales, and South Scotland, 20in. by 24in. each at 1*s.* 6*d.* Another series is on the scale of 4*m.* to the inch, being reduced from the 1*m.* Ordnance Survey; it consists of 14 sheets for England and Wales, about 25in. by 19in. (*i.e.* 100*m.* by 80*m.*) at 2*s.* 6*d.* This scale I would recommend as the most suitable map for tourists, showing not only main roads but bye-roads.

CYCLISTS' TOURING CLUB.

THE history of this Association, originally called the "Bicycle Touring Club," has been one of remarkable progress; and, being formed solely for the benefit of Cycling Tourists, it is one worthy of continued support of all cyclists. Its object, or at least its main object, is to form a medium of mutual assistance for tourists, by giving each other information as to roads, hotels, sights, and other matters of common interest in the pastime. To carry out this, a system of local officers, called consuls, has been established in all the chief towns, and from them the desired information can always be obtained by the members.

Thus, to the combined energy of a corporate body is added an inherent vitality, essentially the outcome of the individual efforts of an army of enthusiasts. Under skilful guidance such an association ought never to look back; properly directed, its organization and influence are capable of becoming a power in the land, and an ever extending, never ceasing sphere of usefulness lies before it. Already it has done good work in assimilating hotel tariffs, and bringing them down to a figure suited to the pockets of cyclists, while we also owe to them a reduction in, and an almost uniform scale of the charges for carriage of bicycles by railway.

CORRIGENDA TO FIFTH EDITION.

The mileage of the English Southern and Midland Roads has been thoroughly revised in the Author's "Handy Route Book of England and Wales," Parts I. and II.; but with a few exceptions it has been impossible to incorporate such revision—in minute detail—in this work, on account of the cost it would involve. The following notes will, however, enable the reader to easily apply the chief alterations in the revised mileage of the Southern part of the "Handy Route Book" to the figures in this Road Book; in Middle England the alterations are too numerous to specify. The italics show actual alterations.

- Page 5, line 20, to be read "Whitstable, 55½."
 " 6, " 12, " "Littlebourne to Deal (12½—71¼)."
 " 6, " 14, " "Upper Deal, 70¼."
 " 6, " 16, " "Upper Deal, 72, to Deal, 73.]"
 " 13, line 18, to be read "Pembury Green to Goudhurst (7¼—42¼)." After
 Goudhurst mileage to be decreased by ½*m.*, and also in next route.
 " 14, lines 1 to 8, Decrease mileage by ½*m.*
 " 15, " 1 to 15, see Route Book, pp. 21 and 149.
 " 16, " 1 to 13, see Route Book, p. 24. Route to Rye, see p. 22.
 " 17, Routes to Rye and Hastings, see pp. 22-3.
 " 17, 18, Route to Eastbourne and Pevensey, see pp. 25-6.
 " 19, see p. 27.
 " 20, line 28, to be read "Croydon to Caterham Junction (2¾—12¼)."
 " 20, " 31, " "Purley House 11⅝."
 " 20-23, above alteration necessitates increase of mileage by ¼*m.* in this
 and the Seaford and the first Brighton routes.
 " 21, line 23, to be read "Wych Cross to Maresfield (6—40½)."
 " 21, " 32-3, " "Duddleswell Gate, 37¾."
 " 21, " 34, " "Maresfield, 41¼."
 " 21, " 37, " "Maresfield to Eastbourne (21½—62)."
 " 22, " 4 to 10, see p. 31.
 " 24, " 5, to be read "London to Caterham Junction (12¼)."
 " 24, " 8, " "Red Lion, 13¾."
 " 24, " 6, " "Merstham (5¾—18)."
 " 24, " 14, " "Merstham to Redhill, *or Warwick Town* (2¼—
 20¼)."
 " 24, " 21, " "Redhill to Horley Row, (4—24¼)." In rest of
 page mileage to be increased by ¼*m.*
 " 26 is revised.
 " 29, 30, Between West Grinstead and Worthing the mileage is revised,
 see p. 39.
 " 31, Mileage to Five Oaks Green on previous page being increased by ½*m.*,
 requires rest of route to Littlehampton to be also increased.

- Page 33-4, Mileage altered between Guildford and Milford, and rest of route requires to be increased by $1m.$; also other alterations, see pp. 44-5.
- .. 34-7, Next four routes, mileage to be increased by $1m.$
- .. 39, 42-5, Between Alton and Alresford mileage to be increased by $\frac{1}{2}m.$, which requires rest of route to be increased as well as mileage of the routes from Christchurch to Cadnam.
- .. 42, For Gosport, Botley, and Bishop's Waltham routes, see pp. 52-5.
- .. 53, line 9, to be read "Brockenhurst, $87\frac{1}{4}.$ "
- .. 58, "Lobcombe," alter to "Lobscombe." Mileage slightly varied.
- .. 63, Route re-arranged after Torquay, see pp. 88-9.
- .. 73, Langport to Taunton revised, see p. 105.
- .. 75, Redlinch to Castle Cary revised, see pp. 108-9.
- .. 87-9, Bath road revised, see vol. ii.
- .. 94, Both Reading routes revised, see pp. 133-5.
- .. 95, Radstock and Bath roads revised, see pp. 136-8.
- .. 111, line 6, Abergavenny to Crickhowell, "*very good road.*"
- .. 111, ,, 13, to be read "Llanhamlach," also in line 18.
- .. 111, ,, 14, Crickhowell to Brecon, "*splendid road.*"
- .. 162, ,, 1, to be read "Lindale."
- .. 175, ,, 12, ,, "Lindale," and in lines 13 and 18.

ERRATA.

- Page 11, line 3 : "(9-55)" *should be* "($7\frac{3}{4}$ -55)."
- .. 11, ,, 4 : "Goford Green *Ty.*" *should be* "Golford *Ty.*"
- .. 11, ,, 8 : "($14\frac{1}{4}$ -69)" *should be* "(14-69)."
- .. 14, ,, 1 : "($2\frac{1}{2}$ - $54\frac{3}{4}$)" *should be* "(3- $54\frac{3}{4}$)."
- .. 14, ,, 5 : "Goford Green *Ty.*" *should be* "Golford *Ty.*"
- .. 14 ,, 9 : "($13\frac{1}{2}$ - $68\frac{3}{4}$)" *should be* "(14- $68\frac{3}{4}$)."
- .. 14 ,, 38 : "(6- $56\frac{3}{4}$)" *should be* "(6- $56\frac{1}{4}$)."
- .. 25 ,, 25 : "($3\frac{5}{8}$ - $22\frac{1}{2}$)" *should be* "($3\frac{5}{8}$ -29 $\frac{1}{2}$)."
- .. 25, ,, 29 : "($4\frac{3}{8}$ - $23\frac{7}{8}$)" *should be* "($4\frac{3}{8}$ - $33\frac{1}{8}$)."

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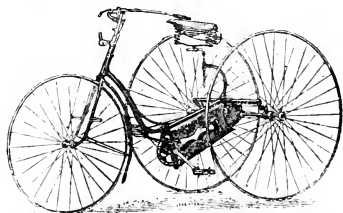
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DIRECT ROADS.

ABBREVIATIONS.

m.—Miles.
l.—Left.
r.—Right.
tp.—Turnpike.

Tg.—Tollgate.
ch.—Church.
M.H.—Market House.
Ho.—House.

M.P.—Market Place.
P.O.—Post Office.
Ms.—Milestone.
R.—River.

THE FOLLOWING RELATE TO HOTELS ONLY:—

Hqrs.—Headquarters of a local Bicycle Club.

C.I.C. or *B.T.C.*—Hotel has adopted "Cyclists' Touring Club" Tariff.

NOTE.—The first of the two numbers within brackets denotes the mileage between the two places; the second number, gives the full distance from the starting point of the route to the place last named. A single number after the name of a place denotes its distance from the starting point.

SECTION I.

From London Bridge*; South Eastern Roads
(Kent and East Sussex).

LONDON TO MARGATE AND BROADSTAIRS.

London Bridge (Surrey Side) to New Cross ($3\frac{3}{4}$); beginning with a short descent from the bridge, after which it is level, the road is roughly paved along Borough High street, turning to the *l.* at St. George's *ch.*, $\frac{1}{2}m.$, where tramway begins and continues the whole distance along Great Dover street to Old Kent road (Bricklayers' Arms, 1), and thence along Old Kent road, with a canal bridge to go over at $2m.$, and beyond New Cross Gate, $3\frac{1}{4}$, a railway bridge; all paved heavy traffic, and road generally bad and unfit for bicycling.

New Cross to Blackheath ($1\frac{1}{4}$ —5); the tramway with macadam continues through New Cross and Deptford, $4\frac{1}{4}$, which is a busy paved thoroughfare, to the bottom of Blackheath Hill, a very steep ascent for the last 250 yards, again macadam, and dangerous to ride down the reverse direction without a good brake, there being a bend towards the bottom.

Blackheath to Shooters Hill (3—8); having mounted the hill, it is a gentle undulating macadam road across Blackheath for about a mile,

* The roads on this Section are accessible from the other bridges, via the "Bricklayers' Arms," which is distant from them as follows:—From Southwark bridge, $1\frac{1}{4}m.$ nearly; from Blackfriars bridge, $1\frac{1}{2}m.$ nearly; from Waterloo bridge, $1\frac{1}{2}m.$ nearly; from Westminster bridge, $1\frac{1}{2}m.$ nearly; all meeting at the "Elephant and Castle," whence along the New Kent road to the "Bricklayers' Arms" is $\frac{3}{4}m.$ Also, from Vauxhall bridge by Kennington Oval, past Kennington *ch.*, along Camberwell New road, through Camberwell Green, and along Church street, Peckham High street, and Queen's road, to New Cross Gate, $4m.$; this is the best route from the West End, and has not so much traffic. Tramways are laid on all these roads, otherwise they are macadam, except Blackfriars road which is all paved.

and then soon improves to a more gravelly surface, generally good going, and is either level or slightly on the rise to the foot of Shooters Hill.

At Shooters Hill, on *r.*, Severndroog Castle.

Shooters Hill to Crayford (5—13); the steep and generally heavy ascent of Shooters Hill is followed by a corresponding fall down the opposite side, and it is not safe to ride *down either* descent without a reliable brake, the surface being often loose and stony; from the bottom, the road is very good and pretty level through Welling, $10\frac{1}{4}$, and Bexley New Town, $11\frac{1}{2}$, with easy descent into Crayford, through which is macadam.

(*Welling*: Nag's Head.—*Crayford*: Bear Inn.)

At Welling, on *r.*, Danson Park.

Crayford to Dartford (2—15); long rise out of Crayford, and a steep descent into Dartford: good hard limestone road.

(*Dartford*: Bull; Odd Fellows' Arms; Railway; Royal Bull, *C.T.C.*)

At Dartford are remains of a magnificent nunnery, erected by Edward III.

Dartford to Gravesend (7—22); out of Dartford is an ascent, steep at first, but not long, followed by a level run across the Common, then two sharp falls into St. John's Hole, $16\frac{1}{4}$, and Horn's Cross, 17, with corresponding rises after; a little beyond the latter place occurs a long run down, but not steep (at the bottom of which, $\frac{1}{2}m.$ on *l.*, is *Greenhithe*, $18\frac{1}{2}$), then follow a rather stiff ascent and another long run down—Galley Hill—and shortly after the steep and lumpy macadam ascent of Northfleet Hill has to be climbed to Northfleet, $20\frac{1}{2}$, and the rest is nearly level into Gravesend: good hard limestone road, tolerably smooth, to the bottom of Northfleet Hill, then rough macadam. At Gravesend, bells are compulsory.

[If not calling at Gravesend, the bicyclist will find a better road by turning to *r.* at the end of Northfleet (past Leather Bottle), avoiding nearly all the macadam and rejoining the main road $\frac{2}{3}m.$ beyond Gravesend: there is one hill to go up and down, but good and smooth surface.]

(*Greenhithe*: Pier; Railway, *C.T.C.*; White Hart.—*Gravesend*: New Falcon; Old Falcon.—*Rosherville*: Terrace, *B.T.C.*)

At the top of the hill past Greenhithe, on *l.*, Ingress Park. Gravesend is the limit of the Port of London; opposite, across the River Thames, is Tilbury Fort.

Gravesend to Rochester *ch.* (7—29); rather lumpy macadam for a mile or so till clear of Gravesend, then very undulating through Chalk, $23\frac{1}{4}$, and past Halfway House, $25\frac{1}{2}$, to the Falstaff Inn, at Gad's Hill, $26\frac{1}{4}$, up to which there is a long stiff pull; then a steep fall, moderate rise, and the long steep descent of Coach and Horses Hill, $27\frac{1}{2}$, should be carefully ridden down, there being a turn in it, to Strood, $28\frac{1}{2}$, whence cross *R.* Medway bridge to Rochester: good hard road. Bells compulsory in Rochester.

(*Gad's Hill*: Falstaff Inn.—*Strood*: Bull; Crown; Victoria Tavern.—*Rochester*: Bull; Crown; King's Head, *B.T.C.*; Red Lion; Royal Crown; Victoria.)

At Gad's Hill was the residence of the late Charles Dickens, the celebrated novelist; $2m.$ or *r.*, on the line of the Roman Road, Watling Street, is Cobham Hall, the seat of Earl Darnley. At Rochester, the Cathedral and remains of the Castle; beyond Rochester, on *r.*, Fort Pitt and Fort Clarence.

Rochester to Key Street (9—38); rough macadam through the narrow main streets of Rochester and Chatham, 30, which form almost one continuous town; [instead of going through the main street of Chatham,

there is a better route, of about the same distance, by turning to the *r.* up the hill by the theatre in Rochester ($\frac{1}{3}m.$ beyond the *ch.*), leaving Chatham on the *l.*, and rejoining the main road near the railway, on the outskirts of that town at $30\frac{3}{4}$]; then there is the very steep ascent of Chatham Hill, which most riders will walk, and from the top of which the road is good and undulating past Star Inn, 32, and through Rainham, 34, Moor Street, $34\frac{3}{4}$, and Newington Street, $36\frac{1}{4}$, three of the hills being very stiff.

(*Chatham*: Globe, *Hqrs.*; Mitre and Clarence, *C.T.C.*; White Horse.—*Key Street*: *Key*.)

At Chatham are the extensive Government dockyards, naval arsenal, victualling office, hospitals, &c.; beyond, on *l.*, Brompton and Gillingham Forts, and across River Medway, Upnor Castle, which is best reached from Strood.

Key Street to Ospringe (8—46), is a good smooth road, undulating through Chalkwell, 39, to Sittingbourne, 40, where there is a very steep ascent, and then hilly through Bapchild, $41\frac{1}{4}$, and Green Street, 43, after which is a hill nearly $2m.$ long, and down again into Ospringe.

At Ospringe, on *l.* to *Faversham* (1—47).

(*Sittingbourne*: Bull, *Hqrs.*; Commercial; Lion; Shakespeare.—*Faversham*. Dolphin; Railway, *rec. C.T.C.*; Ship, *Hqrs.*)

At Sittingbourne, on *r.*, Gore Court; beyond Green Street, on *r.*, Norton Court. At Ospringe, on *r.*, Jud's Hill, Belmont, and Syndale Ho. At Sittingbourne, on *l.*, the village of Milton, famous for its oysters. At Faversham, remains of the Abbey.

Ospringe to Canterbury, King's Bridge ($9\frac{1}{4}$ — $55\frac{1}{4}$); good, but hilly road through Preston, $46\frac{1}{2}$, to Boughton Street, $49\frac{1}{4}$, beyond which there is the rather long and very steep ascent of Boughton Hill, $50\frac{1}{4}$, barely rideable; then a good undulating road with a stiff pull up to Harbledown *Tp.*, $52\frac{1}{2}$, whence there is a splendid run, mostly down hill, to beyond Harbledown, $54\frac{1}{4}$, with a level finish into Canterbury.

(*Canterbury*: Crampton's; Falstaff, *B.T.C.*; Fleur de Lis; Fountain; George and Dragon; Rose; Royal Fountain; Saracen's Head, *Hqrs.*; Station.)

Before Boughton, on *l.*, Nash Court. Canterbury has many interesting objects of antiquity; the magnificent Cathedral was begun in 1174, but not finished till the reign of Henry V.; St. Martin's *ch.*, the oldest Christian edifice in England, built with Roman bricks, and supposed to have been first erected in the second century; ruins of St. Augustine's monastery, remains of the Castle and city walls, Dane John Mound, &c.

Canterbury to Sturry ($2\frac{1}{2}$ — $57\frac{3}{4}$); in Canterbury, shortly after crossing the second bridge over *R.* Stour, turn sharp to *l.* up Guildhall St. nearly opposite the *P.O.*, and after getting clear of the streets it is a good hard road, fairly level, to Sturry, where is a level railway crossing.

Beyond Canterbury, on *l.*, Hales Place, the Jesuit College.

Sturry to Sarre (6— $63\frac{3}{4}$); keeping to the *r.* after the railway, just out of Sturry is the stiff ascent of Staines Hill, then it is a good hard road, fairly level, through Upstreet, $61\frac{1}{4}$.

Sarre to Margate, High Street ($7\frac{3}{4}$ — $71\frac{1}{2}$); at Sarre take the left hand branch at the fork; through Birchington, $67\frac{1}{4}$, and Street, $69\frac{1}{4}$, the road is level except a few gentle undulations, and at first good, but gradually degenerates and becomes bad and loose approaching Margate. The country is very open and the road much exposed to the winds and sea breezes.

(*Margate*: Cliftonville; Elephant; Fountain; Hoy; King's Head, *C.T.C.*; Royal Assembly Rooms; Severn House; White Hart; York.)

At Birchington, on *r.*, Quex Park; $1\frac{1}{2}m.$ further on, on *l.*, Westgate-by-Sea. Margate is a favourite seaside resort, particularly noted for its excellent bathing.

Margate to Broadstairs ($3\frac{1}{2}$ —75; turn to the *r.* in Margate, and by Draper's Hospital, $72\frac{1}{4}$, and through St. Peter's, $73\frac{3}{4}$, is a good undulating road.

(*Broadstairs*: Albion; Balmoral, *C.T.C.*; Victoria.)

Broadstairs is a small, quiet watering place; $1\frac{1}{2}m.$ N. is the promontory of North Foreland, with its lighthouse; it can be reached from Margate through North Down, $1\frac{1}{2}$, and Kingsgate, $2\frac{3}{4}$, to North Foreland, $3\frac{1}{2}$. From Kingsgate to Broadstairs, $2m.$

LONDON TO RAMSGATE.

London to Sarre ($63\frac{3}{4}$)—p. 3.

Sarre to Ramsgate ($7\frac{3}{4}$ — $71\frac{1}{2}$); at Sarre keep to the *r.*, and it is a capital undulating road through Monkton, $64\frac{3}{4}$, by Mount Pleasant, $66\frac{3}{4}$, Minster Mills, $67\frac{3}{4}$, and Nether Court, $70\frac{1}{4}$, and through St. Lawrence, $70\frac{3}{4}$: Ramsgate is mostly macadam.

(*Ramsgate*: Castle; Crampton; George and Dragon; Granville; Oak; Royal; Royal Albion; Spread Eagle, *Hqrs.*; Temperance; Wellington.)

At Mount Pleasant are some splendid views; $1m.$ on *r.* is the old picturesque village of Minster, with abbey and *ch.*, and in the neighbourhood are several ancient ruins. Ramsgate is a large watering place and seaport, its sands excelling those of Margate in extent.

Ramsgate to Broadstairs (2 — $73\frac{1}{2}$).

LONDON TO ERITH.

London to New Cross ($3\frac{3}{4}$)—p. 1.

New Cross to Greenwich ($1\frac{1}{2}$ — $5\frac{1}{4}$); the tramway and macadam continue all the way; at Deptford, $4\frac{1}{4}$, take the left hand road.

(*Greenwich*: Gloucester.)

At Greenwich, on *l.*, the Royal Seamen's Hospital; on *r.* the Park and Observatory.

Greenwich to Woolwich ($3\frac{1}{4}$ — $8\frac{1}{2}$) is all macadam.

[There is another road to Woolwich through *Blackheath*, 5—p. 1; on the top of the hill take the left hand road by Myrtle Place, 6, through Charlton, $7\frac{1}{4}$, and past the Artillery Barracks and over Woolwich Common to *Woolwich*, $9\frac{1}{4}$: pretty good road but partly macadam.]

Or to *Shooters Hill*, 8—p. 1; then turn to *l.*, and it is a good road mostly on the fall to *Woolwich*, $9\frac{3}{4}$.]

At Woolwich is a Government dockyard and the Royal Arsenal. At Charlton, on *r.*, Charlton Ho.

(*Woolwich*: King's Arms, *C.T.C.*)

Woolwich to Erith ($5\frac{1}{2}$ —14); through Plumstead, $9\frac{1}{2}$, and over Bostal Heath, $10\frac{1}{2}$.

Beyond Bostal Heath, a little on *l.*, Lesnes Abbey; $1m.$ before Erith, on *l.*, Belvedere H.

LONDON TO SHEERNESS.

London to Key Street (38)—p. 2.

Key Street to Sheerness ($10\frac{1}{2}$ — $48\frac{1}{2}$); turn to the *l.* and through Bobbing, $38\frac{1}{2}$, Bobbing Street, $39\frac{3}{4}$, and Iwade, 41, a mile beyond which cross West Swale to Isle of Sheppey, and through King's Ferry, $42\frac{3}{4}$, Neatscourt, $44\frac{3}{4}$, (further on keep to *r.*) and by Halfway House, 46, (keep to *l.*) and Mile House, $47\frac{1}{2}$.

Beyond Neatscourt on *l.* to Queenborough (1 — $45\frac{3}{4}$).

(Queenborough: Ship.—Sheerness: Fountain; Royal.)

At Sheerness are a royal dockyard, arsenal, and fortress, &c.

LONDON TO HERNE BAY.

London to Sturry ($57\frac{3}{4}$)—p. 3.

Sturry to Herne Bay (6 — $63\frac{3}{4}$); after the railway crossing keep straight on (left hand road) and there is a long steep hill to climb (must be carefully ridden *down* the other way), shortly followed by a good run down and another stiffer but shorter rise up to Halfway House, $59\frac{1}{2}$, and the rest undulating with a long run down from Herne Common, $60\frac{3}{4}$, to Herne, $61\frac{3}{4}$: capital surface.

[Or to *Faversham*, 47—p. 3, then through Goodnestone, $49\frac{1}{4}$, and Grave-ney, $50\frac{1}{4}$, to Whitstable, 55, but not much more than a cart and horse track, and thence through Church Street, $56\frac{3}{4}$, and Swalecliffe to *Herne Bay*, $61\frac{3}{4}$, is nearly level and generally fairly good gravel road, a little loose in parts.

Or to St. Dunstan's *ch.* ($\frac{1}{4}$ *m.* before Canterbury) 55—p. 3, and then turn to *l.*; steep loose ascent of Hackington Hill to walk up (unrideable *down* except with reliable brake), then two or three sharp ups and downs by Blean, 57, Honey Hill, $57\frac{3}{4}$, and Preen Hill, $58\frac{1}{2}$, shortly followed by Clapham Hill to walk up, steep, loose, and stony, and a very steep but short pitch to walk down Bostal Hill to Whitstable, 61.]

(Whitstable: Bear and Key; Duke of Cumberland, *B.T.C.*—Herne Bay: Brunswick; New Dolphin, *B.T.C.*; Victoria; Station.)

Whitstable is noted for its oyster fisheries; near it is Tankerton Castle. Herne Bay is much resorted to in summer for sea bathing. Nearly 5*m.* E. are the Reculvers towers, the site of the Roman Regulbium, and afterwards a royal residence of the Saxons; part of the *ch.* has been swept away by encroachments of the sea.

LONDON TO SANDWICH.

London to Canterbury, King's Bridge ($55\frac{1}{4}$)—p. 3.

Canterbury to Littlebourne ($3\frac{1}{2}$ — $58\frac{3}{4}$) is a good road; follow the Dover road till nearly out of Canterbury, then turn to the *l.* up Lower Bridge Street; St. Martin's Hill to ride up out of the city, then nearly a mile run down, followed, after a rise, by level road to near Littlebourne, into which is a good descent.

Littlebourne to Ash ($5\frac{1}{2}$ — $64\frac{1}{4}$); undulating road through Bramling, 60, to Wingham, $61\frac{3}{4}$, (turn to *l.*) out of which (keeping to *r.*) is a steep short hill to climb, generally rough, then a stiff descent, followed by a long incline, and a long gradual fall into Ash.

Past Littlebourne, on *r.*, Lee Priory. Past Bramling, a little on *r.*, Dane Court.

Ash to Sandwich ($3\frac{1}{4}$ — $6\frac{3}{4}$) is an easy road, short descent at 1*m.* out of Ash, then level across the marshes; through Sandwich is paved and bad riding.

(*Sandwich*: Bell, *C.T.C.*; Fleur de Lis.)

About 1*m.* on *l.*, before Sandwich, the remains of Richborough Castle, the ancient Rutupia, one of the earliest Roman works in England; near it are remains of a Roman amphitheatre. Nearly 1*m.* N. of Sandwich, on Ramsgate road, is Great Stonar, now a farm-house, the site of a considerable town in Norman times. Sandwich is nearly enclosed by the old walls; it has two ancient churches.

LONDON TO DEAL.

London to Littlebourne ($58\frac{3}{4}$)—p. 5.

Littlebourne to Deal ($13\frac{3}{4}$ — $72\frac{1}{2}$); undulating to Bramling, 60, where keep to *r.*, and through Knowlton, $64\frac{1}{4}$, over How Bridge, $68\frac{1}{2}$, through Cottington, 69, Sholden, 70, and Upper Deal, 71.

[Or to *Sandwich*, $67\frac{3}{4}$ —p. 5, then through Worth, $68\frac{3}{4}$, Hacklinge, $69\frac{3}{4}$, Cottington, $70\frac{3}{4}$, Sholden, $71\frac{3}{4}$, and Upper Deal, $72\frac{3}{4}$, to *Deal*, $74\frac{1}{4}$.]

(*Deal*: Black Horse, *C.T.C.*; Crown Inn, *Hqrs.*; Royal; Royal Exchange.)

Past Bramling, on *r.*, Dane Court and Goodnestone Park. At Knowlton, on *r.*, Knowlton Park. Deal Castle; 1*m.* on N. Sandown Castle, built by Henry VIII.; 1*m.* on S. is Walmer Castle.

LONDON TO DOVER.

London to Canterbury, King's Bridge ($55\frac{1}{4}$)—p. 3.

Canterbury to Bridge ($3\frac{1}{4}$ — $58\frac{1}{2}$); continuing straight through Canterbury, there is a long rise out of the city, and then undulating with a short steep fall into Bridge.

Before Bridge, on *r.*, Kenwell and Bridge Hill *Ho.*; on *l.* Bifrons.

Bridge to Lydden ($7\frac{3}{4}$ — $66\frac{1}{4}$); out of Bridge there is a stiff hill to mount, then over Barham Downs the road consists of a series of little hills up and down to Halfway House, $63\frac{1}{2}$, after which it is level for more than 2*m.*, with the long but not steep descent of Lydden Hill into Lydden; splendid smooth and hard road, except on Lydden Hill.

Past Bridge, on *r.*, Bourne *Ho.*; on *l.*, Higham; about 3*m.* farther, on *r.*, Barham Court and Barham Place; on *l.*, Den Hill. Near Halfway House, on *r.*, Broom Park. About 3*m.* on *l.* is Barfreston *ch.*, an ancient and interesting structure.

Lydden to Dover ($4\frac{3}{4}$ —71); good road, undulating to Ewell, 68, and thence gently downhill through Buckland, $69\frac{1}{2}$, and Charlton, $70\frac{1}{4}$; good road, but last $1\frac{1}{2}$ *m.* macadam streets.

(*Dover*: Dover Castle; Esplanade, *Hqrs.*; Harp; Shakespeare; Temperance; Victoria; Royal Oak, *C.T.C.*)

Dover lies in a valley, and eastward of it on a hill is the castle, an extensive fortification, part of it supposed to have been built by the Romans. St. Mary's *ch.* and St. James's *ch.*; Maison Dieu; Dover Priory. About $\frac{1}{2}$ *m.* S.W. is Shakespeare's Cliff, which of late years has been much undermined by the waves; $2\frac{1}{2}$ *m.* W. the ruins of St. Radigund's monastery (or Branside Abbey), founded at the end of the twelfth century.

LONDON TO CRAYFORD (by Eltham).

London to New Cross ($3\frac{3}{4}$)—p. 1.

New Cross to Lewisham, Bridge ($1\frac{1}{4}$ —5); take the right hand fork

by the "Marquis of Granby;" rough macadam road, with two sharp dips to cross.

Lewisham to Eltham (3—8); a short distance after crossing the R. Ravensbourne keep to the l., and through Lee, $5\frac{3}{4}$, and past the "Tiger's Head," $6\frac{1}{4}$, the road is macadam all the way, and very bad and shaky; there is a long and stiff ascent to Eltham.

At Eltham, on r., Eltham Place; near it the remains of the old royal palace erected in the thirteenth century, and now used as a barn.

Eltham to Bexley (5—13) is undulating, but inclined to be loose and sandy to Blendon, $11\frac{1}{2}$, whence it is hilly with good surface to Bexley.

(*Bexley*: Bexley Arms.)

Past Eltham, on l., Eltham Park. At Blendon, on r., Blendon Hall.

Bexley to Crayford ($1\frac{1}{2}$ — $14\frac{1}{2}$) is a good road, almost level.

LONDON TO FOLKESTONE.

London to Eltham (8)—above.

Eltham to Foots Cray ($4\frac{1}{4}$ — $12\frac{1}{4}$); by the right hand road at the end of Eltham, then through Southend, 9, and Sidcup, $11\frac{1}{2}$, is rather hilly, and there is a good downhill from Sidcup; pretty good surface.

(*Sidcup*: Black Horse.)

Before Sidcup, a little on l., Lambabbey; further on, Foot's Cray Place.

Foots Cray to Farningham ($5\frac{1}{4}$ — $17\frac{1}{2}$); there is a stiff ascent a short distance beyond Foots Cray, then undulating past Birchwood Corner, 14, to Pedham Place, $16\frac{1}{2}$, whence there is a long descent into Farningham, the first part of which is safely rideable, but towards the bottom it becomes steeper and ends in the narrow winding street of the village, that must be ridden down very carefully if without a brake; very often, and especially in dry weather, the greater part of this stage is loose or sandy.

(*Farningham*: Bull; Lion, *rec. C.T.C.*)

Farningham to Wrotham ($6\frac{1}{2}$ —24); stiff ascent out of the Darent valley, followed after a short interval by two still more difficult rises, the surface of which is often loose and stony; the top of the hill is reached some $2\frac{1}{2}$ m. out of Farningham, whence it is a good and gently undulating road past "The Cock," $20\frac{3}{4}$, Portobello, 21, and the "Horse and Groom," $22\frac{1}{2}$; shortly beyond here commences a long and very steep fall of over a mile into Wrotham, which having several turns in it, and being often loose and stony, requires careful riding, and should not be descended without a reliable break.

(*Wrotham Hill*: Horse and Groom.—*Wrotham*: Bull, *rec. C.T.C.*)

Wrotham to Wrotham Heath (Royal Oak, $2\frac{1}{4}$ — $26\frac{1}{4}$) is a good undulating road, chiefly downhill.

Wrotham Heath to Maidstone (Rain's Cross, $8\frac{1}{4}$ — $34\frac{1}{2}$); past the "Wheatsheaf," $28\frac{1}{2}$, and through Larkfield, 30, and Ditton, $30\frac{3}{4}$, is up and down hill, but nothing difficult; after the first mile or so the surface becomes rough and lumpy, being made of a kind of limestone, which is greasy when wet, and is rather bad travelling; long run down into Maidstone, ending with a steep and rough descent to the bridge over the R.

Medway at the entrance of the town: thence a rise up High Street to Rain's Cross.

(*Maidstone*: Bell, *C.T.C.*; Mitre; Haunch of Venison; Queen's Head; Railway; Rose and Crown; Royal Star, *Hqrs.*; Ye Ancient Bell, *Hqrs.*)

At "Wheatsheaf," on *l.*, Leybourne Place; further on, $\frac{1}{2}m.$ on *r.*, at West Malling, the abbey and ruins of Benedictine convent; West Malling *ch.* At Larkfield, on *r.*, Bradbourne *Ho.*; $1m.$ past Ditton, on *l.*, Preston Hall, and Aylesford Place, which is built from the remains of a Carmelite Friary. Near Aylesford was fought the battle where Vortimer defeated the Saxons in 455. About $1\frac{1}{2}m.$ N.E. is the cromlech known as Kit's Coty House; $2m.$ before Maidstone, $1m.$ on *l.*, ruins of Allington Castle, and $1m.$ further, of Boxley Abbey. Maidstone is the county town.

Maidstone to Lenham ($9\frac{1}{4}$ — $43\frac{3}{4}$); keep straight on through Maidstone, and there are two or three sharp ascents in the first mile or so out of the town, then the road continues rather hilly, but nothing difficult through Bearsted, $36\frac{3}{4}$, Chrishmell *Tp.*, $37\frac{3}{4}$, past Park Gate Inn, $39\frac{1}{2}$, and through West Harrietsham, $41\frac{1}{2}$, beyond which is a long rise with a descent into Lenham; very good road and pretty country.

(*Lenham*: Dog and Bear, *B.T.C.*)

Beyond Maidstone, on *l.*, Vinters; further on, on *r.*, the Mote. At Park Gate Inn, on *r.*, the road skirts, for $1\frac{1}{2}m.$, the demesne of Leeds Park, with its castle, a fine old mansion; behind it the remains of the abbey. From Harrietsham the road runs at the foot of a range of hills, that bound it on the east, most of the way to Ashford; Lenham *ch.*

Lenham to Charing ($3\frac{3}{4}$ — $47\frac{1}{2}$); the road continues very good, and is easily undulating; pretty country.

(*Charing*: Swan, *rec. C.T.C.*)

Charing to Ashford ($5\frac{3}{4}$ — $53\frac{1}{4}$); in Charing, first to *r.* and then to *l.*; there is a short ascent at Westwell Common, 49, and then the road continues undulating through Wooden Street, 50, over Hothfield Heath, $50\frac{1}{2}$, and past Potters Corner, $51\frac{1}{2}$, just beyond which is a sharp run down; very fair surface.

(*Ashford*: George, *B.T.C.*; Royal Oak; Saracen's Head; Wellesley Arms.)

At Hothfield Heath, a little on *r.*, Hothfield Park and Godington Park. At Ashford is an ancient *ch.* containing some interesting monuments.

Ashford to Hythe (12 — $65\frac{1}{4}$); steepish descent out of Ashford, which should be taken carefully, then an undulating road through Willesborough, $54\frac{1}{2}$, Mersham Hatch, 56, Smeeth, 58, and Sellinge, 60, to New Inn Green, $62\frac{3}{4}$, whence there is a run down of $2m.$ through Pedlinge, $63\frac{3}{4}$, to Hythe *Tp.*, $64\frac{3}{4}$, and the road twisting somewhat, the slope should be ridden down carefully if without a brake; good road.

(*Hythe*: Swan, *B.T.C.*: White Hart.)

At Sellinge, on *l.*, Horton Priory. At Pedlinge, a little on *l.*, Westonhanger, an old manorial residence of the time of Richard I., and near it Fair Rosamond's Tower. At New Inn Green, $1\frac{1}{2}m.$ on *r.*, Lypmne, the Portus Lemanus of the Romans, with remains of the castrum, &c., and also an old castle and *ch.*, and near it the magnificent ruins of Stutfall Castle. $1m.$ on *l.* of Hythe, the ruins of Saltwood Castle. On the coast are several forts or martello towers.

Hythe to Folkestone ($4\frac{1}{2}$ — $69\frac{3}{4}$); the road runs near the sea, through Shorncliff, 67, to Sandgate, 68, and is macadam and shaky most of the

way. From Sandgate there are two roads to Folkestone, the lower road (to the right) is the better one, with slight undulations running at the base of the cliffs into Folkestone Old Town and the Harbour, but there is 1s. toll to pay on this road; by the upper road there is a long stiff hill out of the village, then level for a mile or so, and a sharp descent into Folkestone, entering by the Lees in the upper part of the town.

[There is another road to Folkestone by following the Dover road to *Bridge*, 58½—p. 6, and to within ½*m.* of Halfway House, then turn to the *r.*, skirting Broom Park to Denton, 64½, and through Maypole, 66¼, across Swingfield Minnis or Common, by Densell, 68½, Hawkinge Mill, 69½, Uphill, 69¾, Walton *Tp.*, 70¾, and Walton, 71¼, to *Folkestone*, 72½, into which is a descent of about 3*m.* long, very steep in parts, and not safe to ride down without a reliable brake.

Or 1*m.* beyond *Bridge* turn to *r.*, and through Bishopsbourne, 60, Kingston, 61, Barham, 62, Dorrington, 62¼, Elham, 66½, Elham Mill, 67¾, and Acorise or Acryse, 68¾, to Hawkinge Mill, 70¾, and *Folkestone*, 73¾.]

(*Sandgate*: Royal Kent; Royal Norfolk.—*Folkestone*: Albion; Bates's; Clarendon; King's Arms; Pavilion; Rose; Shakespeare; West Cliff.)

On the top of the cliffs at Shorncliff is a large military camp. At Sandgate is a castle built by Henry VIII. At Folkestone are remains of a Norman Benedictine priory, founded 1095. The parish *ch.* contains some old monuments. N.W. of the town, on the Downs, is an ancient entrenchment called "Cæsar's Camp." Beyond Maypole, on Swingfield Minnis, 1*m.* on *l.*, ruins of St. John's Preceptory. At Elham, 2*m.* S.W. is Lyminge, the *ch.* of which was rebuilt *circ.* 1080, replacing an early Saxon *ch.*, and on the site of a Roman basilica, of which the foundations have been lately opened.

LONDON TO MAIDSTONE (by Rochester).

London to Rochester, Church (29)—p. 2.

Rochester to Maidstone (8½—37½); ¼*m.* past the *ch.* in Rochester turn sharp to the *r.*, and it is a steep ascent out of the town, by Upper Delce, 30¼, and through Bridge Woods and Boxley Wood to the Upper Bell, 33½ on Boxley Hill, and then all downhill, the first mile or two very steep, through Sandlin, 36, to Maidstone; very good road.

About 1*m.* past Upper Bell, on *r.*, close to road, is the cromlech of Kit's Coty House. Before Sandlin, on *l.*, ruins of Boxley Abbey; past Sandlin, on *r.*, across River Medway, ruins of Allington Castle.

LONDON TO NEW ROMNEY.

London to Maidstone (Rain's Cross, 34½)—p. 7.

Maidstone to Headcorn (9¼—43¾); at Maidstone turn to *r.* at the cross streets (or if coming from Rochester keep straight on), and after a short descent there is a rough ascent out of the town to the *Tg.* at the fork roads, where keep to *l.*, and it is undulating through Broadway, 37, Rumwood Green, 38, Langley, 38½, and Five Wents, 39, to Sutton Valence, 40¼, through and out of which is a steep, dangerous descent, 1*m.* long, with sharp turn in it, and again undulating to Headcorn.

(*Headcorn*: Railway, B.T.C.)

Headcorn to Biddenden ($4\frac{1}{4}$ —48); a short but stiff hill to mount about $1\frac{1}{2}m.$ beyond Headcorn, otherwise almost level.

$1m.$ beyond Headcorn on *l.* to *Smarden* ($2\frac{1}{2}$ — $46\frac{1}{4}$).

Biddenden to Tenterden (5—53); almost level to Castleton's Oak Inn, $49\frac{3}{4}$, where turn to the *l.*, and the road is undulating to Tenterden, which is situate on a hill. [Or take the left hand road, $\frac{3}{4}m.$ out of Biddenden, and going by "Man of Kent," $50\frac{3}{4}$, London Beach, 51, Bird's Isle or Boar's Isle, $51\frac{3}{4}$, and Gallows Green, $52\frac{1}{2}$, to Tenterden, $53\frac{1}{4}$, gently undulating all the way; but if not calling at Tenterden, keep to *l.* at Gallows Green straight to Lye Green (or Leigh Green), $53\frac{1}{2}$, on the next stage, thus saving $\frac{3}{4}m.$]

(*Tenterden*: Eight Bells; Lion; Woolpack, *C.T.C.*)

Tenterden *ch.* steeple is a prominent object on the country side for miles round, and is a well-known land-mark to sailors coming up the channel. The country, south of Maidstone, is one of the chief hop growing districts in England.

Tenterden to Reading Street ($3\frac{1}{2}$ — $56\frac{1}{2}$); through Tenterden keep to the *r.* [if coming by the alternative, or second of above roads to Tenterden, turn to *l.* entering the town,] and the road is all but level; through Lye Green (or Leigh Green), $54\frac{1}{4}$, beyond which begins a long and very stiff descent into Reading Street, which should be ridden down carefully.

Reading Street to Appledore ($2\frac{1}{2}$ —59) is level, except a small hill to go over about half way.

Appledore to New Romney (8—67); after Appledore, cross the Royal Military Canal, and the road then traverses Romney Marsh, through Snargate, $61\frac{1}{2}$, Brenzett Corner, $62\frac{3}{4}$, and Old Romney, 65; it is level, but a bad road, loose and stony.

(*New Romney*: New Inn, *rec. C.T.C.*; Ship.)

The Royal Military Canal extends from Sandgate to near Rye, $23m.$; it was cut early in the present century. Old Romney was formerly a flourishing seaport; $4m.$ S. of New Romney is Dungeness Point.

LONDON TO NEW ROMNEY (by Staplehurst).

London to Maidstone (Rain's Cross, $34\frac{1}{2}$)—p. 7.

Maidstone to Stile Bridge ($5\frac{1}{2}$ —40); in Maidstone turn to *r.* at the cross streets (or if coming from Rochester keep straight on through the town), and after a short descent there is a rough and almost unrideable ascent out of the town, then at the fork roads turn to the *r.*, and shortly after is a steep descent into Loose, 37, whence there is a stiff climb with rather loose surface up to Cox Heath, then pretty level through Linton, $38\frac{1}{4}$, and Loddington Street, $38\frac{3}{4}$, with a steep downhill to Stile Bridge; good road, but loose in places.

At Linton, on *l.*, Linton Place.

Stile Bridge to Sissinghurst ($7\frac{1}{4}$ — $47\frac{1}{2}$); past Stile Bridge, take the left-hand road, and by Cross in Hand, $41\frac{1}{2}$, Swithland's Corner, 42, is a pretty level road, to Staplehurst, $43\frac{1}{2}$, and by Iden Green, 44, Nock's Bridge, $44\frac{3}{4}$, and Camden Hill, $46\frac{1}{2}$, is rather hilly, chiefly on the rise, otherwise good; beyond Camden Hill take the left hand-road (on *r.* by Willesly Green, $46\frac{3}{4}$, to Cranbrook, $48\frac{1}{2}$).

(*Staplehurst*: Railway; South Eastern.—*Cranbrook*: George, *rec. C.T.C.*)

1m. E. of Sissinghurst is Roundshill Park, and behind it the ruins of Sissinghurst Castle.

Sissinghurst to Tenterden (8—55); at Sissinghurst turn to the *r.* just before the *ch.*, and through Goford Green *Tg.*, 48 (where turn sharp to *l.*), and Forston Green, 51, is nearly all up and downhill, but nothing difficult to Castleton's Oak Inn, 51½, where join the road from Biddenden, and the rest is undulating with a rise up into Tenterden.

Tenterden to New Romney (14¼—69)—p. 10.

LONDON TO ST. MARY'S CRAY.

London to Eltham (8)—p. 7.

Eltham to St. Mary's Cray (5½—13½); at the end of Eltham take the right hand road with a descent to Southend, 9, out of which, again to the *r.*, and through Chislehurst, 11½, is a good road to St. Mary's Cray.

[There is another route by turning to the *r.* at the bottom of the hill 1m. before Eltham and through Mottingham, 8, Cold Harbour, 9, and Chislehurst, 10¾, to St. Mary's Cray, 13.]

Before Chislehurst, on *r.*, Camden Place.

LONDON TO RYE.

London to Lewisham (Bridge, 5)—p. 6.

Lewisham to Bromley (5—10); taking the right hand road, the macadam continues through Rushey Green, 6, and with some improvement, to Southend 7½, after which it is a good road, though sometimes sandy in dry weather; about 1m. beyond Southend there is a very stiff hill to mount, which is generally rather loose and rough, then level but indifferent road into Bromley, through which is macadam.

(*Rushey Green*: Black Horse, *Hqrs.*—*Southend*: Green Man.—*Bromley*: Bell, *C.T.C.*; Five Bells: White Hart; Prince of Wales.)

At Bromley Hill, on *r.*, Bromley Hill *Ho.*; on *l.*, Plaistow Lodge. Entering Bromley, on *l.*, the College; at the end of the town is the palace of the Bishop of Rochester.

Bromley to Green Street Green (5¼—15¼); short but stiff descent and ascent at Mason's Hill, 10½, and then slightly rising ground and undulatory over Bromley Common, 12 (where keep to the *l.*) to Lock's Bottom, 13, thence up and down hill to Farnborough, 14, just beyond which is a considerable descent, sometimes rather rough, otherwise good smooth road.

(*Mason's Hill*: Tiger's Head.—*Bromley Common*: Crown Inn.—*Farnborough*: New Inn.—*Green Street Green*: Rose and Crown.)

At Bromley Common, on *r.*, Oakley *Ho.* At Lock's Bottom, on *r.*, Keston Lodge, and further, Holwood *Ho.*

Green Street Green to Sevenoaks (*P. O.*, 8¼—23¾); there is a continuous easy ascent for nearly the first 4m. past Pratt's Bottom *Tg.*, 16½, to the "Polhill Arms," 19½, then a much steeper fall about 1m. long, down Madamscot or Sepham Hill, quite rideable, and forward the road is pretty level through Dunton Green, 21, and River Head, 22, with a very steep hill to climb entering Sevenoaks; capital smooth surface throughout.

[Or from Pratt's Bottom *Tg.* turn to *r.* up through Pratt's Bottom, 16 $\frac{3}{4}$, and Richmore Hill, 17 $\frac{1}{2}$, to Knockholt Pound, 19, then a steep winding descent down Morant's Court Hill, 20, rejoining the other road at Dunton Green, 21.]

(Polhill Arms.—*River Head*: Amhurst Arms.—*Sevenoaks*: Bligh's; Bricklayers' Arms; Commercial; Crown; Railway; Rose and Crown; Royal Oak; Sevenoaks Arms; Sargent's Railway and Bicycle; Sennocke.)

At Richmore Hill, on *l.*, Halstead Place. Splendid view from Morant's Court Hill; below, on *r.*, Chevening Park. At River Head, on *l.*, Bradbourn *Ho.*; on *r.*, Chipstead Place and Montreal Place.

Sevenoaks to Tunbridge (6 $\frac{1}{2}$ —30); long ascent a little beyond Sevenoaks by the side of Knole Park and past Sevenoaks Common, 24 $\frac{1}{2}$, to the top of River Hill, 25, then there is River Hill to descend, $\frac{3}{4}$ of a mile long; and being very steep and winding it is not safe to ride down without a reliable brake (many accidents to bicyclists have happened on it); from the bottom it is easy riding by Watts Cross, 27 $\frac{1}{4}$, and Hildenboro', 27 $\frac{3}{4}$, over a good road, chiefly downhill to within a mile of Tunbridge, where is a sharp rise; fairly good and smooth road.

(*Tunbridge*: Rose and Crown; Bull, *B.T.C.*)

Just beyond Sevenoaks, on *l.*, Knole Park, with its fine old manorial mansion, chiefly built in the Tudor style of the fifteenth century, but some parts older. At Tunbridge (called also Tonbridge) are ruins of a castle and priory.

Tunbridge to Pembury Green (5—35); after crossing the River Medway and over the railway bridge at the other end of the town, turn to the *l.* up a stiffish hill; then, after a short fall, there is a long stiff pull up to Burgess Hill, 32 $\frac{1}{4}$, and the rest is rather hilly by Wood's Gate, 34 $\frac{1}{4}$; good hard road.

(*Pembury Green*: Camden Arms.)

Before Burgess Hill, on *l.*, Somerhill, once the residence of Lambert, the celebrated Puritan general.

Pembury Green to Lamberhurst (5—40); through Keys Green, 37, and Lindridge, 38, is not so hilly and more down than up, following the Goudhurst Road for nearly 4 $\frac{1}{2}$ *m.*, and then turning to the *r.* for Lamberhurst, into which there is a steep descent, which requires careful riding; fair surface, but sometimes rough in places.

About 2*m.* on *r.* of Lindridge, and same *W.* of Lamberhurst, are the ruins of Bayham Abbey, which was founded about 120*J.* 1*m.* S.E. of Lamberhurst is Scotney Castle, an ancient mansion.

(*Lamberhurst*: Chequers.)

Lamberhurst to Flimwell (43 $\frac{3}{4}$ —44 $\frac{3}{4}$); in the middle of Lamberhurst the road to the *l.* must be taken, up a stiff hill to Lamberhurst Down, then it is hilly but tolerably good road by Beals Bridge, 41 $\frac{1}{2}$, and Stone Crouch, 43

Flimwell to Highgate (23 $\frac{3}{4}$ —47 $\frac{1}{2}$); turn to *l.* and it is almost level, running along the ridge of a hill through Seacock's Heath, 45 $\frac{3}{4}$, and High Street, 46 $\frac{1}{2}$, with a fall and rise to Highgate.

(*Highgate*: Royal Oak.)

Highgate to Newenden (51 $\frac{1}{4}$ —52 $\frac{3}{4}$); by Four Throws 48 $\frac{3}{4}$, Field Green, 49 $\frac{1}{4}$, Meagrim's Hill, 49 $\frac{3}{4}$, Sandhurst Green, 50 $\frac{1}{4}$, Cowbeach Green, 51, and Arnden, 51 $\frac{3}{4}$, is downhill nearly all the way, sharp descents to Field Green and into Newenden.

Newenden to Rye ($8\frac{1}{4}$ — $61\frac{1}{2}$); after crossing Newenden Bridge there is a short ascent, on the top of which keep to the *l.* and along White Bread Lane to Four Oaks, $55\frac{3}{4}$, and then through Peasmarsh, $57\frac{1}{2}$, and Playden, $60\frac{1}{2}$, is a very undulating road. [There is another road turning to the *r.* $\frac{1}{2}$ *m.* past Newenden Bridge and through Northiam, $54\frac{3}{4}$, and Beckley, $55\frac{3}{4}$, to Four Oaks, $57\frac{1}{4}$; more hilly and very bad road.] Rye is situate on a hill, and has roughly paved streets.

(*Rye*: Cinque Ports Arms, *C.T.C.*; Crown Inn; George.)

Rye is an old-fashioned town, with narrow streets; part of the walls and gates, erected by Edward I., still exist; the Ypres Tower, built in the reign of Stephen, and now a prison; Chapel of St. Clare, and Queen Elizabeth's Spring. A fine view is obtained from the *ch.* tower. $2m.$ S. is Winchelsea, formerly a large town, $2m.$ in circuit; fine old *ch.*, remains of gates and walls. Between Rye and Winchelsea are the ruins of Winchelsea or Camber Castle, built by Henry VIII. See Cross Roads, route I.

LONDON TO NEW ROMNEY (by Goudhurst).

London to Pembury Green (35)—p. 12.

Pembury Green to Goudhurst ($7\frac{3}{4}$ — $42\frac{3}{4}$): through Keys Green, 37, and Lindridge, 38, is not so hilly, and for $4m.$ chiefly down hill to the bridge over the *R.* Teise, within a mile of Goudhurst, into which is the long ascent of Clay Hill, the top part very steep, and requiring care in descending; fairly good surface.

Before Goudhurst $1\frac{1}{2}m.$ on *l.*, on an islet surrounded by the River Teise, is an ancient moated farmhouse.

(*Goudhurst*: Star and Crown.)

Goudhurst to Sissinghurst ($4\frac{3}{4}$ — $47\frac{1}{2}$); a very fair road, almost level by Iden Green, $44\frac{1}{4}$, and Barrack Farm, $46\frac{3}{4}$, the only hills worth mentioning, are a short descent and ascent beyond Iden Green; the road runs for the first $3m.$ along a high ridge of ground.

At **Iden Green** on *r.*, and $1\frac{1}{2}m.$ farther to *l.*, mostly level, to *Cranbrook* (3 — $47\frac{1}{4}$); or at Barrack Farm, on *r.* to *Cranbrook* (1 — $47\frac{3}{4}$).

(*Cranbrook*: George, *rec. C.T.C.*)

At Iden Green, on *r.*, is Glassenbury, an ancient moated house, dating from the fifteenth century. Before Willesly Green, on *r.*, Angley Park. *Cranbrook* is an old-fashioned town, formerly a centre of the clothing trade.

Sissinghurst to New Romney ($21\frac{3}{4}$ — $69\frac{1}{4}$)—p. 11.

LONDON TO NEW ROMNEY (by Rolvenden).

London to Goudhurst ($42\frac{3}{4}$)—above.

Goudhurst to Hartley ($3\frac{1}{2}$ — $46\frac{1}{4}$); a very fair road, almost level by Iden Green, $44\frac{1}{4}$, where turn to the right.

At Iden Green, on *r.*, Glassenbury, an ancient moated house, dating from the fifteenth century.

Hartley to Rolvenden (6 — $52\frac{1}{4}$); at Hartley turn sharp to *l.* and then to *r.*, and it is rather uphill to Bennenden, 50, then nearly all down hill, but nothing difficult either way.

Before Bennenden, on *l.*, Hempstead Park.

Rolvenden to Tenterden ($2\frac{1}{2}$ — $54\frac{3}{4}$); turning to *l.* and bearing slightly N.E., the road is on the fall for half the distance through **Strood** or **Stroud Quarter**, $52\frac{3}{4}$, and from **Ashbourne Mill**, $53\frac{1}{2}$, there is a good pull up, rather steep at first, then easier into Tenterden; bad road.

[There is another road by turning to the *l.* at *Hartley* to *Cranbrook*, $47\frac{1}{4}$, into which is a hill to mount, and thence up and downhill to *Goford Green* *1g.*, 49, and thence to *Tenterden*, 56—as at p. 11.]

(*Tenterden*: Eight Bells; Lion; Woolpack, *C.T.C.*)

Tenterden to New Romney ($13\frac{1}{2}$ — $68\frac{3}{4}$)—p. 10.

LONDON TO RYE (by Maidstone).

London to Reading Street ($56\frac{1}{2}$)—p. 10.

Reading Street to Rye (7 — $63\frac{1}{2}$); take the right-hand road, and through some fields and three gates; then a short but rough stony hill to walk up, and (keeping to *l.* at first fork and to *r.* at next) the road, though nearly level, is rather rough to **Wittersham Stocks**, $58\frac{1}{2}$, whence is a very rough, steep, and *dangerous* descent to walk, with a similar hill to rise nearing **Iden**, 61; then down and up again to **Playden**, $62\frac{1}{2}$, beyond which is a long descent towards **Rye**.

LONDON TO RYE (by Goudhurst).

London to Hartley ($46\frac{1}{4}$)—p. 13.

Hartley to Highgate ($2\frac{1}{2}$ — $48\frac{3}{4}$); fall out of **Hartley**, and downhill by **Tubslake**, 47 (keep to *r.*), and through **Gills Green**, $47\frac{1}{2}$, to within $\frac{1}{2}m.$ of **Highgate**, to which is a stiff ascent.

Highgate to Rye (14 — $62\frac{3}{4}$)—pp. 12-13.

[There is a little shorter route by turning to the *l.* at **Tubslake**, and by **Furnace Mill**, whence is a long rise to **Four Throws**, $1\frac{1}{4}m.$ past **Highgate**.]

LONDON TO HASTINGS.

London to Flimwell ($44\frac{3}{4}$)—p. 12.

Flimwell to Hurst Green (3 — $47\frac{3}{4}$) is hilly, but all rideable.

(*Hurst Green*: George, *C.T.C.*; White Horse.)

Hurst Green to Robertsbridge ($2\frac{1}{2}$ — $50\frac{1}{4}$); about a mile beyond **Hurst Green**, at the right hand of the fork roads, is **Silver Hill** to descend, a long, steep fall with one or two nasty sharp turns, and not safe to ride down if without a reliable brake; at the top a B. U. "Dangerboard" has been set up.

(*Robertsbridge*: George.)

At **Robertsbridge**, on *l.*, are remains of the abbey.

Robertsbridge to Battle (6 — $56\frac{3}{4}$); by **John's Cross**, $51\frac{3}{4}$ (keep to the *l.*), **Vine Hall**, $52\frac{3}{4}$ (a little further keep to *r.* twice), and **Whatlington**, $54\frac{1}{4}$, the road is rather loose and has some long and difficult hills, particularly the ascent up to **Battle**, through which there is a steep hill, narrow and rough. [From **John's Cross** a shorter road runs by the right hand fork direct to **Battle**, 55; the guide post says this is the "nearest road to **Battle** and **Hastings**," but it is not so good as that to the *l.*, second turning after **Vine Hall**, which avoids **Battle Hill**.—See **Battle to Hastings**.]

(*Battle*: George, *rec. C.T.C.*; Star, family and commercial).

Battle, till then called Epiton, was the scene of the victory of William the Conqueror; here are the ruins of Battle Abbey, founded by him, open to the public on Fridays; fine old Norman *ch.*, also Ashburnham *ch.* 2*m.* W.

Battle to Hastings ($7\frac{3}{4}$ — $63\frac{3}{4}$); by Starr's Green, $57\frac{1}{4}$, to Beauport Park, 59, is mostly uphill, and by Ore, $61\frac{1}{2}$, is downhill to Fairlight Down, $62\frac{1}{2}$, with a long steep descent, which requires careful riding, into Hastings; the road is rather lumpy in places. Or at Beauport Park turn to *r.* down a long hill through Hollington, $60\frac{1}{4}$, to Silver Hill, 61 (keep to *l.*), through Bohemia, $61\frac{1}{2}$, with a sharp fall at Cuckoo Hill into *Hastings*, $62\frac{3}{4}$.—At Silver Hill on *r.* to *St Leonards*, 62.

[There is a shorter and better road from Vine Hall instead of the above, which is the old coach road, by taking the second turning to the *l.* and down to Kent Street, 56, whence it is chiefly uphill for about 2*m.* to where it crosses the old road beyond Beauport, and down the hill direct to Silver Hill, 60, whence to *St. Leonards*, 61, and *Hastings*, $61\frac{3}{4}$, as above.]

(*Hastings*: Castle; Havelock, *C.T.C.*; Marine; Pier, *Hqrs.*; Provincial; Queen; Royal Albion; Royal Swan; Swan, *Hqrs.*—*St. Leonards*: Albion; Denmark; Railway.—*Ore*: Kite's Nest.)

At Beauport, on *r.*, Crowhurst Park; on *l.*, Beauport Park. Beautiful view from the top of Fairlight Down. Hastings Castle was erected by the Normans, but is now in ruins; the town, with the handsome suburb of *St. Leonards*, is next after Brighton, the most fashionable watering place on the south coast, and a great resort for invalids; splendid pier and esplanade, baths, libraries, theatre, &c. There are many pretty walks and rides in the vicinity.

LONDON TO HASTINGS (by Tunbridge Wells).

London to Tunbridge (30)—p. 12.

Tunbridge to Tunbridge Wells ($5\frac{3}{4}$ — $35\frac{3}{4}$); after crossing the *R.* Medway, and over the railway bridge, there is an easy rise out of the town, keeping straight on, followed shortly after by Quarry Hill, to climb, a steep ascent of nearly a mile; then a short descent to Southborough, 33, from which it is chiefly uphill, but an easy road, through Nonsuch Green, 34, with a run down into Tunbridge Wells; good surface. On entering the town keep straight on along Mount Ephraim, till you reach the common, where take the middle road, called the London road (the right one continuing along Mount Ephraim), and thence is a nice descent to the Parade, where the Frant and Eridge roads diverge, the latter to the *r.* along *Back Parade*.

(*Southborough*: Hand and Sceptre.—*Tunbridge Wells*: Calverly; *Public*, *C.T.C.*; Grosvenor; Royal Kentish; Royal Mount Ephraim; Royal Sussex.)

At Quarry Hill, on *r.*, Mabledon. At Southborough, on *r.*, Bounds. Tunbridge Wells is one of the chief inland watering places, and has long been celebrated for its chalybeate springs. The country around is very hilly and pretty.

Tunbridge Wells to Frant ($2\frac{1}{4}$ —38); keeping to left hand road from the Parade there is a stiffish rise all the way to the top of Rumber's Hill, $36\frac{1}{2}$, then two short descents to the bottom of Frant Hill, which is a steep and difficult ascent (it is nearly straight, and may be ridden *down* in the reverse direction with a reliable brake).

(*Frant*: George Inn; Abergavenny, *recom.*, *C.T.C.*)

At Frant, on *r.*, Eridge Old Park.

Frant to Wadhurst ($4\frac{1}{2}$ — $42\frac{1}{2}$); after passing Frant Green (Sleech's Cross *Tg.* 38 $\frac{1}{2}$), the left hand road must be taken, and a fall soon begins, which should be taken carefully, as though gradual at first it becomes steep

towards the bottom, to Riverhall Bridge, 40; about a mile beyond is a stiff pull up from Wadhurst Station to Sparrows Green, at the entrance of the village.

(*Wadhurst* : Greyhound.)

Wadhurst to Ticehurst (3—45 $\frac{3}{4}$); the road continues uphill to Shover Green, 43 $\frac{3}{4}$, when the top of the range is reached, and with a gradual, but not continuous fall runs to Ticehurst.

(*Ticehurst* : Duke of York.)

Ticehurst to Hurst Green (3 $\frac{1}{4}$ —48 $\frac{3}{4}$); a little past Ticehurst keep to the *r.*, and the road is undulating but chiefly on the fall, joining the road from Flimwell on *l.*, $\frac{1}{2}m.$ before Hurst Green.

[There is another road to the *l.* just out of Ticehurst, and go through *Flimwell*, 47 $\frac{1}{2}$, and then to Hurst Green, 50 $\frac{1}{2}$.]

Hurst Green to Hastings (16—64 $\frac{3}{4}$)—pp. 14-15.

LONDON TO TUNBRIDGE by (Ightham).

London to Farningham (17 $\frac{1}{2}$)—p. 7.

Farningham to Ightham (7 $\frac{3}{4}$ —25 $\frac{1}{4}$); follow the Wrotham road as at p. 7 to Portobello, 21, and 1 $\frac{1}{4}m.$ further on take the right hand road, which is uphill for nearly $\frac{3}{4}m.$ more, when the edge of the downs is reached; then bearing to the *l.* there is a very steep and winding descent which should be walked down for about a mile, and the rest is nearly all an easy down-hill into Ightham.

(*Ightham* : George and Dragon, *B.T.C.*)

About 1*m.* W. of Ightham, on Ightham Common, are the remains of a Roman camp.

Ightham to Tunbridge (7—32 $\frac{1}{4}$); leaving Ightham keep to the *l.*, and it is a very hilly road; for 1 $\frac{1}{2}m.$ chiefly uphill, then there is the long and very steep descent of Fair Lawn Hill to near Shipborn, 28 $\frac{1}{4}$, and after that up and down hill—including the steep descent of Starve Crow Hill, 29 $\frac{3}{4}$ —through Cage Green, 31 $\frac{1}{4}$, to Tunbridge; rather heavy to Shipborn, then sometimes bad and stony.

LONDON TO RYE (by Staple Cross).

London to Highgate (47 $\frac{1}{2}$)—p. 12.

Highgate to Junction Inn (3—50 $\frac{1}{2}$); turn to *r.* and down a steep descent to Hawkhurst, 48 $\frac{1}{4}$, then chiefly uphill, but good road.

[There is another road by *Hurst Green*, 47 $\frac{3}{4}$ —p. 14; thence 1*m.* further turn to *l.*, and by Silver Hill, 49, and Springate's Hill *Tp.*, 49 $\frac{1}{2}$, to *Junction Inn*, 50 $\frac{1}{2}$; steep descent from Silver Hill.]

(*Hawkhurst* : Queen's.)

Junction Inn to Staple Cross (3 $\frac{1}{4}$ —53 $\frac{3}{4}$); turn to the *l.* and down hill through Knowl Hill *Tp.*, 51 $\frac{1}{2}$, to Bodyham Bridge, 52, followed by a long ascent.

Before Bodyham Bridge, on *l.*, the ruins of Bodyham Castle, erected 1386.

Staple Cross to Beckley (4—57 $\frac{3}{4}$); turn to the *l.*, and through Horns Cross *Tp.*, 56 $\frac{1}{2}$, is pretty level.

Beckley to Rye (7 $\frac{1}{4}$ —65)—p. 13.

LONDON TO TUNBRIDGE WELLS (by Penshurst).

London to Sevenoaks—*P.O.* (23½)—p. 11.

Sevenoaks to Penshurst ($8\frac{1}{4}$ — $31\frac{3}{4}$); follows the Tunbridge road as at p. 12, to Watts Cross, $27\frac{1}{4}$, then turn to *r.* and over a very undulating road through Stock's Green, $28\frac{1}{4}$, and Leigh, $29\frac{1}{4}$, after which along the west side of Penshurst Park.

At Leigh, on *r.*, Hall Place; Penshurst Place is a fine old castellated mansion; about 2*m.* on *r.* Chiddingstone Park.

Penshurst to Tunbridge Wells ($4\frac{3}{4}$ — $36\frac{1}{2}$); cross the *R.* Medway, and it is a very hilly road by Pounds Bridge, $33\frac{1}{2}$, and Speldhurst, $34\frac{1}{2}$.

LONDON TO RYE (by Udymer).

London to Junction Inn ($50\frac{1}{2}$)—p. 16.

Junction Inn to Cripp's Corner ($3\frac{1}{4}$ — $53\frac{3}{4}$); at Junction Inn keep straight on down long descent; good but hilly road.

[Or to *Staple Cross*, $53\frac{3}{4}$, p. 16, and straight on to *Cripp's Corner*, $51\frac{1}{2}$, slightly uphill.

Or to *Robertsbridge*, $50\frac{1}{4}$, p. 14, and then to Vine Hall, $52\frac{3}{4}$, p. 14, after which take first turn to *l.* to *Cripp's Corner*, $54\frac{1}{4}$; fairly level.]

Cripp's Corner to Rye—Strand Gate ($10\frac{1}{4}$ —64); turn to the *l.*, and through Goatham Green, $56\frac{1}{4}$, Broad Oak Cross *Tp.*, 57, and Udymer or Udmore, $59\frac{1}{2}$, is an undulating road, with steep descent through Udymer, and sharp descent just before Rye, and rise into the town.

LONDON TO HASTINGS (by Sedlescombe).

London to Cripp's Corner ($53\frac{3}{4}$)—above.

Cripp's Corner to Kent Street ($3\frac{1}{2}$ — $57\frac{1}{4}$); level for a mile, then short but sharp descent, on which turn to *l.*, into Sedlescombe, $55\frac{1}{4}$, and again downhill through Sedlescombe Street, $55\frac{3}{4}$, and uphill to Kent Street.

Kent Street to Hastings ($5\frac{3}{4}$ —63)—p. 15.

LONDON TO EASTBOURNE AND PEVENSEY.

London to Frant (38)—p. 15.

Frant to Mayfield ($6\frac{1}{2}$ — $44\frac{1}{2}$); is a good but hilly road through Frant Green (Sleech's Cross *Tp.*, $38\frac{1}{2}$), Mark Cross *Tp.*, $41\frac{1}{2}$ ($\frac{2}{3}$ *m.* beyond, turn to *l.*), and Lake Street, $42\frac{1}{2}$.

Mayfield to Cross-in-Hand *Tp.* (6— $50\frac{1}{2}$); turn to *r.*, and the road continues hilly, by Wellbrook, $45\frac{1}{2}$, Butcher's Cross *Tp.*, $47\frac{1}{2}$, Croust Corner, $48\frac{3}{4}$, and Gate House, $49\frac{3}{4}$, where turn to the left.

[Or beyond Mark Cross *Tp.* there is a direct road on *r.* through Salter's Green to Butcher's Cross *Tp.*, $45\frac{1}{2}$.]

Cross-in-Hand *Tp.* to Horsebridge (7— $57\frac{1}{2}$); $\frac{1}{2}$ *m.* past Cross-in-Hand turn to *r.*, through Little London, $52\frac{1}{4}$, Horeham *Tp.*, $53\frac{1}{2}$, and Coggers Cross, $54\frac{1}{2}$; it is rather hilly, but chiefly downhill; awkward twisting descent about 1*m.* before Horsebridge. (Returning, turn to *r.* out of Horsebridge).

At Little London, 1*m.* on *l.*, Heathfield Park.

Horsebridge to Hailsham ($1\frac{1}{2}$ —59) is a splendid road, slightly uphill; out of Horsebridge keep to the *r.* (On return journey take the road to the *l.* out of Hailsham, and entering Horsebridge to *l.* again).

About 4*m.* E. of Hailsham the ruins of Hurstmonceaux Castle, erected in the reign of Henry VI. At Mitchelham, 2*m.* W., the ruins of an Augustinian Priory, erected *temp.* Henry III.

Hailsham to Polegate Green ($3\frac{1}{2}$ —62 $\frac{1}{2}$); out of Hailsham keep to the *r.*, and it is a very good undulating road, mostly downhill.

Near Wilmington, about 3*m.* W. of Polegate Green, is the figure of the "Long Man," 230 ft. high, cut in the turf on the side of the hill, and visible nearly 30*m.*; it is supposed to be of British origin.

Polegate Green to Eastbourne, Station ($3\frac{1}{2}$ —66); past the railway crossing keep to *l.*; chiefly on the rise to Willington, 64, beyond which is a short descent, followed by a long stiff hill to mount, and some downhill into Eastbourne; good surface, gravel, and flint. The Seaside and Parade are $1\frac{1}{2}$ *m.* beyond the Station.

[There is another road by turning to the *l.* just beyond *Hailsham*, $2\frac{1}{2}$ *m.* further to the *r.*, and by Stone Cross, 63, Langley Tg., 65, Crumble Bridge, 65 $\frac{1}{2}$, Sea Houses, 67, and South Bourn, 67 $\frac{3}{4}$, to *Eastbourne*, 68 $\frac{1}{2}$; hilly to Langley Tg., then level: bad road, frequently loose and heavy.

About $1\frac{1}{4}$ *m.* before Stone Cross on *l.*, through Hankham Street, 62 $\frac{1}{4}$, to *Pevensey* ($3\frac{1}{4}$ —64 $\frac{1}{4}$); or 1*m.* before Langley Tg. on *l.* through Westham, 65 $\frac{1}{2}$, to *Pevensey* ($1\frac{1}{4}$ —65 $\frac{3}{4}$).

Eastbourne: Albion; Anchor; Burlington; Cavendish; Devonshire; Diplock's; Lamb; Railway and Commercial; Railway; Wade's.)

At Willington, on *l.*, Ratton Park. At Eastbourne, Compton Place. Eastbourne is a thriving watering place and seaside resort; the old village is $1\frac{1}{2}$ *m.* distant from the sea and the parade, and pier, &c., which are at Sea Houses; it is greatly resorted to by invalids, the air being considered beneficial in pulmonary complaints. Fine old Norman *ch.* Several Roman remains have been found here. 3 or 4*m.* S.W. is Beachy Head, 575 ft. high, and containing several caverns; here are several barrows or British tumuli. At Pevensey, ruins of the castle, partly supposed to be Roman work. Pevensey is supposed to have been the Roman Anderida, and here landed William the Conqueror. Along the coast are many martello towers, and a battery at Langley Point.

LONDON TO EASTBOURNE (by Westerham).

London to Bromley (10)—p. 11.

Bromley to Keston ($4\frac{1}{2}$ —14 $\frac{1}{2}$); short but stiff descent and ascent at Mason's Hill, 10 $\frac{1}{2}$, and then slightly rising ground and undulatory to Bromley Common, 12, where take the right-hand road, and through Keston Mark, 13, it is nearly all against the collar, ending with a sharp descent to Keston; good smooth road, but occasionally loose in the latter half.

S.E. of Keston is the pretty village of Down ($1\frac{1}{4}$ —15 $\frac{3}{4}$).

(*Keston*: Fox.—*Down*: Queen's Head.)

At Bromley Common, on *r.*, Oakley Ho. At Keston Mark, on *l.*, Keston Lodge, and further, Holwood Ho.; in the park are extensive remains of an encampment called Cæsar's Camp; opposite, on *r.*, 1*m.* before Keston, is a pool called Cæsar's Well.

Keston to Westerham (7—21 $\frac{1}{2}$); beyond Keston there are two or three sharp undulations, and then a stiff descent and similar ascent to

Leaves Green, $15\frac{1}{2}$, after which it is an easy undulating road, with a gradual rising tendency, for 4m., through South Street, $18\frac{3}{4}$, when the top of a range of hills is reached, and immediately a very steep descent begins, dangerous to ride down, as the road makes a sudden turn to the *r.* a short way down, and the surface is very loose, rough, and stony for some distance; after that it is almost level and rather loose road to Westerham, with a short but very stiff rise just into the village.

At Westerham, on *r.*, Squeries; on *l.*, Hill Park.

Westerham to Eden Bridge ($5\frac{1}{4}$ — $26\frac{3}{4}$); in the main street of Westerham, which runs E. and W., turn to the *l.*, and, leaving the town, keep to the *r.*, and there is a long stiff ascent of a mile to the top of Horns Hill, then pretty level for a mile over Westerham Common, followed by a long winding fall down Crockham Hill, $23\frac{3}{4}$, which must be taken carefully; then an undulating road through Linhurst, $25\frac{1}{4}$.

(*Eden Bridge*: Albion.)

Eden Bridge to Hartfield ($7\frac{1}{4}$ —34); at the *Tg.*, $\frac{3}{4}$ m. beyond Eden Bridge keep to the *l.*, and through Stamford End, $27\frac{3}{4}$, Brook Street, $28\frac{1}{4}$, by Cowden Pound, $29\frac{1}{4}$, Kent Water, 31, and Colestock Gate, 32, is an undulating road, but with two or three stiff hills.

At Stamford End, 2m. on *l.*, ruins of Hever Castle, formerly the seat of the Boleyns.

Hartfield to Maresfield ($7\frac{1}{2}$ — $41\frac{1}{2}$); at the fork roads just out of Hartfield keep to the *l.*, and about 1m. further begins the long and in the latter part very steep ascent through Ashdown Forest to 37th *ms.*, whence the road is pretty level to Duddleswell Gate, $38\frac{3}{4}$, from which there is a very steep descent, and the last 2m. are on a gradual fall; the surface is sometimes very loose and rough in places.

At Maresfield, on *r.*, Maresfield Park.

Maresfield to Uckfield ($1\frac{3}{4}$ — $43\frac{1}{4}$); in Maresfield keep to the *l.*, and then to *r.*, and it is almost level to Uckfield, through which is a long descent; good surface, but sometimes loose and rough in dry weather, and heavy when wet. (Returning, a little out of Uckfield keep to *l.*)

Uckfield: King's Head; Maiden's Head, *B.T.C.*)

Before Uckfield, on *l.*, Buxted Place; on *r.*, the Rocks; 1m. beyond, on *l.*, Framfield Park.

Uckfield to East Hoathley (5— $48\frac{1}{4}$); through Uckfield is a steep downhill to the railway crossing, beyond which is a stiff ascent, and at the top turn to the *l.*, whence undulating over Crockstead Green, $46\frac{1}{4}$, to East Hoathley; splendid smooth gravel surface.

East Hoathley to Horsebridge (6— $54\frac{1}{4}$); through Whitesmith Green, $50\frac{1}{4}$, and Dicker, $53\frac{1}{2}$, the road is of an undulating character, but mostly on the fall: capital smooth gravel surface. (On the return journey keep to *r.* at the 51st *ms.*)

Horsebridge Tg. to Eastbourne Station ($8\frac{1}{2}$ — $62\frac{3}{4}$)—p. 18.

SECTION II.

From Westminster Bridge*; Southern Roads (East Surrey and Mid Sussex).

LONDON TO EASTBOURNE (by Godstone).

London, Westminster Bridge (Surrey side), to Streatham ($5\frac{1}{4}$); level road along Kennington Road, by Kennington Gate, $1\frac{1}{2}$ (keep to *l.* and a little further to *r.*), and along Brixton Road to Brixton (*ch.* 3), then a slight rise for nearly $\frac{1}{2}m.$ to foot of Brixton Hill, which is a stiff pull but not long, and from the top it is almost level: rough macadam road all the way, in wet weather heavy and greasy; tramway for first $3\frac{1}{4}m.$

Streatham to Croydon—George street, middle of the town ($4\frac{1}{4}$ — $9\frac{1}{2}$); short stiff descent from Streatham, then gently undulating along Streatham Common, through Thornton Heath, 8, and Broad Green, $8\frac{3}{4}$; surface still macadam, generally very rough and in wet weather heavy and greasy; single line tramway, paved with asphalt, from Thornton Heath through and for a mile beyond Croydon. [In order to avoid the narrow main street of Croydon, which has its market day on a Saturday, take the right hand road at Broad Green, about $\frac{1}{2}m.$ further on go over the railway bridge, then along Church street (take second turning on *r.*) and along the right hand side of the *ch.*, and again to the *r.* of the second *ch.* at the next fork, which leads into the main road by a small turning—Southbridge Row—to the *l.* at the other end of Croydon: on coming the reverse direction this turning is the first on the *l.* (some 100 yards) after passing the “Swan and Sugar Loaf;” it is good and smooth nearly all the way.]

(Croydon: Bedford, *Hqrs*; Bridge; Green Dragon; Greyhound; Swan and Sugar Loaf.)

Beyond Streatham, on *l.*, see Crystal Palace.

Croydon to Caterham Junction ($2\frac{1}{2}$ —12); the macadam ends a short distance out of Croydon, the tramway extending half-a-mile further (11th *ms.*); the rest is generally in good order, but sometimes loose and sandy, and heavy in wet weather; past Purley House $11\frac{1}{2}$; all but level.

Outside Croydon, on *r.*, Hayling House; $\frac{1}{2}m.$ before Caterham Junction, on *l.*, Purley House, past which runs the old road over Riddlesdown, up a steep hill for $\frac{3}{4}m.$, and now very little used; rough unrideable *descent* either way.

Caterham Junction to Godstone Green ($7\frac{1}{4}$ — $19\frac{1}{4}$); taking the left hand fork, the road is mostly on the rise, but easy going, past Kenley,

* These roads can be reached at Kennington Gate from the other bridges, as follows:—From London Bridge, $2m.$; from Southwark Bridge, $2m.$ nearly; from Blackfriars Bridge, $2m.$; from Waterloo Bridge, $1\frac{1}{2}m.$; all meeting at the “Elephant and Castle,” nearly $1m.$ before Kennington Gate; paved from London and Blackfriars Bridges to “Elephant and Castle” and lot of paving beyond it, otherwise macadam; heavy traffic. It is better to go by St. George’s Circus and Lambeth Road to Kennington Road, $\frac{1}{2}m.$ beyond Westminster Bridge.

The milestones on these roads are also reckoned both from Whitehall and Cornhill, the distance from the former being the longer by $\frac{1}{2}m.$ and from Cornhill by $1m.$ than from Westminster Bridge.

13, "Rose and Crown Inn," 14 $\frac{1}{4}$, Warlingham Station, 15 $\frac{1}{4}$, to Caterham Station, 16 $\frac{3}{4}$, then two short rises followed by a longer and stiff ascent through a cutting, from which there is a long descent, rather steep at first, to Godstone Green; usually splendid smooth road, but in very dry weather occasionally loose in places as far as Caterham Station.

(Rose and Crown Inn.—Caterham Station: Clifton; Railway.—Godstone Green: Clayton Arms, B.T.C.)

Past Caterham Station, 1*m.* on *l.*, Marden House and Park.

Godstone Green to New Chapel (6—25 $\frac{1}{4}$); past Godstone Green keep to the *l.* (avoiding the long steep ascent by the old road over Tilburstow or Tilbuster Hill), and the road is up and down hill, but nothing to dismount for, through Stanstead Borough, 20 $\frac{3}{4}$, to Blindley Heath, 23 $\frac{1}{4}$; good gravel road for first 3*m.*, then rather rough and shaky.

New Chapel to East Grinstead (3 $\frac{1}{2}$ —28 $\frac{3}{4}$); keep to the *l.*, and the road is almost level to Felbridge, 27 $\frac{1}{4}$, out of which is a long rise to near East Grinstead; tolerably good going, but inclined to be shaky.

(East Grinstead: Dorset Arms; Railway; Swan.)

East Grinstead to Wych Cross (5 $\frac{1}{2}$ —34 $\frac{1}{4}$); about 1*m.* out of East Grinstead, after a short rise, there is a good long descent to Forest Row, 31 $\frac{3}{4}$; here take the middle road by *l.* of *ch.*, and it is all uphill, more or less steep, with rather uneven surface, and very trying traversing Ashdown Forest.

At Forest Row, on *r.*, Kidbrook Park. Wych Cross or Wytch Cross.

Wych Cross to Maresfield (5 $\frac{3}{4}$ —40); take the *l.* fork at Wych Cross, and after a mile of pretty level but very indifferent road alongside Peppingford or Ashdown Park, a mile-long descent has to be carefully negotiated, the latter part being steep, and is followed by a stiff hill to mount (here leaving Ashdown Forest) to Nutley, 37 $\frac{1}{4}$; through and out of this is more or less downhill for nearly 2*m.*, again a sharp rise and rest level: tolerable surface in the latter part. (Returning, out of Maresfield keep to *r.*)

[There is another road from Forest Row, that to the *l.* through Ashdown Forest, chiefly uphill, and last mile or so rather steep to junction with Westerham road nearly 4*m.* further, then pretty level to Duddleswell Gate, 37 $\frac{1}{4}$, from which there is a very steep descent, and the last 2*m.* are on a gradual fall to Maresfield, 40; the surface is sometimes very loose and rough in places.]

At Maresfield, on *r.*, Maresfield Park.

Maresfield to Eastbourne (21 $\frac{1}{2}$ —61 $\frac{1}{4}$)—p. 19.

This is the shortest and best route to Eastbourne.

LONDON TO SEAFORD.

London to Wych Cross Tg. (34 $\frac{1}{4}$)—above.

Wych Cross Tg. to Chailey (8 $\frac{1}{2}$ —42 $\frac{3}{4}$); at Wych Cross take the right hand road, and the ascent continues for a short distance, then level but indifferent road and rough in places to Charlwood Gate, 35 $\frac{1}{2}$, afterwards all down hill to Dane Hill, 37, a stiff and rough ascent, followed by bad loose descent, and then very good and undulating with easy hills through Sheffield Green, 38 $\frac{1}{2}$, and over Sheffield Bridge, 39 $\frac{3}{4}$, and Chailey Common.

Past Sheffield Green, on *l.*, Sheffield Park.

Chailey to Lewes—T.H. ($6\frac{1}{2}$ — $49\frac{1}{4}$), over South Common, $43\frac{1}{2}$, Beverns Bridge, $44\frac{1}{2}$, Cooks Bridge, $46\frac{1}{2}$, and Offham Street, $47\frac{1}{2}$, is a continuation of good road with easy hills, entering Lewes by the west end of the town, $\frac{3}{4}$ m. on the road to Brighton, where turn to the *l.*

[There is another road from *Wyck Cross* through *Maresfield*, 40, and *Uckfield*, $41\frac{3}{4}$, as at p. 21, and p. 19; then through Uckfield is a stiff downhill to the railway crossing, beyond which is a long stiff ascent and a downhill to Little Horsted, $43\frac{3}{4}$, whence it is tolerably level to within $\frac{1}{2}$ m. of Cliff, $49\frac{3}{4}$; downhill here to *R. Ouse*, at the entrance of *Lewes*, $50\frac{1}{4}$, and after crossing the river a very steep hill to climb through the town; good road, though sometimes rough and loose in dry weather.]

(*Lewes*: Bear, C.T.C.; Crown; Elephant and Castle; Star; White Hart.)

At Little Horsted, on *r.*, Horsted Place; 3m. before Lewes, on *l.*, Plashet Park; on *r.*, Malling Ho. and Malling Deanery. At Lewes the castle, built soon after the Conquest, is worth seeing, a fine view being obtained from the battlements; also ruins of St. Pancras Priory, the first of the Cluniac order in England, founded 1076. There are several old churches, one of which occupies the site of a Roman camp, St. John's. Near Lewes, in 1264, Simon de Montfort and the barons defeated Henry II. Town hall, theatre, library, archæological museum, &c.

Lewes to Newhaven—Bridge (7 — $56\frac{1}{4}$); in Lewes turn to the *r.* just before the railway, and through Iford, $51\frac{1}{4}$, Rodmill, $52\frac{1}{4}$, Southsease, 53, Deans, $54\frac{1}{4}$, and Piddinghoe, $55\frac{1}{4}$, is a good undulating road.

(*Newhaven*: Prince of Wales.)

At Southsease and Piddinghoe are Norman churches. Newhaven is a small, but rising seaport town, whence steamers ply to Dieppe, the shortest route to Paris; small Norman *ch.*, forts, &c. Above the town is a castle, and overlooking it is an ancient British earthwork.

Newhaven to Seaford—New Inn ($3\frac{1}{4}$ — $59\frac{1}{2}$); turn to *r.* and cross *R. Ouse*, and shortly after keep to *r.* twice; good road, but loose in places, level to near the Coastguard station, where there is a short, sharp descent to the beach, across which is unrideable, then a rise and fall, and up again to Seaford. [There is another but more hilly road by the left hand road at the second fork, through Bishopstone, $58\frac{1}{2}$, and Blatchington, $59\frac{1}{4}$, to Seaford, 60.]

(*Seaford*: Boy; New Inn; Old Tree.)

Seaford *ch.* is Norman and early English; on Seaford heights are remains of a large Roman camp, and in the vicinity are remains of several deep entrenchments; Bishopstone *ch.* is a singular building with Saxon porch. Beyond the town, Corslea Hall.

LONDON TO LIMPSFIELD.

London to Croydon—George Street ($9\frac{1}{2}$)—p. 20.

Croydon to Warlingham ($4\frac{3}{4}$ — $14\frac{1}{4}$); the macadam ends a short distance out of Croydon, the tramway extending half a mile further (to 11th *ms.*); here at the signpost take the road to the *l.*, and after passing under the railway bridge a long and severe uphill begins to Sanderstead, $12\frac{1}{4}$, divided by two short intervening falls into three stages, which require care in descending, especially the highest one, there being a sharp curve in it; after Sanderstead the road is level; fairly good surface after leaving

the Brighton road. [The old road over Riddlesdown leaves the Brighton road $\frac{1}{2}m.$ further on at Purley House, with a stiff rough hill to climb in the first mile, and $1\frac{1}{2}m.$ disused grassy lane to Hamsey Green, 14; $\frac{1}{2}m.$ longer.]

Outside Croydon, on *r.* Hayling Ho. On *l.*, Sanderstead Court.

Warlingham to Limpsfield ($5\frac{1}{2}$ — $19\frac{3}{4}$); slight gradual rise along Warlingham Common and Worms Heath, $15\frac{1}{2}$, where is a very stiff hill to climb, rough, loose and stony, but not long, the top being reached at the 6th *ms.* from Croydon (from which they are measured); after this the road is fairly level and good for a couple of miles, running along the top of the hills to a cross road for Tatsfield; then the dangerous descent of Titsey Hill begins, $17\frac{1}{2}$, and though it is gradual for the first $\frac{1}{2}m.$ bicyclists should not ride further than 100 yards beyond the 8th *ms.* from Croydon, as the fall soon becomes steeper and, curving to the *r.*, is too steep to be ridden down, besides being rough, for several hundred yards to Titsey *ch.*, $18\frac{1}{4}$; from here it is an easy and good ride, mostly on the fall, to Limpsfield.

LONDON TO BRIGHTON (by Lindfield).

London to New Chapel ($25\frac{1}{4}$)—p. 21.

New Chapel to Turner Hill ($5\frac{1}{4}$ — $30\frac{1}{2}$); turn to the *r.* and it is slightly undulating, but chiefly with an upward tendency, passing over Frogwood Heath, Copthorn Common, $27\frac{1}{4}$, and Crawleys Downs, $29\frac{1}{4}$, with a long stiff crooked ascent to Turner Hill, almost too steep and dangerous to be ridden *down* on the return journey except with a good brake; rather rough road.

About $1\frac{1}{2}m.$ S.W. of Turner Hill is a curious rock, called Big upon Little.

Turner Hill to Hapstead Green ($4\frac{1}{4}$ — $34\frac{3}{4}$); short descent out of Turner Hill, followed by a stiff pull up to Selsfield Common, then mostly on a gentle fall to Hapstead Green; good smooth road.

Before Hapstead Green, on *r.*, Wakehurst Place.

Hapstead Green to Lindfield (3 — $37\frac{3}{4}$), is rather hilly, with a short stiff ascent into Lindfield; good surface. Toll to pay at Lindfield gate.

Lindfield to Hayward's Heath ($1\frac{1}{2}$ — $39\frac{1}{4}$) is easy travelling and a good road, though sometimes loose and sandy.

[Or from *Hapstead Green* keep to *r.*, and stiff descent to *R.* Ouse bridge, $36\frac{1}{4}$, then sharp rise, long fall, and again an ascent to *Hayward's Heath*, $38\frac{1}{2}$.]

Hayward's Heath to Ditchling ($5\frac{1}{2}$ — $44\frac{3}{4}$); rather hilly but nothing very difficult to Wivelsfield, 41, and then pretty level, passing over Ditchling Common; the road is generally loose and heavy. Toll to pay at Wivelsfield and Ditchling gates.

Ditchling to Brighton—Aquarium (8 — $52\frac{3}{4}$); a short distance out of Ditchling begins a very steep and winding ascent, with rough and stony surface, and too steep to be ridden either up or down, leading to the top of the South Downs; on the top the road becomes a mere cart and hoof track for about $3m.$ over the Downs, which must be walked, then it improves and is rideable, all up and down hill, but still rough and very stony for $2m.$ more till clear of the Downs, and the last $1\frac{1}{2}m.$ are all down hill into Brighton. [Or beyond *Ditchling* turn to *r.* to *Clayton*, 47, whence to Brighton, 7—54, as by next route.]

(Brighton hotels, &c., see *post*, p. 25.)

At the top of the Downs, on *r.*, the road passes close to Ditchling Beacon; about 3*m.* before Brighton, on *l.*, is Hollingsbury Castle, a Roman encampment on a high hill.

LONDON TO BRIGHTON (by Cuckfield).

London to Caterham Junction (12)—p. 20.

Caterham Junction to Merstham ($5\frac{3}{4}$ — $17\frac{3}{4}$); following the right hand road up the valley of Smitham Bottom, it is a gradual but barely noticeable rise to the "Red Lion," $13\frac{1}{2}$, just beyond which a moderate ascent begins, and is continued more or less for nearly $3\frac{1}{2}$ *m.*, but no part of the gradient is difficult, and the last $\frac{3}{4}$ *m.* is a stiff downhill into Merstham; the surface is smooth and generally in good order, but sometimes sandy, and in wet weather heavy.

(Merstham: Feathers.)

Merstham to Red Hill ($2\frac{3}{4}$ — $20\frac{1}{2}$) is nearly all up and down hill but easy riding; pretty fair surface, but inclined to be uneven, and through Red Hill is macadam; take the left hand road at the bifurcation about $1\frac{1}{4}$ *m.* beyond Merstham.

(Red Hill: Warwick, *rec.*, C.T.C.)

Beyond Merstham, on *r.*, Gatton Ho. and Park; here also formerly stood the village of Gatton, long famous as a rotten borough.

Red Hill to Horley ($3\frac{1}{2}$ — 24); out of Red Hill there is the very stiff ascent of that name to mount, but which a good rider need not dismount for, then across Earlswood Common it is undulating, though more down than up, over a rough and shaky macadam road; leaving the Common there is a good rise and fall, then the road is almost level to Horley, with better surface. [An easier road up Red Hill is to take the first turn on *r.* past the railway, then keeping to *l.* up a gradual rise, and joining the main road again nearly at the top; good surface.]

(Horley: Chequers.)

Horley to Balcombe ($8\frac{3}{4}$ — $32\frac{3}{4}$); at the entrance of Horley where the road forks keep straight on by the left hand branch over the railway bridge, after which the road continues fairly level for about 4*m.*, rough for half that distance over Horley Common, and good and smooth for the other half past Black Corner, 27 (where enter Sussex); then it becomes hilly, beginning with the short but stiff ascent of Pound Hill (top of) $28\frac{3}{4}$, and past Worth Bridge, $29\frac{1}{2}$, while the long rise of Whitely Hill, 2*m.* before Balcombe, particularly requires some collar work, but fairly good surface.

(Pound Hill: King's Head.)

At Worth Bridge, on *l.*, Worth Park. Worth has an ancient Saxon *ch.* After Pound Hill the road runs through part of Tilgate Forest. At Balcombe, on *l.*, Balcombe Ho.

Balcombe to Cuckfield ($4\frac{1}{4}$ — 37); a little beyond the *ch.* keep to *r.*, and through Brook Street, $35\frac{1}{4}$, is undulating but good road; a stiff ascent to mount to Whiteman's Green, $36\frac{1}{2}$, and down to and through Cuckfield.

(Cuckfield: King's Head; Talbot; B.T.C.)

Beyond Balcombe, 1*m.* on *l.*, Ouse Viaduct. At Cuckfield, on *r.*, Cuckfield Place, the original of Ainsworth's "Rookwood Hall."

Cuckfield to Clayton ($7\frac{1}{2}$ — $44\frac{1}{2}$); by Anstey Cross, 38 (first *l.*, then *r.*), Bridge Farm, $40\frac{1}{4}$, St. John's Common, $40\frac{3}{4}$, Friar's Oak Inn, $42\frac{3}{4}$, and

Stonepound, $43\frac{3}{4}$, the road is undulating, some of the hills being of rather stiff gradient in either direction. [Or in Cuckfield turn to *l.* to Butler's Green, $38\frac{1}{2}$, whence on *r.* to Bridge Farm, same distance.]

Clayton to Piecombe, opp. *ch.* ($\frac{7}{8}$ — $45\frac{5}{8}$); out of Clayton there is a very steep ascent which it is impossible to ride up (and bicyclists should not attempt to ride *down* it); then easy descent to Piecombe.

Piecombe to Brighton—Aquarium ($6\frac{1}{2}$ — $51\frac{3}{4}$), through Pangdean, $46\frac{3}{8}$, Patcham, $48\frac{1}{4}$, Withdean, $49\frac{3}{8}$, and Preston, $49\frac{7}{8}$, is all down hill or level; very good and smooth surface to Old Patcham Gate, $3m.$ from Brighton, after which the road gets rather bumpy and is often wet and greasy into Brighton.

(*Brighton*: Albermarle; Albion; Albion Temperance; Egremont; Emery's Temp.; Gloucester, *C.T.C.*; Golden Fleece; Marine; New Steine; New Ship; Old Ship; Pump House; Royal Marine; St. James's; Victoria; Ward's; White Horse; Woodman's Cot; Olive Branch; Castle, Middle Street, *C.T.C.*)

Brighton is a large and well-built town, being the principal seaside watering place on the south coast; there are some fine buildings, notably the Royal Pavilion, erected by George IV., town hall, the old church, etc.; splendid promenade nearly $3m.$ long, from suburb of Kempdown on the east to Hove and Cliftonville on the West. The Aquarium is one of the best in England. Bells are compulsory in Brighton.

LONDON TO BRIGHTON (by Handcross).

London to Horley ($24\frac{1}{2}$)—p. 24.

Horley to Povey Cross ($1\frac{5}{8}$ — $25\frac{7}{8}$); at the entrance of Horley take the right-hand fork, and it is a capital nearly level road.

Povey Cross to Crawley ($3\frac{5}{8}$ — $22\frac{1}{2}$); over Kimberham Bridge, $26\frac{1}{4}$, and Lowfield Heath, $27\frac{1}{4}$, is a capital road, nearly level.

(*Crawley*: George; George and Dragon; Railway, *C.T.C.*; Station.)

In the middle of Lowfield Heath, at the County Oak, enter Sussex.

Crawley to Handcross ($4\frac{3}{8}$ — $23\frac{7}{8}$); a short distance out of Crawley a long but not difficult hill begins, which continues with one intermission to within about $\frac{1}{2}m.$ of Pease Cottage Gate, $31\frac{3}{4}$, and the rest is a level and capital road of $2\frac{1}{2}m.$ to Handcross.

(*Handcross*: Red Lion, *rec. B.T.C.*)

Handcross to Hickstead ($6\frac{3}{8}$ — $40\frac{1}{2}$); going out of Handcross turn first to the *l.*, then to the *r.*, and past Slaugham Park is the long descent of Handcross Hill, at first rather steep, then towards the bottom the fall becomes more gradual, and sometimes being rough and loose, it requires care in descending; out of the valley there is a long but not steep hill to mount, and then several more by Bolney Common, $37\frac{7}{8}$, and Rice Bridge, $39\frac{3}{4}$; generally good road but sometimes rather loose in places.

Hickstead to Piecombe—Plough ($5\frac{3}{4}$ — 46); rather hilly road but nothing difficult through Sayer's Common, $41\frac{1}{2}$, and Albourne Green, $42\frac{1}{2}$, to the bottom of Dale Hill, $45\frac{1}{2}$, which is a long stiff hill right up through Piecombe Street, $45\frac{1}{2}$, and the rest down hill. (Dale Hill should be *descended* carefully when returning, as many accidents have occurred there.)

The height on the *l.* of Dale Hill is Wolsonbury Beacon.

Piecombe to Brighton—Aquarium ($5\frac{7}{8}$ — $51\frac{7}{8}$); just beyond the "Plough" join the Clayton road, and by Pagdean, $46\frac{1}{2}$ —as at p. 25.

The above route and the Reigate route are the best roads to Brighton.

LONDON TO BRIGHTON (by Crawley and Cuckfield).

London to Hand Cross ($33\frac{1}{2}$)—p. 25.

Hand Cross to Cuckfield ($4\frac{1}{2}$ —38); going out of Hand Cross the main road to the *l.* must be taken, and there is a long downhill past Staplefield Common, $34\frac{3}{4}$ (where again keep to the *l.*), then two stiff ascents to Slough Green, $36\frac{1}{4}$, and level to Whiteman's Green, $37\frac{1}{2}$, and down into Cuckfield; shaky macadam surface.

Cuckfield to Brighton—Aquarium ($14\frac{1}{2}$ — $52\frac{1}{2}$)—pp. 24-25.

[Or a little past Slough Green turn to *r.*, and go straight to Anstey Cross, $38\frac{1}{2}$, and on to *Brighton*, 52.]

LONDON TO BRIGHTON (by Reigate).

London, Westminster Bridge (Surrey side), to **Clapham**—The "Plough" ($3\frac{1}{3}$); level road along Kennington road, by Kennington Gate, $1\frac{1}{2}$ (keep to the *r.*), along Clapham road and through Stockwell ("Swan," $2\frac{1}{4}$), whence it is slightly undulating; macadam surface, rough and greasy, except past Stockwell and for the last 300 yards or so, where patches of wood paving are laid; tramway the whole distance.

Clapham to Tooting Cross or **Lower Tooting** ($2\frac{2}{3}$ —6); keeping along the left-hand side of Clapham common, the road is fairly level except a slight descent just beyond the Common at Balham, $4\frac{1}{4}$, and another, steeper, at Upper Tooting, $5\frac{1}{2}$; bad surface, being macadam, very shaky, and generally wet and greasy.

Tooting Cross to Sutton, "Cock" Inn ($5\frac{1}{4}$ — $11\frac{1}{4}$); taking the left-hand fork, the road continues macadam across Fig's Marsh to Upper Mitcham (Green) $7\frac{1}{2}$, and is all level through Lower Mitcham, $8\frac{1}{4}$, to past the *R. Wandle*, $8\frac{3}{4}$, then rather hilly—two ups and downs—to Sutton, with a very stiff pull in the town up to and past the "Cock" Inn at the cross roads: the last $3\frac{1}{2}$ m. are good going, though sometimes sandy in dry weather.

(*Lower Mitcham*: White Hart, *B.T.C.*—*Sutton*: Cock, *B.T.C.*; Grapes; Greyhound; Station.)

Sutton to Burgh Heath (4— $15\frac{1}{4}$); the hill past the "Cock" Inn ends at the railway bridge a little further on, but is followed by two easy rises to California, $12\frac{1}{4}$, and again by another uphill of $1\frac{1}{2}$ m., the first part rather stiff, over Banstead Downs, across which the surface is generally loose, and in dry weather very sandy; after leaving the Downs, $13\frac{3}{4}$, the road continues uphill for about $\frac{1}{4}$ m., and then is gently undulating to Burgh Heath, with good surface.

At the end of the Downs, 1m. on *l.*, is the pretty village of Banstead, and $1\frac{1}{4}$ m. further on, Woodmanstone, near which is the Oaks Park; good and easy road. Before Burgh Heath a little on *r.* Nork Park.

Burgh Heath to Reigate—*M.H.* ($5\frac{3}{4}$ —21); across Burgh Heath and Walton Heath (keeping to *l.* at 16th *ms.*), the road is undulating for a couple of miles, with a steepish descent beyond Kingswood *ch.*, then it is more or less on the rise past the "Fox" Inn, 18, to the top of Reigate Hill, $19\frac{1}{4}$, all with a capital smooth hard surface; here the bicyclist should dismount (B. U. "danger board" is erected on *l.*) for the long winding descent of Reigate Hill, running right down into the town: the first part, $\frac{1}{3}$ *m.* long, is very steep, with its surface for half the width on the left formed of loose stony gravel, and extremely rough, while on the other half a double row of flagstones is laid for upward vehicular traffic; this descent is unrideable except with a very powerful brake, though it has been ridden down and can be just ridden up by a good rider keeping to the flagstones, but in any case it is dangerous, as one is not able to see to the bottom: the rest of the descent is comparatively easy, passing over a level railway crossing, and finally debouching through a short tunnel under the Castle grounds into the market-place. The total fall is 420ft., and the average gradient on the flagstones is 10ft. in 100ft.

At Tadworth Court, 16, on *r.* to *Walton-on-the-Hill* ($1\frac{1}{4}$ — $17\frac{1}{4}$); and to *Box Hill* ($4\frac{3}{4}$ — $20\frac{3}{4}$).

(*Reigate*: Grapes, *B.T.C.*; Swan; White Hart.)

Beyond Burgh Heath, on *r.*, Tadworth Court, and further on, Dunderm Castle. Before Reigate Hill, 1*m.* on *r.*, Upper Gatton *Ho.*, and on the Hill, a little on *l.*, Gatton Park and Gatton village, now consisting of two or three houses, famous as a rotten borough. The view from the top of Reigate Hill is very fine. At Reigate are remains of the old castle, now a well-laid-out public garden, with a large cavern underneath. The Priory.

Reigate to Povey Cross ($5\frac{1}{2}$ — $26\frac{1}{2}$); long moderate ascent out of Reigate ending in a cutting, and followed by a good descent to Woodhatch, $22\frac{1}{4}$, then undulating over Kennersley Bridge, $23\frac{1}{4}$ (*R. Mole*), and Hookwood Common, $25\frac{3}{4}$; capital smooth road.

Povey Cross to Brighton—*Aquarium* (26 — $52\frac{1}{2}$) by Hand Cross, $34\frac{1}{4}$, and Hicksted, $40\frac{3}{4}$ —pp. 25-26.

LONDON TO REIGATE (by Croydon.)

London to Merstham ($17\frac{3}{4}$)—p. 24.

Merstham to Reigate ($3\frac{1}{2}$ — $21\frac{1}{4}$); follow the Red Hill road to the bifurcation at the top of a short rise by the 19th *ms.*, and then take the right-hand branch; for about a mile there are three very stiff uphill, but with good smooth surface, to Wray Common, and thence is a long gradual run down into Reigate over a macadam road.

LONDON TO SHOREHAM.

London to Hand Cross ($33\frac{1}{2}$)—p. 25.

Hand Cross to Cowfold (6 — $39\frac{1}{2}$); take the right hand road, and it is undulating by Ashfold Crossways, 35, and Lower Beeding, $36\frac{1}{2}$ (keep to *l.*), with a steep descent at Crabtree, $37\frac{1}{4}$. (Returning, keep to *r.* on top of Crabtree Hill.)

Cowfold to Partridge Green ($3\frac{1}{4}$ — $42\frac{3}{4}$); very undulating road by Corner House *Tg.*, $41\frac{1}{2}$ (where turn to *r.*)

Partridge Green to Steyning ($5\frac{1}{4}$ —48); hilly road over Bines Bridge, $43\frac{3}{4}$, through Ashurst, 45, and Horse Bridge Common, $45\frac{3}{4}$, and over Broadbourn Bridge, $47\frac{1}{4}$.

(*Steyning*: White Horse.)

Steyning *ch.* is in part early Norman and supposed to have been portion of a Benedictine monastery, and to contain the remains of Ethelwulf, father of Alfred the Great.

Steyning to New Shoreham ($5\frac{1}{2}$ — $53\frac{1}{2}$); through Bramber, $49\frac{1}{4}$, over Bramber Bridge (*R. Adur*), $49\frac{1}{2}$, (just beyond keep to *r.*) along the valley of the *R. Adur* to Old Shoreham, $52\frac{3}{4}$, where turn to the *l.* at the *ch.*, and shortly after to the *r.*; good road, undulating for first $1\frac{1}{2}m.$, then level.

At Bramber, on *l.*, remains of a castle erected by the Saxons, probably on a Roman foundation. At Old Shoreham the *ch.* is a fine old Norman building.

LONDON TO WORTHING.

London to Tooting Cross (6)—p. 26.

Tooting Cross to Merton—Double Gates ($1\frac{1}{2}$ — $7\frac{1}{2}$); the macadam soon ends, then there is a short descent and a railway bridge to go over, the slopes of which are generally very loose and sandy; after this the road is level and tolerably good going, though sometimes sandy.

[In order to avoid the bad road through Balham, &c., most riders leave Clapham Common by Nightingale lane, a little to the right of the main road, where there is a stiff descent and ascent, then over Wandsworth Common, along Burntwood Lane with another descent, turn to *l.* at Garratt Green, again sharp to the *l.* and immediately after to the *r.*, and through Somerstown; at the next cross roads keep to the *l.* over the railway bridge, and along Haydon's Lane to Merton, joining the main road just before the Double Gates; the surface is good as a rule, but occasionally a little loose and heavy in places; distance from "Plough," $4\frac{2}{3}$ —8.]

(*Merton*: Bay Tree, temp.; Duke of Edinburgh.)

Merton to Ewell ($5\frac{1}{2}$ —13); taking the left hand fork there are two railway bridges to go over, then from the next bifurcation (where keep to *r.*) there is a long gradual rise of over a mile to Morden, $9\frac{1}{2}$; out of here is a short steep fall, followed by a long moderate rise and another steep descent to Pylford Bridge, $10\frac{1}{2}$, and after a short pull-up the road is gently undulating for $\frac{2}{3}m.$ past the "Victoria Inn" at North Cheam, $11\frac{1}{4}$, when an easy run-down occurs, then level, with again a short drop into Ewell; it is much easier going to Ewell than the reverse journey, but there is nothing an ordinary rider need dismount for; good gravel road on the whole, but in dry weather the greater part is often loose and sandy.

(*Ewell*: Glyn Arms; King's Head; King William IV.; Spring.)

At Morden, on *r.*, Morden Park; before Ewell, on *l.*, Nonesuch Park, where formerly stood a palace of Henry VIII. and Queen Elizabeth. The *ch.* is modern, but the ivy-clad tower of the old one is preserved just behind it.

Ewell to Epsom—King's Head ($1\frac{1}{2}$ — $14\frac{1}{2}$); short stiff rise out of Ewell, then almost level to Epsom; capital smooth road.

(*Epsom*: King's Head; Spread Eagle.)

Epsom was formerly celebrated for its mineral springs, whence Epsom salts derived their name. About 1m. S.W. of Epsom, on the Downs, is the racecourse, where the Derby and Oaks races are held.

Epsom to Leatherhead—*ch.* (4—18½); at the end of the *M.P.* in Epsom keep to the *l.*, then keeping to the *r.* the road rises gradually for about a mile terminating with a rather stiff pull on to Ashted Common, directly followed by a steepish fall generally very loose and heavy; after that the road is very undulating through Ashted, 16¾, to Leatherhead, into which is a good run down.

(*Leatherhead*: Bull, *Hqrs.*; Duke's Head; Swan.)

Beyond Epsom, on *l.*, Woodcote Park and Ashted Park. *Leatherhead ch.* was built about the middle of the fourteenth century.

Leatherhead to Dorking—*M.H.* (5—23½); turn sharp to the *l.* in Leatherhead opposite the "Swan;" just out of the town is a steep rough fall, then the road is undulating to Mickleham, 20½, through and out of which is a long steady rise, followed by a stiff descent, then another short very stiff ascent through a cutting and a long fall to Burford Bridge, 21¾ (*R. Mole*); the rest is almost level with an easy rise into Dorking: good smooth road, but in dry weather apt to be sandy for the first mile or so; macadam through Dorking.

(*Burford Bridge*: Burford Bridge; a little further, Beehive.—*Dorking*: Red Lion; Swan; Three Tuns; Wheatsheaf; White Horse.)

This stage of the road runs up the valley of the *R. Mole*, the scenery being very pretty. Before Mickleham, on *r.*, Norbury Park. At Burford Bridge, on *l.*, the North Downs break off in the precipitous height of Box Hill, whence a splendid view of the Dorking valley can be gained; it is easily accessible to 'cyclists from 16th *ms.* on the Reigate road. On the S.E. side of Dorking is the beautiful seat of Deepdene, and about 1 *m.* further E. are the ruins of Betchworth Castle.

Dorking to Bear Green (4—27½); in Dorking take the left hand road and again *l.*, just leaving the town, then beginning with a moderate ascent through a cutting the road continues rather hilly over Holmwood Common and past Holmwood Station, 26¾; pretty good road, though sometimes rather lumpy.

At Holmwood Station, 1½ *m.* on *r.*, Anstiebury Hill, a Danish encampment.

Bear Green to Horsham (9—36½); through Capel, 29, Clark's Green, 30, by Shiremark Mill, 31½, Kingsfold *Tp.*, 32, and Slaughter Bridge, 33½, (where keep to *l.*) is a hilly road, but nothing difficult; good smooth surface; at the fork roads just before entering Horsham keep to the *r.* for the direct Worthing road, if not wishing to call in the town.

(*Horsham*: Anchor; Bedford; Crown; King's Head; Queen's Head.)

Beyond Bear Green, on *r.*, see Leith Hill and tower 2½ *m.* off. Entering Horsham on *l.*, Horsham Park, and on *r.*, Springfield. *Horsham ch.* is Early English restored, and contains many old monuments.

Horsham to West Grinstead—Burrel Arms (6¼—42¾); through Southwater, 38½, is a splendid undulating road.

1 *m.* S. of Horsham, on *l.*, Den Park, and beyond it, Chesworth. At West Grinstead, on *l.*, West Grinstead Park; a little further on *r.*, Knep Castle, an old castellated mansion. The chief part of the village of West Grinstead lies a little *l.* of the main road.

West Grinstead to Washington Common (5¾—48½) is undulating, with a splendid surface, through Dial Post *Tp.*, 44, and Ashington, 47, nearing which keep to the *l.*, and at the bottom of the descent out of the village is a *Tg.*, where take the right hand road.

Washington Common to Worthing ($7\frac{1}{2}$ —56); from the common there is a steep hill to ascend over part of the South Downs, which is followed by a good undulating road through North End, $50\frac{3}{4}$, and Finden, $51\frac{1}{2}$; 2m. beyond this it is joined by the Arundel to Brighton road, where turn to the *l.*, and at the next fork roads ($54\frac{1}{4}$) keep to the *r.*, and it is then a splendid level road through Broadwater, $54\frac{3}{4}$, into Worthing.

(*Worthing*: Albion, *C.T.C.*; Brunswick; Gibbs's Private; Marine; Sea House.)

$1\frac{1}{2}$ m. S.E. of Washington Common, on the Downs, is an old entrenchment, called Chanctonbury Ring; 1m. E. of Finden is Cisebury Hill, a large entrenchment surmounted by remains of a fort said to have been erected by the early Saxons. Worthing is a rising watering-place with excellent bathing and a very mild climate.

LONDON TO SHOREHAM (by Horsham).

London to West Grinstead—Burrel Arms ($42\frac{3}{4}$)—p. 29.

West Grinstead to Partridge Green ($2\frac{1}{2}$ — $45\frac{1}{4}$); at the Corner House turn to the *l.*, and it is a good undulating road skirting West Grinstead Park and across Joulfield Common.

Partridge Green to New Shoreham ($10\frac{3}{4}$ —56)—p. 28.

LONDON TO LITTLEHAMPTON.

London to Bear Green ($27\frac{1}{2}$)—p. 29.

Bear Green to Stone Street or Ockley Green ($2\frac{3}{4}$ — $30\frac{1}{4}$); turning to the *r.* at the sign-post the road is level for a mile, then turning to the *l.* undulating for another mile, when it joins the line of the ancient Roman Road, now known as Stone Street Causeway, and the rest consists of a couple of sharp descents to Stone Street; pretty good road.

(*Stone Street*: Red Lion; King's Arms.)

Before joining Stone Street Causeway, nearly 2m. on *r.*, Leith Hill, 967 ft. high, the highest ground in Surrey, and from which the sea is visible in clear weather.

Stone Street to Roman Tp. ($5\frac{1}{2}$ — $35\frac{3}{4}$); the old Causeway continues in a straight line for almost 2m., very undulating, and with a capital hard surface, then it breaks off and the road bears a little to the *r.* down a short decline, which is followed by the ascent of Oakwood Hill to climb, not long but much too steep to ride up or down, the surface being rather rough; from the top the road is undulating but with indifferent stony surface, keeping to the *l.* at the first two forks, and afterwards passing two sign-posts on the *r.*, and by Rowhook, $35\frac{1}{4}$. [There is another road turning to the *l.* just before the end of the Causeway and by Denne Bridge, 33, to Roman Turnpike, 36; it is very hilly, but pretty good hard road.]

Roman Tp. to Five Oaks Green ($3\frac{1}{4}$ —39); here the old Roman Causeway recommences, and is a fairly good undulating road through Park Street, 37, and by Buckman's Corner, $38\frac{3}{4}$. [There is another road by turning to the *r.* at Slaughter Bridge, $33\frac{1}{2}$, on the Horsham road, p. 29, and through Warnham, $33\frac{3}{4}$, and over Broadbridge Heath, $35\frac{1}{4}$, to Five Oaks Green, $39\frac{1}{4}$; a good undulating road.]

Five Oaks Green to Billinghamurst—*ch.* ($1\frac{3}{4}$ — $40\frac{1}{4}$); splendid road, chiefly down hill, with a pull up into Billinghamurst.

Billinghamurst to Pulborough—*ch.* (5 — $45\frac{1}{4}$); through Adversane, $42\frac{1}{4}$, and Codmore Hill, $44\frac{1}{4}$, is a splendid road, rather hilly, but with some fine stretches of level ground; steep hill to descend into and through Pulborough.

(*Pulborough*: Railway; Swan, *rec. C.T.C.*)

Pulborough to Arundel—*ch.* ($9\frac{1}{4}$ — $54\frac{1}{2}$); at the bottom of the hill in Pulborough turn to *r.* and directly after to *l.* across *R. Arun*; after a short level, there is a stiff hill to mount to Hardham, $46\frac{1}{4}$, followed by a longer descent to Coldwaltham, $47\frac{1}{2}$, and then the road is undulating over Watersfield Common, through Watersfield, $48\frac{1}{4}$, Bury *Tp.*, $48\frac{3}{4}$ (where leave Stone Street Causeway), and Bury Common to Bury, $50\frac{1}{4}$; from here a long steep ascent leads to the summit of Houghton hill, $51\frac{3}{4}$ (the descent of which in the reverse direction is dangerous, owing to a sharp turn to the *l.* near the bottom), and then there is a capital run, mostly down hill, alongside Arundel park, with a steep fall into the town.

(*Arundel*: Castle; Norfolk Arms, *C.T.C.*; Railway.)

At Bignor, 2 or 3 *m.* W. of Bury, are remains of Roman pavement and villa; about 1 *m.* S.W., on the top of the Downs the line of the Stone Street Causeway reappears, and runs direct to Chichester. On top of Houghton Hill, $52\frac{1}{4}$ *m.*, are some ancient earthworks. At Bury, on *l.*, across *R. Arun*, is Amberley Castle. In Arundel Park, N. of the town, is Arundel Castle, founded in the ninth century; it was partly ruined by the Parliamentarians, and was magnificently restored by the late Duke of Norfolk; it is open to the public on Mondays and Fridays. Ancient Gothic *ch.*, containing many old monuments.

Arundel to Littlehampton ($3\frac{3}{4}$ — $58\frac{1}{4}$); after crossing the River Arun, short rise out of Arundel, followed by another soon after, at the top of which turn to the *r.* and go down a long hill, then level through Leominster, $56\frac{1}{2}$, and Wick Street, $57\frac{1}{2}$, the road taking several turns.

(*Littlehampton*: Dolphin; Norfolk; Terminus, *rec. C.T.C.*)

LONDON TO TWICKENHAM.

London, Westminster Bridge (Surrey side) **to Wandsworth** (5); turn to *r.* along Albert Embankment to Vauxhall, 1, paved, then rough macadam with tramway along Wandsworth Road, all level to Lavender Hill, $3\frac{1}{2}$, which is a short descent, followed by a longer rise (on *r.* Clapham Junction Station), and presently a stiff fall into Wandsworth; the tramway ends at the top of the hill.

[Or to *Clapham*, ($3\frac{1}{3}$)—p. 26; then keep to *r.* along the north side of Clapham Common, whence short sharp descent at Battersea Rise, with corresponding ascent after, and join the above road on *r.* on the top of the hill before *Wandsworth*, $5\frac{1}{2}$; all macadam.

Wandsworth to Richmond (5—10); stiff ascent out of Wandsworth, then (keeping to *r.*) almost level and rough macadam through Putney, 6, along Barnes Common, $7\frac{1}{4}$, and through East Sheen, $8\frac{1}{4}$.

Richmond to Twickenham ($1\frac{1}{2}$ — $11\frac{1}{2}$): in Richmond turn first to *r.*, then *l.*, and to *l.* again over Richmond Bridge (*R. Thames*), and fairly level, but still macadam to Twickenham.

SECTION III.

From Hyde Park Corner* ; South Western Roads (West Surrey, West Sussex, Hampshire, Dorset, Devon, Cornwall, Somerset, South Berkshire, South Wilts).

LONDON TO CHICHESTER AND BOGNOR.

London, Hyde Park Corner, to Putney Heath ($5\frac{1}{2}$); macadam road, very rough all the way, and generally wet and greasy, through Knightsbridge, $\frac{1}{2}$ (turn to *l.*), along Brompton road (at *1m.* turn again to *l.*), Fulham road through Brompton, West Brompton, 2, Walham Green, $2\frac{3}{4}$, to Fulham, $3\frac{3}{4}$, whence cross River Thames to Putney, 4, out of which is a stiff rough hill to mount.

Putney Heath to Kingston—*M.P.* ($4\frac{1}{2}$ —10); across the Heath the road is pretty good, and undulating with a long run down to the "Halfway House," 7, then beyond the "Robin Hood" and *Tr.*, at Kingston Bottom, 8, there is a steep and bad ascent followed by a long rough descent down Kingston hill to Norbiton, 9, whence it is all level, and macadam very rough and shaky into Kingston, where turn to *l.* before the *ch.* for *M.P.*

[From *Westminster Bridge* there is another road *viâ Merton*, $7\frac{1}{2}$, p. 28; at the Double Gates keep straight on to the *r.*, the road is level, but macadam for $\frac{1}{2}m.$ through Merton till past the level railway crossing; then along Combe Lane past Raynes Park, $9\frac{1}{2}$, the surface improves, being gravel and flint, generally in good order, and still level to the bottom of Combe Hill, $10\frac{1}{2}$, which is a long and stiff ascent, shortly followed by a shorter but steeper fall down the other side (care should be exercised in taking either of these descents, as they are often loose and rough, with turns in them); the rest is all but level, with good surface as far as Norbiton, $11\frac{3}{4}$, where it joins the other road.]

[Or from *Richmond*, (10)—p. 31, turning first to *l.* and then to *r.*, and a little farther is a sharp fall on *r.* to Petersham, 11, and thence level but bumpy through Ham, $11\frac{1}{2}$, and across Ham Common, the last $1\frac{1}{2}m.$ tolerable going, to *Kingston*, 13].

(*Kingston*: Bell; Griffin; The Sailors; White Hart.)

Before Kingston Hill, on *r.*, Richmond Park. On N. side of Kingston *ch.* is the coronation stone of the Saxon kings.

Kingston to Esher (4—14) is level except a gradual rise for the last $\frac{1}{2}m.$; the macadam continues through and out of Kingston to Ditton Marsh for about $3m.$, but for the latter half there is good riding at the

* These roads can also be reached from the previous routes, as follows :—From *Westminster Bridge* to Clapham, $3\frac{1}{2}$, p. 26, thence along the north side of Clapham Common with a sharp descent at Battersen, then an ascent and fall again to Wandsworth, $5\frac{1}{2}$, all macadam, very rough and bumpy; thence another stiff climb followed by long gradual rise with better surface to Putney Heath, $7\frac{1}{2}$. Or from *Westminster Bridge* turn to *r.*, and as on p. 31 to Wandsworth, 5, thence to Putney Heath as above, $6\frac{1}{2}$. From London Bridge these routes can be joined—either No. 1 at Kennington Gate, *2m.*, p. 20; or No. 2, turning to *r.*, $\frac{1}{2}m.$, past "Elephant and Castle," along Kennington Lane to Vauxhall, $2\frac{1}{2}m.$

sides, and the rest is fairly good and smooth, though sometimes heavy up the rise.

At 12*m.* on *r.* to Thames Ditton ($\frac{1}{2}$ —12 $\frac{1}{2}$).

(*Thames Ditton*: Angel; Swan.—*Esher*: Bear; Marquis of Granby.)
Before Esher, on *r.*, Sandown racecourse.

Esher to Ripley ($7\frac{3}{4}$ —21 $\frac{3}{4}$); the rise into Esher is continued through the village and is followed by a very stiff descent, then there is up and down hill twice—the last fall called Horseshoe-clump Hill—past Claremont Park and across Esher Common, with another stiff pull up to Fair Mile Common, exactly a mile across, as the name implies, and level running; from the Fair Mile is a sharp but short drop, then a little level ground through Cobham Street, 17 $\frac{1}{2}$ (where turn to *r.*), and after crossing the *R. Mole*, Pain's Hill has to be climbed, the steepest rise from Kingston to Guildford; at the top take the left hand road and, except the rather steep fall of Red Hill entering Wisley Common about a mile further on, the remainder is an easy undulating road over Wisley Common ("The Hut" 20) with a sharp drop entering Ripley. The surface is good and smooth all the way, except the rise to Fair Mile, and Red Hill descent, and across Wisley Common, which are often loose and heavy. Pretty scenery.

Just before "The Hut" a good road branches off on *l.* to Ockham ($1\frac{1}{4}$ —21 $\frac{1}{4}$); greatly frequented by cyclists.

(*Cobham Street*: White Lion, *rec. C.T.C.*—*Ockham*: Hautboy and Fiddle, *rec. C.T.C.*—*Ripley*: Anchor, *rec. C.T.C.*; Talbot.)

Beyond Esher, on *l.*, Claremont Park. On *l.*, Pain's Hill Park; 1*m.* on *r.*, on St. George's Hill, a large ancient entrenchment; before Ripley, on *l.*, Ockham Park. 1*m.* N.W. of Ripley, on banks of *R. Wey*, are the ruins of Newark Abbey.

Ripley to Guildford—"White Hart" Inn ($5\frac{3}{4}$ —27 $\frac{1}{2}$) is a capital smooth and undulating road; Guildford is paved, and there is a very steep descent down the High street, which should not be ridden without a powerful brake, though it can just be mounted by a good rider.

(*Guildford*: Angel; Central Dining Rooms; Cannon; Ram; Stoke, *C.T.C.*; White Hart; White Horse; White Lion.)

The road from Esher to Guildford is one of the finest near London, not only for the pretty and varied views of scenery it is bordered with, but also on account of the uniform goodness of its surface. Before Guildford, on *r.*, Stoke Place. Guildford is the county town of Surrey. There are ruins of a Norman castle. St. Mary's is the oldest *ch.*; also Grammar School, Abbot's Hospital, Guildhall, &c.

Guildford to Godalming (4—31 $\frac{1}{2}$); after crossing the bridge (*R. Wey*) turn to *l.* and there is an ascent out of Guildford up to St. Catherine's Hill, 28 $\frac{3}{4}$, then nearly level across Pease Marsh, 29 $\frac{3}{4}$, but not at all a smooth or good road; Godalming is paved with round cobbles, and very jolty.

(*Godalming*: Angel; King's Arms; Railway; West Surrey, *rec. C.T.C.*)

On St. Catherine's Hill are remains of a decorated chapel, dating from Edward I.'s reign.

Godalming to Haslemere ($8\frac{1}{2}$ —40) is a very hilly road; beginning with a stiff rise out of Godalming it is up and down hill, chiefly the former, but nothing difficult through Milford, 33 (where keep to *l.* and $\frac{1}{4}$ *m.* after to *r.*) to Brook Green or Street, 36 $\frac{1}{2}$, then undulating and more downhill through Gray's Wood, 38 $\frac{1}{2}$, and Gray's Wood Common; pretty good surface

Haslemere: White Horse, *C.T.C.*)

Haslemere to Midhurst ($7\frac{3}{4}$ — $47\frac{3}{4}$); steep hill to climb out of Haslemere (dangerous to ride down the other way on account of a sharp turn to the *r.* and another at the bottom to the *l.*) then fairly good and undulating road past Sussex Bells, 41, and over Friday Hill to Fernhurst, 43, beyond which is a long rise for nearly 2*m.* past Henly Green, $44\frac{1}{2}$, to top of Henly Hill, followed by a long run down over North Heath and through Easebourn, 47, where turn sharp to *r.*

(*Midhurst*: Angel; Eagle.)

At Midhurst, on *l.*, Cowdry Park, in which are the ruins of Cowdry House, destroyed by fire 1793.

Midhurst to Singleton ($5\frac{1}{2}$ — $53\frac{1}{4}$): out of Midhurst is a stiff ascent up to Lavington Common, followed by a run down, then level to Cocking, $50\frac{1}{4}$, out of which (keeping to *l.*) there is a steep, long hill to climb and the road continues more or less on the rise to Singleton.

Singleton to Chichester—Market Cross (7 — $60\frac{1}{4}$); taking the right hand fork in Singleton and again just outside the village, it is a good undulating road through West Dean, 54, to Binderton, 56, and thence downhill or level through Mid Lavant, 58. [There is a more direct road by keeping to the *l.* at the fork outside Singleton and going over Rook's Hill and through East Lavant, 57, joining the other road $\frac{1}{2}$ *m.* further on; it is half uphill and half down over Rook's Hill, the ascent of which on either side is very severe. It passes close by an ancient Beacon and earth-works, beyond which is Goodwood race-course and the Park.]

(*Chichester*: Anchor, *B.T.C.*; Dolphin; White Horse.)

At West Dean, on *l.*, Cannon Ho.; on *r.* Binderton Ho.; at Mid Lavant, on *r.*, West Lavant Ho.; 2*m.* on *l.* is Goodwood Park. Chichester was an important city in Roman times, and the walls, $1\frac{1}{2}$ *m.* in extent, are supposed to be chiefly Roman work. The town was besieged by the Parliamentarians in 1642. The cathedral was erected in the twelfth century, but has undergone frequent repairs, including a new tower, the old one having fallen in 1861. St. Mary's Hospital, Market Cross, Town Hall (part of a Grey Friars Monastery *ch.*), Bell Tower, St. Olave's *ch.*, &c., &c.

Chichester to Bognor ($7\frac{3}{4}$ —68); in Chichester turn to *l.*, and outside the city walls take middle of three roads, and then first on *r.*; it is a level and very fair road by Merston Stream, $62\frac{3}{4}$, Elbridge, $64\frac{1}{4}$, and South Berstead, $66\frac{1}{4}$,

[Or to *Arundel*, $54\frac{1}{2}$, p. 31, then to *r.* up a good ascent out of the town on the Chichester road, which follow for more than 2*m.*, then turn to *l.*, and through Walberton (end of), $57\frac{3}{4}$, Yapton, $59\frac{1}{2}$, Felpham, $63\frac{1}{2}$, to *Bognor*, 65.]

(*Bognor*: Bedford, *C.T.C.*; Claremont; Norfolk.)

LONDON TO CHICHESTER (by Petworth).

London to Godalming ($31\frac{1}{2}$)—p. 33.

Godalming to Chiddingfold ($6\frac{1}{2}$ —38); stiff rise out of Godalming, and undulating through Milford (where keep to *l.* twice) with a steep uphill to mount to Witley, 35; from it is more or less downhill, in some parts rather steep, over Hambleton Heath and Hurst to North Bridge *Tg.*, $37\frac{1}{2}$.

Chiddingfold to Petworth (9—47); very hilly road over Cripple

Crouch Hill, 40½ (at the top keep to the *l.*), through Fisher's Street, 41, North Chapel, 42, and over Hoad's Common, 44½.

[There is another road to Petworth by *Billinghurst*, 40¼, p. 31; then turn to the *r.* over New Bridge, 41½ (just beyond keep to *l.*), through Wisborough Green, 42¾, Idehurst, 44¼, Strood Green, 44¾, and over Brinkshole Heath, 47¼, to *Petworth*, 49¼, very hilly.]

(*Petworth*: Half Moon; Swan.)

At Fisher's Street, a little on *l.*, Shillingloe Park. Before Petworth, for 1½ *m.* on *r.*, the road skirts Petworth Park, with its splendid mansion containing some fine paintings that can be seen on certain days.

Petworth to Duncton—*ch.* (4¼—51¼); descent out of Petworth, then almost level, by Coultershaw Mill *Tp.*, 49, cross *R.* Rother, and over Duncton Common.

Before Duncton, on *l.*, Burton Park.

Duncton to Chichester—Cross (10½—61¾); steep winding ascent out of Duncton on to the South Downs (dangerous to ride *down*), followed by another hill beyond Upper Waltham, 53¾, to Benge's Wood, 54; then long downhill past North Wood to Halnaker, 58, and level through Maudlin, 59¾, and West Hampnet, 60¼, and entering Chichester by the East gate.

[For *Bognor* turn to *l.* at entering Chichester, which will make it ½ *m.* shorter to *Bognor*, 69. There is also another road to *Bognor* by turning to *l.* beyond Benge's Wood and through Eartham, 56¾, Eastergate, 59½, Woodgate, 60½, Shripney, 62, and South Berstead, 63¼, to *Bognor*, 65.]

At Halnaker join the old Roman Stone or Stane Street Causeway.

LONDON TO LITTLEHAMPTON (by Petworth).

London to Petworth (47)—p. 34.

Petworth to Fittleworth—*ch.* (3—50); in Petworth turn to *l.*, and down a steep hill, followed by a long and very steep ascent with two or three sharp turns in it (dangerous to ride *down*) to climb, through Byworth Street, 48 (where keep to *l.*), and over Low Heath, Egdean Common, and Codmoor Hill, the road continues up and down hill, and requires careful riding.

Fittleworth to Arundel—*ch.* (8¼—58¼); the descent from Codmoor Hill continues through Fittleworth and Lower Fittleworth, 50½, to Fittleworth Bridge, 50¾ (*R.* Rother) whence almost level over Horneroft Common to Bury *Tp.*, 52¾, where join the road from Pulborough, for remainder of which see p. 31.

Arundel to Littlehampton (3¾—62)—p. 31.

LONDON TO PORTSMOUTH.

London to Godalming (31½)—p. 33.

Godalming to Liphook (12½—44); beginning with a stiff rise out of Godalming, it is up and downhill to Milford, 33 (where turn to *r.*), then there are a couple of stiff pulls over Mouse Hill, 33¾, and Witley Common, with a good run down of about ½ *m.* to the "Anglers' Rest," at the Hammer Ponds, 35¾; from here begins the long and severe ascent of over 2 *m.* up Hind Head Hill, 39, the latter part of which is very steep, followed by a

long run down for about 3*m.*, over the Common and Cold Ash Down, passing by the "Royal Huts," and "Seven Thorns Inn," 41 $\frac{3}{4}$, after which there are one or two sharp pulls before Liphook is reached; good hard road.

(*Liphook*: Anchor; Royal Anchor, *C.T.C.*)

From the top of Hind Head Hill the prospect is extensive and beautiful; on *r.* is the deep dell of Hackham Bottom, commonly called Devil's Punch Bowl.

Liphook to Petersfield—("Red Lion" (8 $\frac{1}{4}$ —52 $\frac{1}{4}$)); there are two or three stiff ascents, the last—Gravel Hill—being rather severe, over Milland Common to and out of Rake, 47 $\frac{1}{2}$, then over Rake Down it is all downhill to Sheet Bridge, 51: uneven surface to Rake, over the Common, and often very loose for first 5*m.*, then good.

[There is another way by going to *Haslemere*, 40, p. 33, and to the Sussex Bells, 41, just before which turn to *r.*, and over Lynchmere Common, to the "Jolly Sailor" on Milland Common, 1 $\frac{3}{4}$ *m.* before Rake, 48 $\frac{1}{4}$.]

(*Petersfield*: Dolphin, *B.T.C.*; Red Lion.)

Petersfield to Horndean (7 $\frac{1}{2}$ —59 $\frac{3}{4}$); soon after leaving Petersfield the ascent of Butser Hill has to be climbed, about 2*m.* long, and the last $\frac{1}{2}$ *m.* rather steep but very smooth; from the top, 55, the road descends for a mile, and with one or two short rises is chiefly on the fall to Horndean; good road.

(*Horndean*: Ship and Bell.)

Magnificent view from Butser Hill, 917 ft. high; on a clear day Salisbury Cathedral is visible 40*m.* distant.

Horndean to Cosham (6—65 $\frac{3}{4}$); at Horndean turn sharp to the *r.* up the hill, the road straight on going to Havant; the road is undulating, and traverses the Forest of Bere to Purbrook, 63 $\frac{3}{4}$, after which there is Portsdown Hill, 65, to mount, rather long and steep, the descent of which on the other side is rather steep and rough to Cosham.

From Portsdown Hill capital views of Portsmouth, Southampton, and Isle of Wight are obtained; eastward the spire of Chichester Cathedral is visible. On *r.* are three forts, and in front ruins of Porchester Castle in which is an ancient Saxon *ch.*

Cosham to Portsmouth (4 $\frac{3}{4}$ —70 $\frac{1}{2}$) is level, but, being mostly macadam, is bad and shaky, especially after crossing Portsea Bridge, 66 $\frac{1}{4}$; tramway for last 2*m.*

(*Portsmouth*: George, *C.T.C.*; York and Pier.—*Portsea*: Kepple's Head; Royal Oak; Totterdell's.—*Landport*: Smith's Commercial; Sussex.—*Southsea*: Bush, *C.T.C.*; Marine Mansion; Pier; Portland; Queen's; Sussex.)

Portsmouth, with its suburbs of Portsea, Landport, and Southsea, is the chief naval station of Britain, containing a large dockyard and naval arsenal. There is a splendid land-locked harbour, the whole being strongly fortified. The suburb of Southsea is greatly resorted to as a watering-place.

LONDON TO HAYLING.

London to Horndean (59 $\frac{3}{4}$)—above.

Horndean to Havant (4 $\frac{3}{4}$ —64 $\frac{1}{2}$), through the Forest of Bere is a good road, slightly downhill; keep to *r.* at St. John's, 62 $\frac{1}{4}$.

(*Havant*: Bear; Dolphin, *C.T.C.*; Star.)

Havant to Hayling (5—69½); the road soon crosses from the mainland to Hayling Island, and is very sandy and heavy all the way.
(*Hayling*: Royal, B.T.C.)

LONDON TO GUILDFORD (by Leatherhead).

London to Leatherhead (18½)—p. 29.

Leatherhead to East Horsley (5½—24); keep straight on down the hill through Leatherhead, passing the Dorking road on *l.*, and over the bridge (*R. Mole*); ¼ *m.* farther on a long steep hill has to be climbed, generally covered with loose stones (and on the reverse journey should be descended with great care, but is best walked down); from the top the road is undulating to Great Bookham, 20¾, then up and down continually, but nothing difficult, through Great Effingham, 22¼; the surface is hard and smooth. [There is an easier road by turning to the *r.* at the foot of Leatherhead hill and through the pretty village of Fetcham, 19¾, out of which is a short but stiff pull, then over a good undulating road through the lower end of Great Bookham, 20¾, Little Bookham, 21½, to the lower end of Effingham, 22¼, where turn to the *l.* and join the other road at the top of the village; ¼ *m.* longer.]

(*East Horsley*: Duke of Wellington.)

Before East Horsley, on *r.*, Horsley Towers, the residence of the Earl of Lovelace.

East Horsley to Guildford—"White Hart" Inn (6½—30½); through West Horsley, 24½, East Clandon, 26½, and Merrow, 28½, the road is nearly all up and down hill, with good smooth surface.

On *r.*, Horsley Place, Hatchland Park, and Clandon Park.

LONDON TO CHERTSEY.

London to Kingston—*M.P.* (10)—p. 32.

Kingston to Hampton Court (1¾—11¾); in Kingston keep straight on past the *ch.* and cross bridge over *R. Thames*, after which the macadam ends, and (bearing to the *l.*) the road is level, but still rather rough and bumpy riding in the middle, passing the Lion Gates, 11½.

(*Hampton Court*: Greyhound; King's Arms; Mitre.)

Hampton Court Palace, built by Cardinal Wolsey, can be seen on certain days. On *r.* is Bushey Park, famous for its avenue of chesnut trees. Hampton Court Green and Bushey Park are the scene of the great annual "Hampton Court Meet" of metropolitan bicyclists.

Hampton Court to Walton-on-Thames (4¼—16) is level all the way; at the Green keep to *l.* and cross *R. Thames* by Hampton Court Bridge, over a pretty fair road through East Moulsey, 12½ (where turn sharp to *r.*) and West Moulsey, 13¼, to Apps Court gates, 14, just beyond which turn to the *r.*, and the surface is very good and smooth past Apps Court Tavern, 15, at which, on coming the reverse direction the right hand road must be taken. [There is also another road by turning to the *r.* after crossing the river, and by the lanes and across Moulsey Hurst or Common to Apps Court Tavern, being the left hand road there on the reverse journey; level and good but sometimes sandy. Or follow the Esher road as on p. 32

for 2m. beyond Kingston, then take first turn on *r.* through Thames Ditton, 12 $\frac{1}{4}$ (where keep to *r.* and then to *l.*), and it is a level and good road except a level railway crossing and a ford across *R. Mole*, which is rideable on right-hand side, then turn to *r.* to East Moulsey, 13 $\frac{1}{2}$.]

(*East Moulsey*: Bell, *rec. C.T.C.*; Carnarvon Castle; Duke's Head.—*Thames Ditton*: Angel; Swan.—*Walton-on-Thames*: Crown; Duke's Head; Swan, *C.T.C.*; White Hart.)

Walton-on-Thames to Chertsey (5—21); in Walton turn to *r.*, then to *l.*, and again to *l.* just before the bridge, and a good undulating road runs through Oatlands Park, at the end of which keep to *r.*, and then—instead of straight down the hill which only leads to the riverside—to the *l.* into Weybridge, 18; through Weybridge, at the guide-post, keep to the *r.*, and having crossed two bridges the remainder is level, except a stiff hill, up and down, about halfway. On the whole very good road, but in places near the river, where liable to be flooded, it is sometimes rather sandy. *G. S. J. A. S.*

(*Weybridge*: Hand and Spear; Lincoln Arms; Queen's Head; Ship, *C.T.C.*—

Chertsey: Chertsey Bridge; Railway; Swan, *B.T.C.*)

Just below Walton Bridge are Cowey Stakes, where Cæsar is supposed to have crossed the *R. Thames*. At Chertsey are some traces of a Benedictine monastery, founded 666; here is Cowley *H.*, an Elizabethan mansion, in which the poet Cowley died, 1667. From St. Ann's Hill, 1m. beyond Chertsey, St. Paul's Cathedral and Westminster Abbey are visible.

LONDON TO CHERTSEY (by Shepperton).

London to Hampton Court (11 $\frac{1}{2}$)—p. 37.

Hampton Court to Sunbury—*ch.* (3 $\frac{1}{4}$ —15); keeping to the *r.* along the Green the road is level all the way, generally sandy and heavy to Hampton, 12 $\frac{3}{4}$, just beyond which turn to *l.* by the waterworks, and for nearly a mile the road is narrow and rather rutty and rough, and then pretty good to Sunbury, but apt to get loose in dry weather and very heavy in wet weather.

(*Sunbury*: Flowerpot; Magpie; Weir.)

Sunbury to Chertsey.—(4 $\frac{1}{4}$ —19 $\frac{1}{4}$) through Lower Halliford, 16 $\frac{3}{4}$, (just beyond keep to *l.*) and Shepperton, 17 $\frac{1}{4}$, is a good level road, though in dry weather apt to be rather loose in places, especially beyond Shepperton where it is frequently loose and shingly. About a mile beyond Sunbury a brook crosses the road, but is fordable in dry weather. Cross over Chertsey Bridge.

Or to Walton-on-Thames, 16, p. 37, whence cross over *R. Thames* by Walton Bridge to Lower Halliford, 17 $\frac{1}{4}$; good road.]

(*Halliford*: Ship.—*Shepperton*: Anchor.)

This is a very pretty ride in summer.

LONDON TO LYMINGTON.

London to Guildford—"White Hart" Inn (27 $\frac{1}{2}$)—p. 33.

Guildford to Farnham (10 $\frac{1}{4}$ —37 $\frac{1}{4}$); just after crossing the bridge (*R. Wey*), at the bottom of the hill in Guildford, turn off sharp to the *r.* in a narrow street, which directly after bears to the *l.* again, and then there is an ascent for over 2m. leading up to the Hog's Back, the first part too

steep to ride *down* except with great care, but the rest is rideable either way; on reaching the top there is a splendid level road for about 5*m.* along the crest of the Hog's Back, which is a narrow straight ridge running nearly due west, and the last 3*m.* are more or less downhill into Farnham.

The usual main route from London is by Brentford, Staines, and Bagshot, to Farnham, 38 $\frac{1}{4}$, p. 52; the Guildford route is shorter and better. (Farnham: Bush; Lion; Lion and Lamb.)

About 2*m.* S.E. of Farnham, on the banks of the River Wey, is Waverley Abbey. At Farnham the castle, now the residence of the Bishop of Winchester.

Farnham to Alton (9 $\frac{1}{4}$ —47); a little out of Farnham keep to the *r.*, and there is a gentle rise to Bentley Green, 41 $\frac{3}{4}$, then slightly undulating through Froyle, 44, and Holybourne, 45 $\frac{3}{4}$; very good smooth road.

(Alton: Butcher's Arms; Crown; Duke's Head; Matchwick's; Railway; Royal Oak; Swan.)

Alton to Alresford (9 $\frac{3}{4}$ —56 $\frac{1}{4}$); level to Chawton, 48 $\frac{1}{4}$, where take the right hand road, and there is a long stiffish climb of 2 $\frac{1}{2}$ to 3*m.*, but nowhere at all steep, to the White Horse Inn at Medstead Station; then a short run down and a similar up are followed by a rather steep fall, which should be taken carefully as the road has two or three sharp turns in the middle, nearly to Ropley Stoke, 52 $\frac{1}{2}$, past which there is a gradual run down through Ropley Dean, 54 $\frac{1}{2}$, to Bishop's Sutton, 55 $\frac{1}{2}$, and the rest is level to Alresford; good surface.

(Alresford: Swan.)

Alresford is a pretty old-fashioned town; the streams in the neighbourhood abound in trout. About 2*m.* S.W. are Tichborne village and *Ho.*

Alresford to Winchester (7 $\frac{3}{4}$ —64 $\frac{1}{2}$); over Seward's Bridge, 57 $\frac{3}{4}$, is a first-rate hard and smooth road, but very hilly; there is very little level ground, but the hills are not long or difficult either way, except the dangerously steep and crooked descent of Morn Hill into Winchester, which should be walked down; on the top of the hill on *l.* is a B.U. "Danger" board; at first the fall is moderate, then suddenly becoming steep the road turns sharp to *l.*, shooting for 300 or 400 yards down the side of the hill, which rises in an almost precipitous cliff above the *R.* Itchen, and commands a splendid view of the town, the descent ending with another sharp turn to *r.* into the town; the surface is not very smooth: through Winchester is macadam and rough, and there is a sharp rise through the town. In Winchester bells are compulsory. [In order to avoid the hilly road from Alresford to Winchester, at the bottom of the descent about $\frac{1}{2}$ *m.* out of Alresford, take the road to *r.* by the railway, running along the Itchen valley and through the villages of Itchen Abbots, Martyr Worthy, and Abbots Worthy and falling into the Basingstoke road 2*m.* north of Winchester; this is about 1 $\frac{1}{2}$ *m.* farther round but not hilly, though inclined to be rough in places; pretty country.]

(Winchester: Black Swan; Eagle; George; Royal.)

At Winchester two of the Roman gates are said to be still remaining. It was besieged and dismantled by Cromwell, and the castle (founded by William the Conqueror) blown up, only the foundations of it being visible; in the cathedral, part of which was erected 980, are the bones of Alfred the Great, Canute, William Rufus, and many Saxon kings, besides various ancient monuments, &c. Other buildings are St. Mary's College (built by William of Wykeham), Hospital of St. Cross, Museum, &c. On St. Catherine's Hill, 1*m.* S.E., are remains of fortifications and entrenchments, and vestiges of the great Roman road to Porchester.

Winchester to Southampton (12—76½); in Winchester turn to *l.*, and for a short distance past the abbey or Hospital of St. Cross, 65½, the road is level, then begins a long gradual rise followed after a little level by a long descent to Compton, 67, thence undulating to Otterbourn, 69, out of which is a severe hill to mount; after that it is almost level past Half-way House to Chandler's Ford Bridge, 71, beyond which is a short stiff rise; the next 2½ *m.* are rather hilly but nothing difficult, and the last 3 *m.* are down hill; tolerably good going all the way, in many parts very good; tramway in Southampton and macadam streets. On the milestones about here Winchester is called "Winton," and Southampton "Southon."

(*Southampton*: Alexandra, *Hqrs.*; Bedford; Canute; Cliff; Crown, *B.T.C.*; Dolphin; Dock; Flowers, temp.; Fountain; Imperial; Railway; South Western Star; Sun.—*West End*: Swan.)

At Otterbourn, on *r.*, Cranbury *Ho.*; 2 *m.* past Chandler's Ford Bridge, on *l.*, Stoneham Park. Southampton is an important seaport and steam packet station. There are remains of the old walls still left, and one of the old gates—Bargate. About 3 *m.* S.E. are the ruins of Netley Abbey.

Southampton to Totton (3¾—80¼); instead of going into the town, turn off to *r.* and through suburb of West End (just beyond keep to *l.*) for the Lyndhurst road, which is a dead level through Milbrook, 78½, and Redbridge, 79¾, and after getting clear of the town of Southampton is a pretty good road; part of the way it skirts the top of Southampton Water. [There is a short cut from the Winchester road to Milbrook, striking off to *r.* 2 or 3 *m.* before Southampton and going across country through Shirley, situate in a valley, into and out of which are rather stiff and loose descent and ascent, otherwise nearly level and a good road: distance about 3 *m.*]

In Totton is a level railway crossing.

Totton to Lyndhurst (5½—85¾); turning to *l.* in Totton it is a very fair level road to bottom of Houndsdown Hill, 82¼, which is a good stiff ascent, then after a gradual slope to past the level railway crossing at Lyndhurst Road Station, 82¾, where it enters the New Forest, the remainder is a capital undulating road to Lyndhurst, at the entrance of which instead of going through the village turn to *l.* for the Brockenhurst road.

(*Lyndhurst*: Crown; Railway; Stag's Head.)

Pretty scenery through the New Forest. At Lyndhurst *ch.* there is a beautiful altar fresco by Sir F. Leighton, R.A. King's *Ho.* and King's stables.

Lyndhurst to Brockenhurst (3½—89¼); a capital easy road through the New Forest, on the rise for some distance, then presently a little downhill, and the latter half level: railway crossing in Brockenhurst.

Brockenhurst *ch.* is partly Saxon; near to is Watcombe *Ho.*

Brockenhurst to Lymington (5—94¼); through Batramsley, 91¾, is rather hilly, but nothing difficult either way; not quite so good surface as the last stage: pretty scenery.

(*Lymington*: Angel; Nag's Head; Londesborough, *B.T.C.*)

Past Lyndhurst, on *r.*, Cuffnells; at Brockenhurst, on *l.*, Brockenhurst Park. At Lymington is good bathing. About 3 *m.* S. is Hurst Castle, built by Henry VIII.; Charles I. was confined here.

LONDON TO LYMINGTON (by Beaulieu).

London to Southampton (76½)—above; in Southampton, keep straight through the town.

Southampton to Hythe (2—78½); cross Southampton Water by ferry.

(Hythe: Drummond Arms.)

Hythe to Beaulieu (4½—83); long rise over Beaulieu Heath to Hill Top, 82: splendid road.

At Beaulieu are remains of a Cistercian abbey, founded 1201; also of a Hospital of Knights Templars. About 5m. E., or 4m. S. of Hythe, is Calshot Castle.

Beaulieu to Lymington (6½—89½); through Hatchet Gate, 84½, across Beaulieu Heath, and by Newtown Park, 87¾, is a splendid road, with no difficult hills.

LONDON TO PORTSMOUTH (by Farnham).

London to Farnham (37¾)—p. 38.

Farnham to Petersfield (17—54¾); turn to *l.* just out of Farnham, and through Alice Holt or Alder Holt Wood, Woolmer Forest, Greatham, 48¼, and Lyss, 50, is a good road with no difficult hills.

Petersfield to Portsmouth (18¼—73)—p. 36.

LONDON TO GOSPORT.

London to Alton (47)—p. 39.

Alton to Filmer Hill (9—56): level and very good through Chawton, 48¼ (keep on to *l.*), Farrington, 50, and East Tisted, 51¾, then a gradual ascent for about 2m. past Basing Park and the Devil's Jump, with a steep fall at Filmer Hill, quite safe to ride down.

Beyond Chawton, on *l.*, Chawton Ho. At East Tisted, on *r.*, Rotherfield Ho and Park. Near Filmer Hill, on *l.*, Basing Park.

Filmer Hill to Corhampton (6—62); a long rise past the Hut, 57¼ (where the Winchester and Petersfield road crosses) nearly to West Meon, 58½, into and through which there is a stiff long hill down that requires to be ridden carefully, as the road turns sharp to the *r.* and then to the *l.* about halfway down; after that the road is all that can be desired, through Warnford, 60, and Exton, 61½, mostly on a slight decline.

At Warnford, on *l.*, Belmont, in the grounds of which are ruins of an old mansion called King John's House. At Exton, 2m. on *l.*, a Roman camp. At Corhampton, 1 or 2m. on *l.*, is Old Winchester Hill, 900 ft. high, from which the Isle of Wight is visible; many tumuli on the top.

Corhampton to Cold Harbour Tg. (6½—68½); an easy uphill out of Corhampton, then a steep rough descent into Droxford, 63½, and a corresponding hill to mount out of it; after that is a long run down, in parts rather steep, till about 2m. past Hill Pound Inn, 65¾, followed by a long rise and a gradual but rough descent to the junction of the road from Bishop's Waltham, ¼m. beyond Cold Harbour Tg.; for the last 3m. the road traverses Waltham Chase; capital surface.

Cold Harbour Tg. to Fareham (4—72½); good easy road, except a bad hill to mount out of Wickham, 69.

(Fareham: Bugle; Golden Lion; King's Arms; Railway; Red Lion; Royal Oak, B.T.C.; White Hart.)

Wickham *ch.* contains several ancient monuments. On *r.* Park Place. *1m.* before Fareham, on *l.*, is Roche Court, a mansion nearly 700 years old. Beyond Fareham, on *l.*, Cams Hall. Before Fareham, on *l.*, on Portsdown Hill, is Nelson's monument.

Fareham to Gosport ($5\frac{1}{2}$ —78): in Fareham turn to *r.*, and a little after to *l.*, and it is a good road through Brockhurst *Tp.*, 75 $\frac{3}{4}$, and Forton, 77.

From Gosport cross by ferry to Portsmouth. Through Gosport to Stokes Bay is 2*m.* farther. Beyond Gosport, Haslar Hospital and Fort Monkton.

LONDON TO SOUTHAMPTON (by Botley).

London to Cold Harbour Tg. ($68\frac{1}{2}$)—p. 41.

Cold Harbour Tg. to Botley ($3\frac{1}{4}$ —71 $\frac{3}{4}$): follow the Fareham road for $\frac{1}{4}$ *m.*, then turn to *r.*, and it is a good but rather hilly road over Curbridge Common to Botley.

(*Botley*: Railway.)

Botley to Southampton ($6\frac{1}{2}$ —78 $\frac{1}{4}$); long rise out of Botley, then (keeping to *l.*) pretty level through Bittern, 76, and over Northam Bridge, 77 $\frac{1}{4}$; capital road. If intending to get to the New Forest road through Totton, this road from Northam Bridge runs straight into it, through the upper part of Southampton. Returning, just before Bittern keep to *l.*

This is a better road to Southampton than that through Bishop's Waltham.

Bittern was the Roman Clausentum, and Roman remains have been found here.

LONDON TO SOUTHAMPTON (by Bishop's Waltham).

London to Filmer Hill (56)—p. 41.

Filmer Hill to Bishop's Waltham ($8\frac{3}{4}$ —64 $\frac{3}{4}$); at Filmer Hill turn to *r.*, and follow the old coach road. [There is also another road, through Corhampton, 62, p. 41; then turn to *r.* for Bishop's Waltham, 65 $\frac{1}{2}$.]

(*Bishop's Waltham*: Crown.)

At Bishop's Waltham are remains of a castle or palace, built by the brother of King Stephen, Bishop Henry de Blois, but demolished in the Civil War.

Bishop's Waltham to Botley ($3\frac{1}{2}$ —68 $\frac{1}{4}$); out of Bishop's Waltham take the right hand road, joining the Droxford road on Curbridge Common.

Botley to Southampton ($6\frac{1}{2}$ —74 $\frac{3}{4}$)—above.

LONDON TO CHRISTCHURCH.

London to Lyndhurst ($85\frac{3}{4}$)—p. 40.

Lyndhurst to Holmesley Station ($6\frac{1}{2}$ —92 $\frac{1}{4}$); entering Lyndhurst keep to *r.* up the village, and a little past the *ch.* turn to the *l.*, it is rather hilly through the middle of the New Forest by Allum Green, 87 $\frac{1}{2}$, and Blackwater Bridge, 89 $\frac{1}{2}$; the road is good for a mile, then it becomes bad for the rest of the stage, being chiefly covered with loose sand and gravel, which makes riding heavy work, especially up the hills. [The old road

used to pass a little to the *l.* by New Forest Gate and Rhinocfield Lodge, 89 $\frac{1}{4}$, to Wilverley Bridge just past Holmesley Station.]

The country is wild and bleak, but it is only at intervals that the timber comes close up to the road; very often the ground on either side is open, or covered with furze or bush.

Holmesley Station to Christchurch (7—99 $\frac{1}{4}$); the surface now improves again, and after ascending a hill beyond the bridge the road is level and tolerable going to Hinton, 96 $\frac{1}{4}$ (before which the Forest ends), from here is an easy run down, and the last 2*m.* are level and very good into Christchurch; heavy going in wet weather.

(*Christchurch*: Antelope; King's Arms; Newlyn's; Ship, *B.T.C.*)

At Christchurch are remains of an Augustine priory, founded in early Saxon times. The *ch.* contains some curious monuments. Near the town are Heron Court and Landhills; also remains of a camp and entrenchments, and several tumuli.

LONDON TO POOLE AND BOURNEMOUTH.

London to Totton (80 $\frac{1}{4}$)—p. 40.

Totton to Cadnam (4 $\frac{1}{2}$ —84 $\frac{3}{4}$); in Totton keep straight on, and it is an undulating road with very gentle gradients.

(*Cadnam*: Sir John Barleycorn; White Hart.)

Cadnam to Ringwood (11 $\frac{1}{2}$ —96 $\frac{1}{4}$); the road now enters the New Forest, taking the left hand fork just out of Cadnam; ascent for $\frac{1}{2}$ *m.*, rather steep at the top but smooth surface, and shortly after is another rise, then a long fall, the latter part of which is very stony and steep to Stoney Cross, 87; this is followed by another long ascent, smooth and not so steep, on the top of which are long stretches of nearly level ground with good surface for about 4*m.*, then another descent and a long rise again to the toll-bar at Picked Post, 93 $\frac{1}{4}$, whence it is slightly downhill into Ringwood; some parts of the road are generally rather loose in dry weather.

(*Ringwood*: Crown; White Hart, *B.T.C.*)

At Stoney Cross, on *r.*, is Rufus Stone, commemorating the death of William Rufus.

Ringwood to New Bridge (4 $\frac{1}{4}$ —100 $\frac{1}{2}$); cross River Avon, and keeping first to *r.*, then to *l.* at Ashley Cross, 96 $\frac{3}{4}$, just past the railway, the surface continues good for a mile, then rough and ruddy over St. Leonard's Bridge, 99 $\frac{3}{4}$, to New Bridge; there is only one hill to speak of, which is short but rough.

New Bridge to Poole (8 $\frac{1}{4}$ —108 $\frac{3}{4}$); keep to the *l.* and it is an undulating very good road, but a little loose in places over Parley Common, through Long Ham, 103 $\frac{1}{2}$ (cross River Stour), thence over Canford Heath and through Parkstone Green, 107.

Past Long Ham there is branch road to *Bournemouth*, turning to *l.* through Kinson or Kingston, 104 $\frac{1}{2}$, then capital road to Winton, and rather rough to top of Richmond hill, which is a stiff descent into *Bournemouth*, about 6*m.* in all.

(*Poole*: Antelope; Crown; Furnage's; London, *B.T.C.*—*Bournemouth*: Bath; Bellevue; Grand; Hickson's; Newlyn's; Pembroke, *B.T.C.*; Stewart, Family.)

At Long Ham, on *l.*, an ancient entrenchment called Dudsbury Camp. In Poole Harbour, on Brownsea Island, Brownsea Castle. *Bournemouth* has sprung up as a watering-place during the last twenty years; it has a very mild climate, and is a winter resort for invalids.

LONDON TO WEYMOUTH.

London to New Bridge ($100\frac{1}{2}$)—p. 43.

New Bridge to Wimborne Minster ($5\frac{1}{4}$ — $105\frac{3}{4}$); keep to *r.* beyond New Bridge, and it is an easy road as to hills, but the surface is rather rough and sandy to within *3m.* of Wimborne.

(*Wimborne Minster*: Crown; Griffin; King's Arms, *B.T.C.*; King's Head; Laing's, *B.T.C.*; Railway.)

At Wimborne Minster the *ch.* is mainly Saxon, and here Ethelred, brother of King Alfred, was buried. About *3m.* N.W. of Wimborne, on the Blandford road, is Badbury Rings, an ancient British hill fortress of great extent.

Wimborne Minster to Lytchett Minster ($7\frac{1}{4}$ —113); in Wimborne Minster turn sharp to *l.* and follow the Poole road for $\frac{1}{4}m$ beyond Bushels Mill, 110, to which it is rather hilly but easy riding, then turn to *r.* through the toll-gate and over the railway bridge (bicyclists coming the contrary direction should beware of this gate), then undulating for $1\frac{1}{2}m.$ to a second toll-gate and the rest level; first rate smooth road.

[There is another route by following the Poole road through *New Bridge* to *3m.* beyond Long Ham, $103\frac{1}{2}$, p. 43, then turn to *r.* and strike across to the Poole and Wareham road, $107\frac{1}{2}$, and follow it to the toll-gate near Bushels Mill, $108\frac{1}{2}$ (where turn to *l.*), shortening the distance to *Lytchett Minster* to $111\frac{1}{4}$.

Or just before entering Poole turn to the *r.* and follow the Wareham road to the toll-gate, then to Lytchett Minster, 113, as above.]

Lytchett Minster to Wareham ($4\frac{3}{4}$ — $117\frac{3}{4}$); just beyond Lytchett Minster keep to *l.* and it is almost level and a pretty good road over King's Bridge, $113\frac{1}{4}$, and Gore Heath.

(*Wareham*: Black Bear; Red Lion, *B.T.C.*)

Wareham is supposed to have been the site of a British town, and afterwards of a Roman station; it is surrounded on three sides by a high rampart of earth of Saxon origin. In St. Mary's *ch.* is a Saxon chapel, supposed to have been the burial-place of the early Saxon kings.

Wareham to Wool Bridge (6 — $123\frac{3}{4}$); in Wareham turn to *r.*, and through Stoke Green or Stokeford, $121\frac{1}{4}$, is a good road but rather uphill.

At Wool Bridge, on *l.*, are the remains of Bindon Abbey, founded 1172. *3m.* S. is Lulworth Castle, a splendid residence.

Wool Bridge to Warmwell Cross ($6\frac{1}{2}$ — $130\frac{1}{4}$); the road continues chiefly level till past Portway, $126\frac{3}{4}$, then gradually becoming more undulating toward Warmwell Cross.

Warmwell Cross to Weymouth ($5\frac{1}{2}$ — $135\frac{3}{4}$); take the left hand road for Poxwell, $131\frac{1}{4}$, through which is a long run down with one short break to Osmington, $132\frac{1}{4}$; out of this is a very stiff pull, the road crossing a big hill (from the top of which Weymouth and Portland Isle are visible), with a long rather winding descent down the other side, the last bit rather steep, into Preston, $133\frac{1}{4}$, and the rest is almost level into Melcombe Regis, $135\frac{1}{4}$, skirting the shore of Weymouth Bay; good road.

(*Weymouth*: Burdon; Crown, *B.T.C.*; Golden Lion; London; Marine; Queen's.)

On the hill, N.W. of Preston, is an old circular earthwork called Charlebury. Weymouth, with its twin town of Melcombe Regis, is a fashionable watering-place, pleasantly situated, and with some fine buildings and esplanade. There is

the modern fort, Sandsfoot Castle (built by Henry VIII., but now in ruins), Portland Isle, with convict prison, the Verne Citadel, ruins of Rufus Castle, Bow-and-Arrow Castle, Pennsylvania, Quarries, &c. About 9*m.* W., near the end of the Chesil Bank, is Abbotsbury, where are ruins of the old abbey, of St. Catherine's Chapel, and Abbotsbury Castle; here is also the Swannery. A little more N., near Portisham, is a Druidical cromlech, and on Blagdon Hill the Hardy monument,

LONDON TO SWANAGE.

London to Wareham (117 $\frac{3}{4}$)—p. 44.

Wareham to Corfe Castle (4—121 $\frac{3}{4}$); through Stowborough, 118 $\frac{1}{4}$, is a tolerably good road, with one or two moderate hills; Corfe is entered by a very steep ascent, on which are several deep cross-ruts, and it is hardly safe to ride down as the road twists about.

Corfe, or Corfe Castle, is a very ancient town. The castle, now in ruins, from which it derives its name, was founded by King Edgar, and was a residence of the Saxon kings; it was of great strength, and was dismantled by the Parliamentarians.

Corfe Castle to Swanage (6—127 $\frac{3}{4}$); there are two roads, the upper and the lower; from the little square in Corfe take the left hand road, and at the bifurcation just outside the town keep to *r.* for the upper road which is nearly all uphill to Kingston, 123 $\frac{1}{2}$, then (turning to *l.*) downhill through Langton Matravers, 125 $\frac{3}{4}$, a very bad road, and in wet weather slippery and dangerous riding: for the lower road, which is nearly a mile shorter, keep to *l.* just outside the town, and after mounting a short but very steep rise (some 60 or 70 yards) it rapidly deteriorates, being but a narrow, rough, and rutty lane; soon after there are several nasty ascents and descents, the surface being very bad and with the least wet slippery and greasy, till the upper road is joined $\frac{1}{2}$ *m.* before Swanage; into and through the town is a narrow winding descent, too steep to be ridden down.

[Instead of either of the above routes, a better one will be found by turning to *l.* in front of the castle and not going through the town; the roads run along the north side of Nine Barrow Down, passing Rempston House, and is rather hilly for 3 or 4*m.*, then leaving Studland Bay on the *l.* turn to *r.* over the hill, and there are two short but steep pitches to walk down, gates being at the bottom, and the rest is more or less downhill through Ulwell to Swanage, but should be ridden very carefully; capital smooth gravel surface; distance about 6*m.*]

(*Swanage*: Anchor; Purbeck.)

This district is called the Isle of Purbeck, and is noted for the Purbeck stone which is largely quarried.

LONDON TO CADNAM (by Romsey).

London to Winchester (64 $\frac{1}{2}$)—p. 39.

Winchester to Hursley—*ch.* (4 $\frac{1}{2}$ —69); leaving Winchester by Westgate there is a steep unrideable hill a mile long to climb out of the town, and afterwards it is a hilly but good hard road by Pitt Pond, 66 $\frac{1}{2}$, and Standen, 68.

On *r.* Hursley Park, once the property of Richard Cromwell.

Hursley to Romsey—*P.O.* (6—75); $\frac{1}{2}$ *m.* out of Hursley keep to *r.* and

through Amfield, $71\frac{1}{2}$, the road continues hilly, the hills being short but steep, and there is a long descent into Romsey; good gravel road, but after rain heavy.

(*Romsey*: Market Inn; White Horse, *B.T.C.*)

Romsey *ch.* was formerly part of a Benedictine monastery, founded by King Edgar, and contains some fine monuments, &c. On S. Broadlands.

Romsey to Ower or Oux Bridge ($2\frac{3}{4}$ — $77\frac{3}{4}$); after crossing *R. Test* keep to *l.*, and $\frac{1}{2}$ *m.* out of Romsey there is a steep hill to walk up, then a good undulating road by Ranvild's Gate, $76\frac{3}{4}$.

Ower Bridge to Cadnam (3 — $80\frac{3}{4}$); at the bifurcation a little beyond Ower Bridge keep to *r.*, over Shorne Hill Common; undulating at first, then it becomes fairly level; good surface.

LONDON TO LAND'S END.

London (Hyde Park Corner) to Hounslow ($9\frac{3}{4}$); through Knightsbridge, $\frac{1}{2}$, Kensington, $1\frac{1}{2}$, Hammersmith, 4, Turnham Green, 5, Brentford, 7, and Smallbury Green, 9, is level but a macadamised road, lumpy and greasy most of the way, with heavy traffic; at the beginning of Knightsbridge, and in Kensington and Hammersmith are sections of wood pavement. (*Hounslow*: Palmerston.)

Past Brentford, a little on *l.*, Sion Ho.; across River Thames, Kew Gardens.

Hounslow to Staines $6\frac{3}{4}$ — $16\frac{1}{2}$); in Hounslow at the two bifurcations keep first to *r.* and after to *l.*; past the Powder Mills, $11\frac{3}{4}$, and through Bedfont, $13\frac{1}{4}$, is a good and almost level road, but sometimes sandy.

(*Staines*: Angel; Angel and Crown; Jolly Farmer; Crooked Billet; Packhorse; Railway; Swan.)

Staines to Virginia Water ($4\frac{1}{2}$ —21) after crossing *R. Thames* there is a very sandy bit of road, quite level, into Egham, 18, out of which is the long and stiff ascent of Egham Hill to mount, then it is fairly level for a mile, followed by a long run down to Virginia Water; good smooth road, but apt to be loose and sandy at times.

(*Egham*: Packhorse.—*Sunningdale*: Sunningdale.)

At Egham, *1 m. N.*, are Magna Charta Island and Runnymede. At Virginia Water, on *r.*, Windsor Great Park.

Virginia Water to Bagshot ($5\frac{1}{4}$ — $26\frac{1}{4}$); long rise from Virginia Water, then an undulating road by Shrub's Hill, 22, and Broomhill Hut, 23, where is a level railway crossing; tolerably good road but sometimes loose and sandy.

[There is another road to Bagshot by *Weybridge*, 18, p. 38; about *1 m.* further turn to *l.*, and crossing the railway at a level go through Addlestone, $19\frac{1}{2}$, to Ottershaw, 21, here take the third road from the *r.*, past Ottershaw Park, keeping twice to *r.* and twice to *l.* through Chobham, $24\frac{1}{2}$, (turn to *r.*) Burrow Green, 25, where turn to *l.*, then next to *r.*, and to *l.* at Westley Green, $26\frac{1}{4}$, and through Windlesham, $27\frac{1}{2}$, (where keep first to *r.* and then to *l.* twice) to *Bagshot*, 29; sharp descent before Ottershaw, loose and stoney ascent and descent past Ottershaw Park and sharp stony descent into Windlesham, otherwise fairly level and good road.]

Bagshot: Cricketers' Arms; Fighting Cocks; King's Arms, *B.T.C.*)

At Broomhill Hut, a little on *l.*, is a large ancient entrenchment. *1 m.* before Bagshot, on *l.*, Hall Grove; further on, on *r.*, Bagshot Park.

Bagshot to Blackwater ($4\frac{1}{4}$ — $30\frac{1}{2}$): out of Bagshot a couple of ascents, the latter rather steep and rough towards the top, lead up to the "Jolly Farmer," $27\frac{1}{2}$, (formerly the "Golden Farmer") on Chobham Ridges; here take the right hand fork, and after a mile or so of undulating road it is downhill into York Town, $29\frac{3}{4}$, and rest level; capital smooth road; level railway crossing in Blackwater.

(*York Town*: Duke of York.—*Blackwater*: Red Lion; Swan; White Hart, *B.T.C.*)

The curious obelisk or tower on the *l.* is said to be visible from Hampstead Heath. At York Town, on *r.*, Royal Military College.

Blackwater to Hartley Row ($5\frac{3}{4}$ — $36\frac{1}{2}$); there is a long stiff ascent on leaving Blackwater, then the road is level or slightly undulating for about 4*m.* over Yateley Heath and Hartford Bridge Flats, from which there is a rather steep descent to Hartford Bridge, $35\frac{1}{2}$, and then level; splendid smooth road.

(*Hartley Row*: White Lion.)

Hartley Row to Basingstoke (9 — $45\frac{1}{4}$); a mile past Hartley Row keep to *r.*; through Murrell Green, $38\frac{1}{4}$, Hook, $39\frac{1}{4}$, Hook Common and Mapledurwell Hatch, $42\frac{3}{4}$, is an undulating road, but no difficult hills; good smooth surface.

(*Basingstoke*: Angel; Blackboy; Feather; Red Lion; Wheatsheaf, *B.T.C.*)

2*m.* before Basingstoke, on *r.*, the ruins of Basing *Ho.*, celebrated for its brave defence for two years against the Parliamentarians. N. of Basingstoke, just outside the town, are the ruins of the Holy Ghost Chapel.

Basingstoke to Popham Lane ($5\frac{3}{4}$ — 51); leaving Basingstoke keep to *l.*; good road but some long hills over Basingstoke Down.

About 3*m.* beyond Basingstoke, on *l.*, Kempshot *Ho.*

Popham Lane to Sutton Scotney (8 — 59); take the right hand road, it is hilly but good going.

Sutton Scotney to Stockbridge ($7\frac{1}{2}$ — $66\frac{1}{2}$); across Barton Down, by Lockford Hutt, 63, and Worlby Hill, 65; long descent into Stockbridge. (*Stockbridge*: Grosvenor Arms, *B.T.C.*; Vine.)

Stockbridge to Lobcombe Corner ($6\frac{3}{4}$ — $73\frac{1}{4}$); in Stockbridge turn to *r.*, steep hill out of the town, and then rather hilly and not a good road, rather rough and heavy in wet weather, very open and exposed road.

Lobcombe Corner to Salisbury ($7\frac{3}{4}$ — 81); past The Pheasant Inn or Winterslow Hut, $74\frac{1}{2}$, the road continues very hilly, some of the ascents being rather steep, and the surface is very rough and stony for 5*m.*, then mostly downhill and fair going over St. Thomas's Bridge (River Bourne), 79.

(*Salisbury*: Angel; Crown; Four Swans; Plume of Feathers; Red Lion, *B.T.C.*; Shoulder of Mutton; Three Swans; White Hart.)

3*m.* past Winterslow Hut, on *r.*, a large entrenchment called Clorus' Camp. Salisbury was founded in the early part of the thirteenth century, consequent upon the removal of the cathedral from Old Sarum, of which the remains, now uninhabited, are still to be seen on the hill 2*m.* N. of Salisbury. The present cathedral, founded 1220, and recently restored, is one of the most elegant in England, and is rich in sepulchral monuments. About 4*m.* W. of Salisbury, the ruins of Clarendon Castle, where were framed the famous "Constitutions of Clarendon" in the reign of Henry II. 2 or 3*m.* more S. is Longford Castle, containing a splendid collection of pictures. About 8*m.* N. of Salisbury, on the Plain, is the celebrated Druidical temple of Stonehenge.

Salisbury to Barford St. Martin (6—87); in Salisbury ask for the Wilton road, keeping to *l.* opposite the gaol in the suburb of Fisherton, 81 $\frac{1}{2}$, it is a nearly level and good road through Fugglestone or Foulstone, 83 $\frac{3}{4}$ (where turn to *l.* and cross River Avon), Wilton, 84 $\frac{1}{4}$, Ugford, 85 $\frac{1}{4}$, and Burcombe, 85 $\frac{3}{4}$.

(*Wilton*: Pembroke Arms.)

On *l.* Wilton *Ho.*, where Sir Philip Sydney wrote his "Arcadia." At Barford, on *r.*, Hurdcott *Ho.*

Barford St. Martin to Shaftesbury (14—101); in Barford turn to *l.*, and the road is hilly through Compton Chamberlain, 89 $\frac{1}{4}$, Fovant ("Pembroke Arms"), 90 $\frac{3}{4}$, Swallowcliff, 92 $\frac{3}{4}$, Ansty, 93 $\frac{1}{2}$, White Sheet *Tp.*, 95 $\frac{3}{4}$, Brook Hill, 97, and Ludwell, 98, to Shaftesbury, which stands on the top of a steep hill; the surface is not so good as the previous stage.

[There is another road from Salisbury by taking the Dorchester road, through Harnham and up Harnham Hill, at the top of which, 82 $\frac{1}{2}$, turn to *r.*, then over Combe Down past the racecourse, 85, and along the ridge of the hills by Compton Hill, 87 $\frac{1}{2}$, Fovant Hut, 90 $\frac{3}{4}$, and White Sheet Hill, 94 $\frac{1}{4}$, where there is a steep descent to White Sheet *Tp.*, 95 $\frac{1}{4}$; not a good road.

Or at Wilton take the left hand road, and there is an ascent of 1 $\frac{3}{4}$ *m.* on to the ridge of the hill, 2*m.*, before Compton Hill, 88, whence to White Sheet *Tp.*, 95 $\frac{3}{4}$; as above.]

(*Shaftesbury*: Grosvenor Arms; Crown, *B.T.C.*; Railway.)

Before Fovant, on *l.*, close to the upper road, is an ancient entrenchment, called Chiselbury. At Compton Chamberlain, on *r.*, Compton *Ho.* At Swallowcliff, on *r.*, Castle Ditches, an ancient entrenched hill fort; also another called Castle Rings, 2*m.* N.E. of Shaftesbury. Beyond Ansty, on *r.*, Wardour Park, in which are the ruins of the old castle, twice besieged in the Civil War; the modern mansion is very beautiful. Shaftesbury was formerly a considerable town, with a splendid nunnery and twelve churches, only three of which remain. Fine view from the castle hill.

Shaftesbury to Henstridge Ash (9 $\frac{1}{2}$ —110 $\frac{1}{2}$); very steep unrideable hill to walk down out of Shaftesbury, then the road is pretty fair to East Stour, 105 $\frac{1}{4}$, after which it gets rough and lumpy again, and is rather hilly through West Stour, 106 $\frac{3}{4}$. (The roads about here are often spoiled by sheep in wet weather.)

At West Stour, on *l.*, Fifehead *Ho.* At Henstridge Ash, is the Old Virginia Inn, where Raleigh first smoked tobacco in England.

Henstridge Ash to Sherborne (6 $\frac{1}{2}$ —117); long hill to descend from Henstridge Ash, then hilly but with splendid surface through Milborne Port, 114 $\frac{1}{2}$, and Osborne, 116. The principal part of Sherborne lies on the *l.* of the main road.

(*Sherborne*: Antelope; Half Moon, *B.T.C.*)

At Sherborne, on *l.*, the castle. Fine old *ch.*

Sherborne to Yeovil (5 $\frac{1}{4}$ —122 $\frac{1}{4}$); the road is neatly level past Nether Compton (Halfway *Ho.*), 119 $\frac{1}{4}$, to Babylon Hill, 120 $\frac{1}{4}$, whence is a long descent to Penn Mill, 121 $\frac{1}{4}$, on River Yeo, and then pretty level into Yeovil; very good surface. Entering Yeovil keep straight on, without going through the chief part of the town, which lies on the *l.*

(*Yeovil*: Three Choughs, *B.T.C.*)

Yeovil to Crewkerne (9 $\frac{3}{4}$ —132); through Preston Plucknett, 123 $\frac{1}{4}$ (a mile beyond keep to *l.*), Brimpton, 125 $\frac{1}{4}$, East Chinnock, 127 $\frac{1}{4}$, and

Haselbury, 129 $\frac{1}{2}$, is a good road with some stiff hills. [Or turn to *l.* into Yeovil, and when through the town keep to *r.* and through West Coker, 125 $\frac{3}{4}$, to East Chinnock, 127 $\frac{1}{4}$.]

(*Crewkerne* : George, *B.T.C.*)

Crewkerne *ch.* is a fine Gothic structure.

Crewkerne to Chard (8—140); out of Crewkerne an ascent for about 3*m.* has to be climbed to the top of White Down Hill, 135 ($\frac{1}{2}$ *m.* before keep to *l.*), which can all be ridden, except perhaps the first part, with a fair wind; from the top it is nearly level to Windwhistle, 136 (a little beyond keep to *r.*), after which comes a gradual downhill of 2*m.* and the rest level; capital road, generally in good order.

(*Chard* : Crown, *Hqrs.* ; George, *B.T.C.* ; Railway).

From top of White Down Hill the English and Bristol Channels are visible. Chard *ch.*, an ancient Gothic building, is worth seeing. About 3*m.* S.E. is Ford Abbey.

Chard to Honiton (12—152); hilly for the first 3*m.* to the top of Balay Down (808ft. high), then a sharp descent down the other side, and easy riding over Long Bridge, 145, and for a mile beyond Stockland, 146, when there is a steep ascent up Stockland Hill with a crooked descent on the other side; after 2*m.* of nearly level there is a long hill down into Honiton, which is a long straggling town situate on an incline. (Returning, take the right hand road $\frac{3}{4}$ *m.* out of Honiton.) [London to Honiton, through Amesbury and Ilchester, is 2 $\frac{1}{2}$ *m.* shorter—see p. 71.]

(*Honiton* : Angel; Dolphin, *B.T.C.* ; Star).

On Stockland Hill, on *l.*, an ancient circular entrenchment. Honiton is celebrated for its lace manufacture. The old parish *ch.* contains an elaborate rood screen, &c. 2*m.* N. an old entrenchment called Dumpdon Hill or Castle; 3*m.* S. Farway Castle; also near it Blackberry Castle.

Honiton to Rockbere (10 $\frac{1}{4}$ —162 $\frac{1}{4}$); another descent from Honiton, then a less hilly and much easier road through Weston, 153 $\frac{1}{2}$, Fenny Bridges, 155 $\frac{1}{4}$, and Tallford, 157 $\frac{1}{4}$, then a long stiff hill to mount to Straightway Head, 159, followed by a sharp descent to "Fair Mile Inn," 160, and pretty level to Rockbere; the road is fairly good except for about 2*m.* beyond Fenny Bridges, where it is little used and very rough.

Rockbere to Exeter (6 $\frac{1}{4}$ —168 $\frac{1}{2}$); through Honiton-Clyst, 164 $\frac{1}{4}$, East Wonford, 166 $\frac{3}{4}$, and Heavitree, 167 $\frac{1}{4}$, is rather hilly, and there is a steep hill to descend through Exeter; pretty good road.

(*Exeter* : Black Horse; Bude; City Temperance; Clarence; Elmfield; Gidley's Refreshment Rooms; Globe; Half Moon; Museum; New London; Plymouth Arms; Royal Clarence; Rougemont, *B.T.C.*)

Exeter, the capital of Devonshire, was the Roman *Isca Damnonii*. There are the ruins of Rougemont Castle, said to have been founded by the Romans, and afterwards the residence of the West Saxon kings. Magnificent cathedral, Guildhall, &c.

Exeter to Cheriton Cross (9 $\frac{1}{2}$ —178); in Exeter, after passing through High street, go down Fore street hill to the *R. Exe*, and when over the bridge turn to *r.*; a mile out of the town is a very steep hill, quite impossible to ride up (and dangerous to ride down), with a descent on the other side; after this the road continues hilly through Adderwater, 170 $\frac{3}{4}$, Heath Cross, 173 $\frac{1}{4}$, Lilly Bridge, 174 $\frac{3}{4}$, and Tap House, 175 $\frac{1}{2}$; the road is occasionally bad going, being loose and flinty in many places.

Beyond Tap *Ho.*, on *l.*, Fulford *Ho.*, an old mansion.

Cheriton Cross to Okehampton ($12\frac{3}{4}$ — $190\frac{3}{4}$); rough descent and ascent to Crockernwell, $179\frac{1}{2}$, then almost level through Merrymeet, $183\frac{1}{2}$, and across Whiddon Down to near South Zeal, $186\frac{1}{2}$, into which is a winding descent, then up and down into Low Sticklepath, $187\frac{1}{4}$ (where cross *R. Taw*); out of this is another rise, then level with a rather steep descent into Okehampton; the surface continues loose and stony in places.

(*Okehampton*: Fountain; London; Plume of Feathers; White Hart, *B.T.C.*)

$2m.$ S. of Crockernwell, on banks of River Teign, are three ancient camps—Preston Berry Castle, Wooston Castle, and Cranbrook Castle; beautiful scenery: also a cromlech. For last 6 or $7m.$ the road runs close to Dartmoor, on *l.* Okehampton (or Oakhampton) is a small picturesque town. The castle is in ruins, having been dismantled by Henry VIII.

Okehampton to Launceston ($18\frac{1}{2}$ — $209\frac{1}{4}$); after crossing *R. Oke-*ment keep to *l.* in Okehampton, and long hill to ascend out of the town, then a good run down and again a long uphill on to Sourton Down, at the top of which, $3\frac{1}{2}m.$ from Okehampton, keep to *r.* (on *l.* to Tavistock); next is a long hill to descend to Bridestow, $196\frac{3}{4}$, beyond which is an easy rise followed by a steep descent to Kimbo or Point Bridge, $198\frac{3}{4}$, then after a gradual ascent of a mile it is undulating through Lew Cross, $200\frac{3}{4}$, past New Inn, $201\frac{1}{4}$, and over Old Street Down, with a sharp fall to Tinhay Bridge, 205 ; out of Lifton $205\frac{3}{4}$, there is a steep uphill to Lifton Down and down again through Cadron, 207 , to Poulston, $207\frac{3}{4}$, (where cross *R. Tamar*) whence there is a long hill to mount to Launceston; good road, the surface being firm and fairly smooth; it passes through a wild and open country.

(*Launceston*: King's Arms; London; Templar; White Hart, *B.T.C.*)

At Launceston are ruins of a castle supposed to have been erected by the Britons, and known as Castle Terrible. About $1m.$ N. is Werrington Ho.

Launceston to Bodmin (21 — $230\frac{1}{4}$); keeping straight through the town, it is a continuation of hills through Trebursey, $211\frac{1}{4}$, (a mile further take the middle road) by Hick's Mill, $214\frac{1}{2}$,—to which there is a descent of nearly $2m.$ —Trevethick or Trevithick Bridge, $215\frac{1}{2}$, Five Lanes Inn, 217 , Trewint, $217\frac{1}{2}$, long downhill again to Palmer's Bridge, 220 , (cross *R. Fowey*) with ascent to Jamaica Inn, $220\frac{1}{2}$, on Temple Moors, passing over the moors by Four Holes Cross, $221\frac{1}{2}$, Temple, $224\frac{1}{4}$, and Colvanick, (London Inn) $226\frac{1}{4}$, where the moors end, and finally descending a very steep hill near Bodmin. The road goes through a very wild country, not a house or tree to be seen for miles; the surface is hard, and in wet weather tolerable but never very good; through Bodmin is paved for about $1m.$

(*Bodmin*: Queen's Head; Royal, *B.T.C.*)

Bodmin had formerly a cathedral, with priory and thirteen churches. On a hill near the town are some large stones called The Hurlers, supposed to have been a Druidical temple. In the churchyard remains of a chapel.

Bodmin to Fradden (9 — $239\frac{1}{4}$); a succession of sharp ups and downs by Lanivet Ford, $232\frac{1}{4}$, Grigland, $234\frac{3}{4}$, and East Lane End, 237 .

At Lanivet, on *l.*, remains of an ancient monastery.

Fradden to St. Michael ($4\frac{1}{2}$ — $243\frac{3}{4}$); through Summer Court, $242\frac{1}{2}$; the road continues hilly, but the surface improves.

St. Michael, usually pronounced Mitchell, was formerly a large town.

St. Michael to Truro (7 — $250\frac{3}{4}$); $\frac{3}{4}m.$ beyond St. Michael turn to *l.*, and soon after there is a steep descent shortly followed by a stiff hill to

mount, then the road becomes easier through Trespen, 247, and Buckshead, 249 $\frac{3}{4}$; the surface continues excellent; Truro is paved.

[From *Fradden* there is another and better road on *l.* through Ladock, 244 $\frac{1}{4}$, to Tresilian, 247 $\frac{3}{4}$, on the Plymouth road, (where on returning keep to *l.*); the road is very good and nearly all downhill to Kiggon Mill, 249, then comes a hill to mount about a mile long, and a mile downhill into *Truro*, 251.]

(*Truro*: Red Lion; Royal; Star, *B.T.C.*; Temperance).

Truro is now an episcopal see. Formerly there was a castle here, of which only a mound is left. Within a short distance are the seats or residences of Polwhele, Trowarthenick, Trelissick, Tregolls, and Killiganon.

Truro to Perranwell (5—255 $\frac{3}{4}$); in Truro keep to *l.*; a very steep hill leads out of the town, and after a slight descent to Calenick, 252, another long ascent follows, then downhill through a wood (keeping to *r.*) to Carnan, 254 $\frac{3}{4}$, and level to Perranwell.

(At Perranwell, on *l.*, Carclew).

Perranwell to Helstone (12—267 $\frac{3}{4}$); keep to the right hand road, and through Tregolls, 259 $\frac{3}{4}$, Bultris, 262 $\frac{1}{4}$, Polgrean, 263 $\frac{1}{4}$, Menehy, 264 $\frac{1}{4}$, Trevennen, 265 $\frac{1}{4}$, and Trewenick, 266 $\frac{1}{4}$, is a very good road but hilly to within a mile of Helstone, when there is a descent into the town.

[Or from Perranwell keep to *l.*, and 1 $\frac{1}{2}$ *m.* beyond is a long hill to mount, and after crossing the railway turn to *l.* at the cross roads and there is a descent into *Penryn*, 259 $\frac{1}{2}$, where turn to *r.* and for 3*m.* it is rather uphill, with good surface, to the junction with the direct road, $\frac{1}{4}$ *m.* before Bultris, 263 $\frac{1}{2}$, and thence on to *Helstone*, 269, as above.]

From *Penryn*, on *l.*, to *Falmouth* (3 $\frac{1}{4}$ —262 $\frac{3}{4}$).

(*Penryn*: Elephant and Castle; King's Arms.—*Falmouth*: Green Bank; Commercial; Royal, *B.T.C.*—*Helstone*: Angel; Star.—*Lizard*: Lugg's, *B.T.C.*)

Falmouth is the most westerly seaport in England. About 1 $\frac{1}{2}$ *m.* farther, at the mouth of the bay, is Pendennis Castle, which stood a six-months' siege against the Parliamentarians; opposite it is St. Mawes Castle. About 4*m.* further is the beautiful seat of Penrose; also near it the huge Tolman, or Cornish Pebble, a granite block of 800 tons weight: Arwenack Manor House. Helstone is the centre of a mining district, and is remarkable for its May games or festival, held on May 8th, a relic of the Roman Floralia. From Helstone is a splendid run of about 11*m.* to Lizard Town, with a descent at 4*m.* and another at 5*m.*; from Lizard Town is a short walk to the Point and to Kinance Cove, &c.

Helstone to Marazion (9—276 $\frac{3}{4}$); rather hilly for half the distance through St. Breage, 270 $\frac{3}{4}$, followed by a long down hill through Chywoon, 273 $\frac{3}{4}$, and Roost, 275, into Marazion.

(*Marazion*: Thomas's).

At St. Breage the celebrated tin and copper mine of Huel Vor; also remains of Peagerswick Tower. At Roost, 1*m.* on *l.*, Acton Castle. Marazion, or Market Jew, is supposed to be the oldest town in the county, and derived its importance as a resort of pilgrims to the well-known St. Michael's Mount, a remarkable rock in the bay, 1*m.* from the town, and on which is an ancient castle.

Marazion to Penzance (4—280 $\frac{3}{4}$); along the margin of Mount's Bay is level, but a very rough bit of macadam road; Penzance is paved.

(*Penzance*: Mount's Bay House; Queen; Railway; Star; Union; Western, *B.T.C.*)

Penzance is the most westerly town in England; the climate is very mild and salubrious.

Penzance to Land's End (11—291 $\frac{3}{4}$); the first 2*m.* are rather

hilly through Newlyn, 282 $\frac{1}{4}$, then rough and hilly through Trevelloe, 284, St. Buryan or St. Buriën, 286 $\frac{3}{4}$, Trebear, 288 $\frac{1}{4}$, and Trevescan, 291; bad but mostly rideable road. [There is another road from Penzance by keeping to *r.* and through Trembeth, 282 $\frac{1}{4}$, and Sennen, 289 $\frac{1}{4}$, to Land's End, 291.]

From St. Buryan on *l.* to Logan Rock or Stone 2*m.*, at first pretty good and level, till a steep hill is reached leading down to the rock, which must be walked. From the Logan Rock to the Land's End is a good and level road.

From Penzance to Gunard's Head, 7*m.*; leaving the east end of the town turn to the *r.* twice, uphill road except a sharp descent halfway, which should be walked; grand scenery.

From Trembeth on *r.* to *St. Just*, (6—288 $\frac{1}{4}$); near it Cape Cornwall.

(*St. Just*: Commercial; Wellington).

At Newlyn, on *r.*, Castle Hornick. There are numerous natural curiosities and cromlechs in the vicinity of Penzance; also at St. Buryan very old *ch.* and singular cross. 1*m.* W. is a Druidical circle—Boscawen Urn; on *l.*, near the coast, is another—The Merry Maidens and the Pipers; near Boskenna, a cromlech; further on coast, Trereen Castle. Near *St. Just* is Carniajack Castle, Clum Castle.

LONDON TO FARNHAM (by Bagshot).

London to Bagshot (26 $\frac{1}{4}$)—p. 46.

Bagshot to Farnborough (5 $\frac{3}{4}$ —32); out of Bagshot a couple of ascents, the second rather steep and rough towards the top, lead up to the "Jolly Farmer," 27 $\frac{1}{2}$ (formerly the "Golden Farmer"), on Chobham Ridges; here take the left hand road which continues rather hilly, though mostly downhill, to Frimley, 30 $\frac{1}{4}$, and thence pretty level; very good road.

Farnborough to Farnham (6 $\frac{1}{4}$ —38 $\frac{1}{4}$) is an easy undulating road, passing Basingstoke Canal, 34, and through Aldershot Camp; very good road.

LONDON TO ALTON (by Odiham).

London to Hartley Row (36 $\frac{1}{4}$)—p. 47.

Hartley Row to Odiham (4—40 $\frac{1}{4}$); a mile out of Hartley Row keep to *l.* and a beautiful road runs near Winchfield Station, 38 $\frac{1}{2}$, on Shapley Heath and through Odiham Wood, with a steep canal bridge to mount just before the town. [At Odiham on *r.* through North Warnborough, 41 $\frac{1}{4}$, and Mapledurwell Hatch, 45 $\frac{3}{4}$, to *Basingstoke*, 48; fairly level and good.]

(*Odiham*: George).

There are ruins of a castle at Odiham.

Odiham to Alton (9—49 $\frac{1}{4}$); keeping to *l.* out of Odiham, the road rises pretty sharply for some distance to the cross road on the *l.* for Farnham, a little before South Warnborough, 42 $\frac{3}{4}$; thence keep straight on up a very steep hill, but with very good surface, to a turnpike gate, after which the road falls gently until the Golden Pot, 46 $\frac{1}{4}$, is reached, when turning to *l.* it is slightly downhill, with a capital surface, to Alton.

LONDON TO LYMINGTON, CHRISTCHURCH, POOLE, WEYMOUTH, & SWANAGE (by Basingstoke).

London to Popham Lane (51)—p. 47.

Popham Lane to Winchester ($11\frac{1}{2}$ — $62\frac{1}{2}$); keep to *l.* and through Popham, $52\frac{1}{4}$, East Stratton, $53\frac{1}{2}$, by Lunway's Inn, $57\frac{1}{2}$, and through Worthy, $60\frac{1}{4}$, is a capital road but hilly.

Before East Stratton, on *l.*, Stratton Park.

Winchester to Lyminster ($29\frac{3}{4}$ — $92\frac{1}{4}$); through Southampton, $74\frac{1}{2}$, Lyndhurst, $83\frac{3}{4}$, and Brockenhurst, $78\frac{3}{4}$ —p. 40. [Or Southampton through Beaulieu, 81, to *Lyminster*, $87\frac{1}{2}$ —p. 41.]

Winchester to Christchurch ($34\frac{3}{4}$ — $97\frac{1}{4}$); by Lyndhurst, $83\frac{3}{4}$ —p. 40; thence to Christchurch—pp. 42-43.

Winchester to Poole ($40\frac{1}{4}$ — $102\frac{3}{4}$); by Hursley, 67, Romsey, 73, Cadnam, $78\frac{3}{4}$ —p. 46; thence by Ringwood, $90\frac{1}{2}$, and New Bridge, $94\frac{1}{2}$ —p. 43.

Winchester to Weymouth ($67\frac{1}{4}$ — $129\frac{3}{4}$); by New Bridge, $94\frac{1}{2}$, above, thence by *Wimborne Minster*, $99\frac{3}{4}$, Lytchett Minster, 107, Wareham, $111\frac{3}{4}$, and Warmwell Cross, $124\frac{1}{4}$ —p. 44.

Winchester to Swanage ($59\frac{3}{4}$ — $121\frac{3}{4}$); through Wareham, $111\frac{3}{4}$, above, and Corfe Castle, $115\frac{3}{4}$ —p. 45.

LONDON TO POOLE (by Cranbourn).

London to Salisbury (81)—p. 47.

Salisbury to Cranbourn ($11\frac{1}{4}$ — $92\frac{1}{4}$); on south side of Salisbury after crossing *R. Avon*, take the Blandford road (to the *r.*) up Harnham Hill (on the top of which, nearly *1m.* further, keep to *l.*), then down a sharp fall to Combe Bissett, $83\frac{3}{4}$, out of which is a stiff hill up to Combe Common, where keep to *l.* for Cranbourn; rough and hilly road over Comber and Tile Downs to Tidpit (or Tippit), $88\frac{3}{4}$, and then over Damerham Down and through Bowridge, 91, to Cranbourn.

(*Cranbourn* : Cross Keys; Fleur de Lis.)

On Comber Down cross an ancient entrenchment, called Grims Dyke, 5 or 6*m.* long, running in a U-shaped form to Castle Ditches, a circular camp near Whichbury, 3*m.* W. of Tidpit. Cranbourn *ch.* was formerly part of a Benedictine Priory. On Castle Hill, outside the town, are remains of a circular encampment.

Cranbourn to Wimborne Minster ($9\frac{1}{4}$ — $101\frac{1}{2}$); a rough and hilly road past Horton Inn, $96\frac{1}{4}$, and Stanbridge Chapel (or Ashton), 99.

Beyond Cranbourn, on *r.*, is St. Giles's Park.

Wimborne Minster to Poole ($6\frac{1}{2}$ —108); first rate road, rather hilly, but easy riding past Bushels Mill, 106.

LONDON TO LAND'S END (by Dorchester and Plymouth).

London to Salisbury (81)—p. 47.

Salisbury to Blandford (22—103); on south side of Salisbury after crossing River Avon keep to *r.* up Harnham hill, on the top of which, nearly *1m.*, further keep to *l.* and down a sharp fall to Combe Bissett, $83\frac{3}{4}$, out of which is a stiff hill up to Combe Common (where keep to *r.*), then

across Crowdon Down past Drove End, 89, to Woodyates Inn, 90 $\frac{3}{4}$, thence past Achling Ditch end, 92 $\frac{1}{4}$, and over Pentridge and Workly Downs to Thorny Down Inn, 94 $\frac{3}{4}$, over Thorny Down past Cashmoor (or Caishmore) Inn, 95 $\frac{3}{4}$, across Thick Thorn and Launceston Down, through Tarrant Hinton, 93, and Pimperne, 100 $\frac{3}{4}$, the road is hilly and rough in places, not good for travelling, it goes over a loose sandy common for many miles. Returning, a little out of Blandford keep to *r.*

(*Blandford*: Crown; King's Arms, *B.T.C.*; Railway.)

Beyond Woodyates Inn, on *r.*, is Cranbourn Chase. Achling Ditch is the line of a Roman road which is supposed to have led to Wareham. At Tarrant Hinton on *r.*, East Bury Park. At Blandford, on *r.*, Bryanstone Park. Blandford is also called Blandford Forum.

Blandford to Piddletown (11—114); after crossing the River Stour keep to *r.*, and the road is up and down hill over Charlton Down and through Whitechurch, 108 $\frac{1}{4}$, and Milborne St. Andrews, 110 $\frac{3}{4}$, but the surface is good and smooth.

At Milborne, on *r.*, 2*m.*, is Milton Abbey Park, with the pretty village of Milton Abbas; good easy road: the Abbey was founded by King Athelstan. On *l.* 1*m.* is an old entrenched hill called Weatherbury Castle. At Whitechurch on *r.*, Whatcomb Park.

Piddletown to Dorchester (5—119); long stiff ascent to climb out of the former through Troy Town, 115 $\frac{1}{2}$, and a mile beyond a capital run down Yellowham hill, the surface being simply perfect, and after mounting a slight incline there is a nice run into Dorchester, the approach to which is very pretty, the road running through an avenue of fine trees; there is a short but stiff rise through the town, the surface being macadam.

[There is another road to Dorchester by Wareham, 111 $\frac{3}{4}$ to Warmwell Cross, 124 $\frac{1}{4}$ —*p.* 53; then keep to *r.*, through Broad Moigne (or Maine), 125 $\frac{3}{4}$, and Whitecomb, 127, to Dorchester, 4 $\frac{3}{4}$ —129.]

(*Dorchester*: King's Arms, *B.T.C.*; Royal Oak.)

About 1*m.* before Dorchester, on *l.*, Stinsford. Dorchester was a military station of the Romans; N.W. of the town is a hill called Poundbury, supposed to have been a Roman entrenched camp, also on the S. near the L. & S. W. Railway Station is the Maumbury, a Roman amphitheatre; the foundations of the old walls are still to be seen, now utilised as a pretty walk lined with trees. About 2*m.* S.W. is Maiden Castle, an ancient British hill fortress on a large scale.

Dorchester to Bridport (15 $\frac{1}{4}$ —134 $\frac{1}{4}$) is more hilly than the last stage, as the road passes over some high ground; it is very undulating to beyond Winterborne Abbas, 124, and at Longbredy *Tp.*, 127 $\frac{1}{4}$, after a short fall there is a high hill to climb, from the top of which the sea is seen, then the road runs along a ridge for several miles past Askerwell, and there is a steep descent to the "Travellers' Rest," 131, with a further run down into Bridport. Bridport Harbour is 1 $\frac{1}{2}$ *m.* S. of the town.

(*Bridport*: Bull, *B.T.C.*; Greyhound; Star.)

At Winterborne Abbas; 2*m.* on *l.*, Blagdon Hill, Hardy's Monument; at Portisham, further south, a cromlech; and 2*m.* W. at Abbotsbury, ruins of the old abbey, St. Catherine's chapel, and Abbotsbury Castle; here also is a royal swannery. On the coast, 3*m.* S.E. of Bridport, is Burton Castle.

Bridport to Charmouth (6 $\frac{3}{4}$ —141); a mile out of Bridport is a very steep but not long hill to mount, followed by another steep and difficult ascent, then a rather stiff descent to Chidiock, 137; after which is another hill to climb worse than the two last, being 1 $\frac{1}{2}$ *m.* long and very steep, and

then a run down of 2*m.* into Charmouth, not steep and quite safe; very good surface, pretty views.

(*Charmouth*: Coach and Horses; George; New Inn; Royal Oak.)

Charmouth to Axminster ($5\frac{1}{4}$ — $14\frac{1}{4}$); out of Charmouth keep to *r.*, and past Penn Inn, 143, and Hunter's Lodge, $144\frac{1}{4}$, is hilly, but the hills are not so severe as the last stage; 2*m.* downhill into Axminster, which must be taken carefully. Returning, keep to *r.* at the fork roads just out of Axminster, and to *l.* at Hunter's Lodge.

(*Axminster*: Bell; Commercial; George, *B.T.C.*; Grey's; Old Bell.)

Axminster is noted for its manufacture of carpets; 1*m.* S. are the ruins of Newhenham Abbey; 5*m.* S. are ruins of Colcombe Castle, destroyed in the civil war; near it Musbury Castle, a British hill fort.

Axminster to Honiton ($9\frac{3}{4}$ —156); a mile out of Axminster and through Kilmington, $147\frac{3}{4}$, is a long hill to climb, rather stiff, to the top of Shute Hill, $148\frac{3}{4}$, directly followed by a descent, with continuation of more or less downhill to Wilmington, $152\frac{1}{4}$, then a 2*m.* ascent to walk up to Mount Pleasant, $154\frac{1}{2}$, and a steep winding decline into Honiton; not a very good road, in some places rough and stony. Returning, take first turn to *r.* at the end of Honiton.

S. of Wilmington, near Widworthy *ch.*, are two ancient entrenchments.

Honiton to Exeter ($16\frac{1}{2}$ — $172\frac{1}{2}$)—p. 49.

Exeter to Chudleigh ($9\frac{1}{2}$ —182); in Exeter after passing through High street, go down Fore street hill to the *R.* Exe, and when over the bridge turn to *l.*; the road is good through Alphington, $174\frac{1}{2}$, out of which at the fork roads, $\frac{1}{2}$ *m.* past the *ch.*, keep to *r.* up the hill (the road to *l.* by the telegraph wires is the old coach road, and is not so good), and it continues nearly all up hill to Shillingford, 176, then downhill to Clopton Bridge, 177; from here is a 2*m.* hill to ascend, some of it rather severe, till the top of Haldon Hill is reached, whence a splendid view is obtained, and the rest is a long descent into Chudleigh.

(*Chudleigh*: Clifford Arms, *B.T.C.*; Ship, *B.T.C.*)

Past Clopton Bridge on *r.*, Haldon *Ho.* The district round Chudleigh is very pretty, and is noted for its orchards and cider; $\frac{1}{2}$ *m.* W. of town, Chudleigh Rock and cavern are worth seeing. A little E. is Ugbrook Park, and the splendid mansion; in the park is a Danish encampment.

Chudleigh to Ashburton ($9\frac{1}{2}$ — $191\frac{1}{2}$); a fair road, but hilly over Chudleigh Bridge, 183 (River Teign), through Knighton, 184, over Jews Bridge, 185 (West Teign River), and through Bickington, 188, and Lemonford, $188\frac{1}{2}$.

(*Ashburton*: Globe; Golden Lion, *B.T.C.*; London.)

On *r.* extends Dartmoor Forest. Ashburton *ch.* was formerly a collegiate one. About 3*m.* on *r.* are Brook Abbey, Holne Chase, and Henbury Fort (a Danish encampment) near the *R.* Dart; pretty scenery.

Ashburton to South Brent ($7\frac{1}{2}$ —199); through Ashburton take second turn to *r.*, and by Dart Bridge, $193\frac{1}{2}$, through Buckfastleigh, 194. Dean Prior, $195\frac{1}{2}$, and Brent Harberton Ford, 197, is a good undulating road.

At Buckfastleigh, on *r.*, Buckfast Abbey. The road skirts Dartmoor Forest on *r.*

South Brent to Ivy Bridge ($5\frac{1}{4}$ — $204\frac{1}{4}$); sharp descent to Brent Bridge, $199\frac{1}{2}$ (cross *R.* Avon), then hilly but nothing difficult by Kingsbridge

Road Station, 201, and Bittaford (or Bideford) Bridge, 202 $\frac{1}{4}$, with a long downhill to Ivy Bridge; good road.

Before Cherston, on *l.*, is a circular camp. Beyond Cherston, on *r.*, are Ugborough Beacon and Western Beacon, the two most southerly spurs of Dartmoor. About Ivy Bridge (*R. Erme*) the scenery is very pretty.

Ivy Bridge to Plymouth (11 $\frac{1}{4}$ —215 $\frac{1}{2}$); easy undulating road through Woodland, 205, Cadleigh, 205 $\frac{1}{2}$, and Lee Mill, 206 $\frac{3}{4}$ (cross *R. Yealm*), to Ridgeway, 210 $\frac{3}{4}$, through which is a very steep descent, dangerous to ride down without brake, and the rest is almost level over New Bridge, 212 (cross *R. Plym*), and through Crab Tree, 212 $\frac{3}{4}$; very good road except the last 2*m.*, which are very bad and rough.

[Or to *Exeter*, 168 $\frac{1}{2}$ —p. 49, thence by *Chudleigh*, 178, *Ashburton*, 187 $\frac{1}{2}$, *South Brent*, 195, and *Ivy Bridge*, 200 $\frac{1}{4}$, to *Plymouth*, 211 $\frac{1}{2}$.]

(*Plymouth* : Albion; Chubb's; Cousins; Duke of Cornwall; Farley, *B.T.C.*; Globe; Harvey's; Imperial; Royal; Temperance; Victoria.—*Plympton* : George.)

At Ridgeway, on *l.*, at Plympton Earl, are ruins of a once magnificent castle, erected in the reign of Henry I.; also remains of Priory. Plymouth, at the mouths of Plym and Tamar, is one of the chief naval stations of the kingdom, with the neighbouring town of Devonport, and there are extensive dockyards at both. Plymouth Sound or harbour is protected by the well-known breakwater, and will hold the largest ships afloat. The town is defended by a citadel and several strong fortifications. On the opposite side of the harbour is the splendid mansion, Mount Edgecumbe. Beyond Ridgeway, on *l.*, *Saltram Ho.*

Plymouth to Torpoint (2 $\frac{1}{2}$ —218); continue through Plymouth, then past the Royal Hospital and through Stonehouse, 216 $\frac{3}{4}$, to Devonport, 217 $\frac{1}{2}$, whence cross *R. Tamar*, here called the Hamoaze, by ferry to Torpoint. Plymouth, Stonehouse, and Devonport form almost one town, houses extending the whole distance.

(*Devonport* : Royal, *B.T.C.*)

Devonport has a large Dockyard; it is surrounded by a wall on the land side, and is protected by the fortress of Mount Wise, besides other forts.

Torpoint to Polscove (5 $\frac{3}{4}$ —223 $\frac{3}{4}$); rather hilly, but splendid road through St. Anthony, 221 $\frac{1}{4}$, (keep to *r.*) and Sheviock, 223 $\frac{1}{4}$.

[There is another route from *Plymouth*, by crossing the Sound to Cremill Passage, 217 $\frac{1}{2}$, on the north point under Mount Edgecumbe; here is a steep hill to climb, after which it is a rather hilly road through Millbrook, 220, and *Crafthole*, 223 $\frac{3}{4}$, to Polscove, 224 $\frac{1}{2}$.]

Beyond Torpoint, on *r.*, *Thans*, and further on, East Anthony Park. At *Crafthole*, on *r.*, *Sheviock ch.*

Polscove to Liskeard (9 $\frac{1}{2}$ —233 $\frac{1}{4}$); keep to *r.* at 2*m.* farther, it is a good but hilly road, by Trerule Foot, 227 (keep to middle road), Catchfrench, 228 $\frac{1}{2}$, and Buckapit Bridge, 229 $\frac{1}{2}$ (cross *R. Seaton*). On the reverse journey, just before Trerule Foot, keep to the *r.* of two main roads, and again to *r.* at Trerule Foot.

About 1 $\frac{1}{2}$ *m.* beyond Polscove on *r.* to *St. German's* (1—226 $\frac{1}{4}$).

[There is another route from *Plymouth*, by turning sharp to *r.* when nearly through the town, a little further keeping to *l.*, and past Mile House 216 $\frac{3}{4}$, Weston Mill, 218 $\frac{1}{4}$, to Passage on *R. Tamar*, opposite *Saltash*, 220, to which cross by Ferry; 1*m.* beyond *Saltash* keep to *l.* and over Nottar Bridge, 223 $\frac{1}{4}$, through *Landrake*, 224, and *Tidiford*, 225 $\frac{1}{4}$, and over *Heskin Bridge*,

226, to the junction of the road on the previous route just beyond 'Trerule Foot, 227; hilly road].

At Heskin Bridge on *l.* to *St. German's* ($1\frac{1}{2}$ —227 $\frac{1}{2}$)

(*Saltash*: Commercial; Green Dragon; Railway.—*Liskeard*: Bell; Venning's London, *B.T.C.*; Webb's.)

St. German's was anciently the seat of a bishopric; there was also a priory, to which the present parish *ch.* belonged. Close adjoining is Earl *St. German's* seat, Port Eliot, on the site of the old Priory. 1*m.* beyond *Saltash*, 1*m.* on *l.*, *Trematon Castle*. Before *Buckapit Bridge*, on *l.*, *Blackaton*, and 1*m.* on *r.*, *Padderbury Top*, both hills with circular entrenchments; a little further on *r.*, *Coldrenick Ho.*; 2*m.* N. of *Liskeard* is *St. Cleer*, the *ch.* of which is partly Saxon; also *St. Cleer's Well* and stone Cross, and a cromlech called *Trevethy Stone*; 2*m.* further N. are the *Hurlers* and the *Cheesewring*, the latter a curious pile of rocks.

Liskeard to Tap House ($6\frac{3}{4}$ —240); beyond *Liskeard* is a winding descent to *Looe Mills*, 235 $\frac{1}{4}$, then hilly through *Dobwalls*, 235 $\frac{1}{2}$, and *Eastern Tap House*, 237 $\frac{3}{4}$; a good road with beautiful scenery.

Tap House to Lostwithiel (4—244); $\frac{1}{2}$ *m.* beyond *Tap House* keep to *l.* (the right-hand road goes to *Bodmin*, ($6\frac{1}{4}$ —246 $\frac{3}{4}$)); good road with a long run downhill to *Lostwithiel*.

[Or to *Bodmin*, 230 $\frac{1}{4}$ —p. 50; thence, on *l.*, to *Lostwithiel*, 6—236 $\frac{1}{4}$.]

(*Lostwithiel*: King's Arms; Talbot, *B.T.C.*)

$\frac{2}{3}$ *m.* beyond *Tap House*, on *r.*, *Boconnoc*. At *Lostwithiel*, the old palace, formerly a residence of the Dukes of Cornwall, now a prison; fine early English *ch.*; 1*m.* N. of the town, the ruins of *Restormel Castle*.

Lostwithiel to St. Austell ($8\frac{1}{2}$ —252 $\frac{1}{2}$); very steep hill to walk up out of the former, followed by a long run down, and then undulating through *St. Blazey*, 248 $\frac{1}{2}$, and *Tregrehan Tp.*, 249 $\frac{1}{2}$.

(*St. Austell*: Globe; Queen's Head; White Hart, *B.T.C.*)

St. Austell is the centre of the chief tin mining district, and there are also copper and china clay mines; handsome *ch.* Just beyond, on *r.*, *St. Mewan ch.* and *Mewan Beacon*.

St. Austell to Truro ($13\frac{1}{4}$ —265 $\frac{3}{4}$); hilly through *Higher Sticker*, 255, and *Hewes Water*, 255 $\frac{1}{2}$, to *Teags Tpg.*, 256 (keep to *r.*), then good undulating road through *Grampound*, 258, and *Probus*, 260 $\frac{1}{4}$, whence it is downhill through *Tresilian*, 262 $\frac{1}{2}$, to *Kiggon Mill*, 263 $\frac{3}{4}$: then there is a hill to mount about a mile long, and a mile downhill into *Truro*, through which is paved. [There is another road by keeping to *l.* at *Teags Tpg.*, and through *Tregony*, 260 $\frac{1}{4}$, where keep to *r.*, joining the other road $\frac{1}{2}$ *m.* before *Tresilian*, 264; see p. 51.]

At *Higher Sticker*, 1*m.* on *r.*, *Trethullan Castle*, a circular entrenchment. Near *Grampound* are 6 ancient camps or entrenchments, within 2*m.* of the town.

Truro to Land's End (41—306 $\frac{3}{4}$)—p. 51.

LONDON TO DORCHESTER (by Bere Regis).

London to Wimborne Minster (99 $\frac{3}{4}$)—p. 53.

Wimborne Minster to Bere Regis ($11\frac{1}{2}$ —111 $\frac{1}{4}$); through *Wimborne* keep to *l.*; for 3*m.* splendid road, very smooth and almost level, through *Corfe Mullen*, 102, then rough in odd places, and more undulating to *Alner*, 105 $\frac{1}{2}$, and after that (keeping to *r.*) rather hilly but capital going

through Winterborne Zelstone, 107 $\frac{3}{4}$, and Winterborne Thompson, 108 $\frac{3}{4}$, with a nice run down just before Bere; all the hills are easy both ways.

[Or to *Lytchett Minster*, 107, p. 53; turn to *r.* at the sign post beyond it, then a long but slight incline is encountered, and the road continues to rise, except for two short dips, for 6*m.*, past Morden Park on *l.*, ending with a straight sharp descent, quite safe, into *Bere Regis*, 7 $\frac{3}{4}$ —114 $\frac{3}{4}$.]

Bere Regis to Piddletown (6 $\frac{1}{4}$ —117 $\frac{1}{2}$); after passing through the toll bar at the end of Bere, the steep ascent of Rogers Hill has to be climbed, too steep to ride up, from the top of which a good road runs through Tolpiddle, 115, and Burleston, 116.

Piddletown to Dorchester (5—122 $\frac{1}{2}$)—p. 54.

LONDON TO LAND'S END (by Andover).

London to Basingstoke (45 $\frac{1}{4}$)—p. 47.

Basingstoke to Whitchurch (11 $\frac{1}{4}$ —56 $\frac{1}{2}$); leaving Basingstoke keep to *r.*; good road though hilly through the pretty villages of Worting, 47 $\frac{1}{2}$, Clerken Green, 50, Dean, 51, Ash, 52, Overton, 53, and Freefolk, 55; pretty country,

(*Whitchurch*: White Hart, *B.T.C.*)

At Overton, in middle of August, is held one of the largest sheep fairs in England, the traffic of which cuts up the roads. A little further on *r.*, at Laverstock, the Bank of England paper mills. On *r.*, Worting *Ho.*, Ash *Ho.*, Laverstock Hall; on *l.*, Ash Park.

Whitchurch to Andover (7—63 $\frac{1}{2}$); is the same kind of road, through Hurstbourne Priors, 58 $\frac{1}{2}$, skirting Harewood Forest on *l.*, and by Down House, 61 $\frac{1}{2}$; there is one steep hill to walk up,

(*Andover*: George; Globe; Goodden's; Railway; Star; Star and Garter; Station; Temperance Rooms; White Hart, *B.T.C.*)

Beyond Whitchurch, on *r.*, Hurstbourne Park and *Ho.* About 1 $\frac{1}{2}$ *m.* before Andover cross the old Roman road from Winchester to Cirencester. Andover *ch.* dates from the Saxon times.

Andover to Lobcombe Corner (10 $\frac{1}{4}$ —73 $\frac{3}{4}$); just out of Andover at the railway station keep to *l.*; long ascent through Little Ann, 65 $\frac{1}{2}$, then fair road crossing the Downs past Down Farm, 68 $\frac{1}{4}$, and Kent Barrow, 69, to the village of Middle Wallop, 71, after which it is very hilly and begins to be rough.

At Little Ann, on *l.*, is Bury Hill, a large circular entrenchment. At Kent Barrow, 2*m.* on *l.*, Danebury Hill, a circular entrenched camp.

Lobcombe Corner to Land's End (218 $\frac{1}{2}$ —292 $\frac{1}{4}$)—pp. 47-51.

LONDON TO EXETER (by Colyford).

London to Charmouth (141)—p. 54.

Charmouth to Lyme Regis (1 $\frac{3}{4}$ —142 $\frac{3}{4}$); a mile long hill to walk up out of Charmouth, followed by a very steep unrideable descent, keeping to *l.* at the cross roads, into Lyme Regis.

(*Lyme Regis*: The Cups.)

At Lyme Regis the Duke of Mormouth landed, 1685.

Lyme Regis to Colyford ($5\frac{3}{4}$ — $148\frac{1}{2}$); by the left hand road out of the town there is a steep winding hill to climb (not safe to ride *down*) to Ware Cliff House, $149\frac{1}{2}$, then a pretty level ride of nearly 3*m.* along the top of the hills, ending with a walk down to Axe Bridge, $\frac{1}{2}$ *m.* before Colyford: good surface.

At Colyford on *r.* to Colyton, (1— $149\frac{1}{2}$).

On the top of the hill before descending to Colyford, 1*m.* on *r.*, Musbury Castle, an ancient hill fortress, from which 12 others can be seen; also another at Hawksdown Hill, 1*m.* on *l.*

Colyford to Sidford ($8\frac{1}{4}$ — $156\frac{3}{4}$); after walking up the mile hill out of Colyford on to Seaton Down, it is undulating for about 6*m.*, over Starford Common, 151, and past Hangman Stone, 152, (about 1*m.* further keep to *l.*), and then a descent to Sidford, not steep at first, but towards the bottom dangerously so even with a brake; good surface.

[There is another route to Sidford by *Aminster*, $146\frac{1}{4}$ —p. 55; then to Kilmington, $147\frac{3}{4}$, where turn to *l.* and it is chiefly downhill through Whitford, $149\frac{3}{4}$, to Colyton, $150\frac{3}{4}$, then long severe uphill and across Colyton Hill to Starford Common, $153\frac{1}{2}$, where join the above road $\frac{1}{2}$ *m.* before Hangman Stone, and to Sidford, $158\frac{3}{4}$.]

About half-way on *r.* Blackberry Castle, an old British hill fortress. On the hill 1*m.* N. of Sidford is an ancient entrenchment, called Sidbury Castle; 1*m.* further is an earthwork, supposed to be of Roman origin.

Sidford to Bishop's Clyst ($10\frac{1}{4}$ —167); long uphill out of Sidford, with longer descent to walk down into Newton Poppleford, $159\frac{1}{2}$, then another 2*m.* hill to walk up to the 8th *Ms.* from Exeter, and the rest is all downhill; good surface on the whole.

About 2*m.* on *l.* at the top of the hill beyond Newton, is Woodbury Castle, an old British entrenchment.

Bishop's Clyst to Exeter ($3\frac{1}{4}$ — $170\frac{1}{4}$); short rise out of Bishop's Clyst and downhill to East Wonford, $168\frac{1}{2}$, out of which is the steep ascent of Heavitree Hill, through Heavitree, 169, and similar down again into Exeter. On the reverse journey keep to *r.* just beyond East Wonford.

LONDON TO EXETER (by Sidmouth).

London to Sidford ($156\frac{3}{4}$)—above.

Sidford to Sidmouth ($1\frac{1}{2}$ — $158\frac{1}{4}$); at the end of Sidford turn to *l.*, and it is nearly all downhill into Sidmouth, the frightfully steep descent into which must be walked.

(*Sidmouth*: Bedford; London, *B.T.C.*; Royal York.)

Sidmouth is a small sea-bathing resort, with a very mild climate.

Sidmouth to St. George's Clyst (10— $168\frac{1}{4}$); out of Sidmouth the road ascends the cliffs by a steep winding hill, and then there is a long descent into Otterton, $161\frac{1}{2}$, beyond which it is almost all uphill through Yattington, $163\frac{1}{4}$, on to Woodbury Common, $164\frac{1}{2}$, and the rest is downhill, except a short hill beyond Woodbury, $166\frac{1}{2}$.

Beyond Otterton, on *r.*, Bicton Lodge. On Woodbury Common, $\frac{3}{4}$ *m.* on *r.*, Woodbury Castle, an old British entrenchment. 2*m.* S.W. of Woodbury, on banks of *R. Exe*, Nutwell Court.

St. George's Clyst to Exeter (5— $173\frac{1}{4}$); turn sharp to *l.* at St. George's Clyst and over Topsham Bridge to Topsham, $169\frac{1}{2}$, and thence

through Northbrook, $171\frac{1}{2}$, and St. Leonards, $172\frac{1}{2}$, up and downhill all the way. [Or at St. George's Clyst keep straight on and through *Bishop's Clyst*, 170, to Exeter, $173\frac{1}{4}$ —p. 59.]

Beyond Topsham, on *r.*, Wear and Higher Newcourt. Before Bishop's Clyst on *l.*, Winslate Ho. Beyond Topsham, on *l.*, Retreat, Low Wear, High Wear, and Northbrook.

LONDON TO EXMOUTH.

London to Sidmouth ($158\frac{1}{4}$)—p. 59.

Sidmouth to Exmouth ($9\frac{1}{4}$ — $167\frac{1}{2}$); out of Sidmouth the road ascends the cliffs by a steep, winding hill, and then there is a long descent into Otterton, $161\frac{1}{2}$; after crossing *R.* Otter turn to *l.* and the road is nearly all uphill through East Budleigh, $162\frac{1}{2}$, and Knoll, 164, to Knoll Hill, $164\frac{1}{2}$, some parts of it very steep, and the rest is downhill more or less, ending with a steep and crooked descent into Exmouth; bad road, many parts being merely cart and horse track.

(*Exmouth*: Imperial; London, *B.T.C.*; Royal Beacon; South Western.)

From Exmouth by ferry across *R.* Exe to Starcross.

LONDON TO EXETER (by Ottery St. Mary).

London to Colyford ($148\frac{1}{2}$)—p. 59.

Colyford to Ottery St. Mary (12 — $160\frac{1}{2}$); after walking up a mile long hill out of Colyford on to Seaton Down, it is undulating over Starford Common, 151, and past Hangman Stone, 152 (about 1*m.* further keep to *r.*), then it is uphill for a couple of miles across Broad Down, and again almost level past Rondcomb Gate, $155\frac{1}{2}$, and across Farway Hill (keep to *l.*) to Gittisham Hill, $157\frac{1}{4}$, whence a couple of steep descents, 1*m.* and 2*m.* long, lead down into Ottery.

Ottery St. Mary to Rockbere (5 — $165\frac{1}{2}$); from Ottery St. Mary it is nearly all uphill to "Fair Mile" Inn, $163\frac{1}{4}$ (where join the main London road), and then pretty level to Rockbere.

Rockbere to Exeter ($6\frac{1}{4}$ — $171\frac{3}{4}$)—p. 49.

LONDON TO EXETER (by Beaminster).

London to Dorchester (119)—p. 54.

Dorchester to Maiden Newton (8—127): in Dorchester turn to *r.* and sharp hill to descend out of the town, after which it is level (at $1\frac{1}{2}$ *m.* keeping to *l.*) crossing some marshes to Charminster, 121 (keep to *l.* again), and then gently undulating through Stratton, $122\frac{1}{4}$, and Frampton, 125.

(*Maiden Newton*: White Horse, *B.T.C.*)

Maiden Newton to Beaminster ($9\frac{1}{2}$ — $136\frac{1}{2}$); following the Crewkerne road, after having mounted a steep ascent out of Maiden Newton, a beautiful undulating road runs along a ridge of hills to Catsley Down Gate, 133, then turn to *l.* and go down a steep descent, followed by an equally sharp ascent, after which is a capital run down of 2*m.* into Beaminster. [There is another road through Hook, $132\frac{1}{2}$, a little more south.]

(*Beaminster*: White Hart.)

S. of Beaminster is Parnham House,

Beaminster to Broadwindsor ($4\frac{1}{2}$ —141); a short distance out of Beaminster there is a stiff uphill, and then a nasty downhill which should be ridden carefully, and easy road to Broadwindsor. [There is another road straight from Catsley Down Gate to Broadwindsor, 5—138.]

Broadwindsor to Axminster ($10\frac{1}{2}$ —151 $\frac{1}{2}$); out of Broadwindsor there is another steep hill to walk up, from the top of which it is rather collar work through Marshalsea, 144 $\frac{3}{4}$, to Lambert's Castle Hill, 146 $\frac{1}{2}$, whence it is an easy ride over Hawchurch Common, 148 (where keep to *r.*), with a 2*m.* descent into Axminster.

S. of Broadwindsor is Lewesdon (or Lewston) Hill; 2*m.* beyond Broadwindsor on *r.* Pillesden Pen, a large entrenched hill. On Lambert's Castle Hill is also a great triple entrenchment.

Axminster to Exeter ($26\frac{1}{4}$ —177 $\frac{3}{4}$)—p. 55.

LONDON TO PLYMOUTH (by Totnes).

London to Exeter ($168\frac{1}{2}$)—p. 49.

Exeter to Newton Abbot (15 — $183\frac{1}{2}$); in Exeter, after passing through High street, go down Fore street hill to the *R. Exe.*, and when over the bridge turn to *l.*; the road is good through Alphington, $170\frac{1}{2}$, out of which at the division in the road $\frac{1}{4}$ *m.* past the *ch.* keep to *l.* by the telegraph wires, and there is a rather steep ascent, presently followed by a winding descent to Kenford, $172\frac{1}{2}$, then a walk of about 2*m.* to the top of Haldon Hill (800ft. high); for 2 or 3*m.* the road runs along the ridge of the hill, and is pretty level, keeping to *r.* at the bifurcation 2*m.* on, then it is more or less on the fall past Ugbrook Park, $179\frac{1}{2}$, and Sandy Gate, 181, to Teign Bridge, $182\frac{1}{4}$, and the rest nearly level; not so good surface as the Chudleigh road, and from Haldon Hill much of it is loose and stony, requiring careful riding. On the reverse journey keep to *r.* leaving Newton.

(*Newton Abbot*: Commercial; Globe, *B.T.C.*; Magor's, *B.T.C.*; Queen.)

Magnificent view from Haldon Hill; on *l.* Castle Lawrence. Newton Abbot, formerly called Newton Bushel.

Newton Abbot to Totnes (8 — $191\frac{1}{2}$); in Newton turn to *r.*, and by Two Mile Oak, $185\frac{1}{2}$, Bow Bridge, 188, and Netherton, 190, it is mostly uphill for the first half, then up and down hill, one or two of the inclines too steep for riding, and the last mile is all downhill to the *R. Dart*, after crossing which there is a steep hill up through the town.

[There is another route by *Ashburton*, $187\frac{1}{2}$, p. 56; at the end of the town keep to *l.* up a long hill, presently followed by a long downhill to Staverton Bridge, $192\frac{1}{2}$; after a stiff ascent the rest is pretty level to Totnes, $195\frac{1}{2}$.]

(*Totnes*: Castle; Commercial; Royal Seven Stars; Seymour, *B.T.C.*)

At Netherton, 1*m.* on *l.*, ruins of Berry Pomeroy Castle. Totnes is surrounded by very pretty scenery; there are remains of a castle erected in the time of William I.

Totnes to Venn Cross (8 — $199\frac{1}{2}$); a very steep hill to climb out of Totnes, then hilly road through Wonton, 197, with a long descent to New Bridge, 198, and a long hill to rise beyond it; the road for the first 3 or 4*m.* is macadam and rather loose, then very good.

Venn Cross to Ivy Bridge ($4\frac{1}{2}$ —204); take the right hand road, rather undulating to Bittaford or Bideford Bridge, 202 (where join the direct Exeter and Plymouth road through Ashburton), then a short rise and long downhill to Ivy Bridge; easy and very good road.

Ivy Bridge to Plymouth ($11\frac{1}{4}$ —215 $\frac{1}{4}$)—p. 56.

LONDON TO DARTMOUTH.

London to Exeter ($168\frac{1}{2}$)—p. 49.

Exeter to Star Cross ($9\frac{1}{4}$ —177 $\frac{3}{4}$); in Exeter after passing through High street, go down Fore street hill to the *R.* Exe, and when over the bridge turn to *l.*; the road is good and undulating through Alphington, 170 $\frac{1}{2}$ (in the middle of which turn sharp to *l.*), to Exminster, 173, then it becomes very hilly through Kenton, 176; keep close to the estuary of the *R.* Exe all the way.

At Kenton, on *l.*, on banks of *R.* Exe, is the splendid mansion of Powderham Castle.

Star Cross to Dawlish—($3\frac{3}{4}$ —181 $\frac{1}{2}$); very hilly but good road through Cockwood, 178 $\frac{1}{2}$, and over Shutton Bridge, 180 $\frac{1}{4}$.

(*Dawlish*: Southwood's London, *B.T.C.*; Queen's.)

Dawlish is a fashionable watering-place; on *r.* Luscombe Castle.

Dawlish to Teignmouth ($3\frac{1}{4}$ —184 $\frac{3}{4}$) is nothing but hills; there are three to walk up with intervening descents, which at least require very careful riding, and finally a descent to walk down into Teignmouth $\frac{3}{4}$ *m.* long, very steep, with two sharp turns at the bottom, "Danger Board" on top; good surface, except on the hill.

[Or from *Exeter* follow the Newton Abbot road to the top of Haldon Hill, as at p. 61, then, at the bifurcation 2*m.* on, keep to *l.*; a mile further on is a steepish descent, then after some level is a gradual rise on to Little Haldon Hill, whence it is downhill for nearly 3*m.* into *Teignmouth*, 182 $\frac{1}{2}$.]

(*Teignmouth*: London; Queen's, *B.T.C.*)

Teignmouth is a noted seaside resort; here are ruins of a fort.

Teignmouth to Torquay—Strand (8—192 $\frac{3}{4}$); cross the bridge over *R.* Teign to Shaldon, 186 $\frac{1}{4}$, whence is a very steep ascent, 1*m.* long, with rather good surface, to Stoke Common (dangerous to *descend* from sharp turn at bottom), then the road is level for about 3*m.*, except a short descent and ascent, followed by a mile descent to St. Mary's Church, 190 $\frac{1}{4}$; here keep to *r.*, and it is chiefly uphill through West Hill, 190 $\frac{3}{4}$, and Upham, 191 $\frac{1}{4}$, to Tor Mohun, 191 $\frac{3}{4}$ (keep to *l.* at Brunswick square), and slight fall into Torquay; this is much the worse road. [There is another road from St. Mary's Church by keeping to *l.* by the seaside; it is a capital road through Babbacombe or Babbicombe, 191 $\frac{1}{4}$, and close by Hope's or Bob's Nose, with a moderate descent into Torquay, 193 $\frac{1}{2}$, at the eastern end.]

[Or through *Newton Abbot*, 183 $\frac{1}{2}$, p. 61; from here keep straight on through Ford, 184 $\frac{1}{4}$, whence there is a steep ascent on to Milber Down, 185 $\frac{1}{4}$, then it is fairly level by Barton Cross, 187 $\frac{1}{4}$, to Barton, 187 $\frac{1}{2}$, where either keep to *l.* down through the village into St. Mary's Church, 188, or to *r.* and $\frac{1}{2}$ *m.* further on is sharp descent, with similar ascent nearly to Tor Mohun, 189 $\frac{1}{2}$, and thence to *Torquay*, 190 $\frac{1}{2}$.]

(*Torquay*: Queen's; Imperial; Jordan's; Pavilion Refreshment Rooms; Queen's; Royal, *B.T.C.*; Union; Victoria and Albert.)

Torquay is the chief watering-place in the South of Devon; its mild and salubrious climate is peculiarly adapted for invalids; it is surrounded by picturesque scenery. At Tor Mohun on *r.*, in the mansion of Tor Abbey, some few remains of the ancient monastery are visible. E. of the town is Kent's Hole, a cavern interesting to geologists on account of its ossiferous remains. Hope's or Bob's Nose is the headland E. of Torquay. On Milber Down the road passes through an old triple entrenched camp.

Torquay to Paignton ($2\frac{3}{4}$ — $195\frac{1}{2}$); turn to *r.* along the bay, with one short rise on the cliffs, and through Preston, 195; at Paignton, if not calling, keep straight on to left.

(*Paignton*: Crown and Anchor; Esplanade, *C.T.C.*; Gerston; Parkfield.)

Paignton is greatly resorted to as a watering place and for sea bathing, having very fine sands.

Paignton to Brixham ($5\frac{1}{2}$ —201); by the Naval Hospital and Goodrington Sands is pretty level to Goodrington, $196\frac{3}{4}$; then gradual rise to Galmpton Warborough *Tp.*, 198, and level (keep to *l.* past Churston station, $198\frac{3}{4}$) to Churston Ferrers, 199 $\frac{1}{2}$, and mostly downhill to Brixham. [Or at Paignton, and again at Paignton Cross keep to *r.* to Langstone, $196\frac{3}{4}$, on the Newton Abbot road, where turn to *l.* to Galmpton Warborough *Tp.*, $198\frac{3}{4}$; very hilly road.]

(*Brixham*: Bolton, *C.T.C.*; Globe.)

Beyond Churston Ferrers, on *r.* Lupton Ho. Brixham is a small fishing port; a bone cave similar to Kent's Hole has been found near it. The quay is $\frac{3}{4}$ *m.* further north of the town.

Brixham to Dartmouth (5—206); long rise out of Brixham to the junction with the Newton Abbot road at Raddicombe *Tp.* or Brixham Cross, $203\frac{1}{2}$, and $\frac{1}{4}$ *m.* farther on begins a long, steep, and winding descent to Kingswear, $205\frac{1}{2}$, whence cross by ferry to Dartmouth. Or past Raddicombe *Tp.* keep to *r.* down a very steep and winding descent to Old Rock Inn, whence cross by floating bridge to Dartmouth, $205\frac{1}{2}$. [Or keep to *r.* past Churston Station, $198\frac{3}{4}$, and it is all uphill to Brixham Cross, $200\frac{3}{4}$, and to Dartmouth, $203\frac{1}{2}$, or 203 as before.]

(*Dartmouth*: Royal Castle, *B.T.C.*)

Dartmouth is a small seaport, built on a succession of terraces; fine old parish *ch.* Beautiful scenery up the *R. Dart*. Remains of castles at Dartmouth and Kingswear.

LONDON TO DARTMOUTH (by Newton Abbot).

London to Newton Abbot ($183\frac{1}{2}$)—p. 61.

Newton Abbot to Dartmouth (16— $199\frac{1}{2}$); in the former turn to *r.* and follow the Totnes road for $1\frac{1}{2}$ *m.*, then turn to *l.* to Abbots Kerswell, $185\frac{1}{2}$, the road being on the rise mostly, then up a winding ascent and over an undulating road through Compton, $188\frac{1}{2}$, to Marlton, $189\frac{1}{2}$, after which it becomes more hilly by Five Lanes, 190, Langstone, 192, and Galmpton *Tp.*, 194, whence by Brixham Cross, $196\frac{3}{4}$, to Kingswear, 199, and by ferry or floating bridge to Dartmouth as above. [Or in Newton Abbot keep straight on to Ford, $184\frac{1}{4}$, here turn to *r.* for King's Kerswell, 186, all an undulating road; out of this is a long, stiff ascent, and after a couple of miles of level riding, join the above road at Five Lanes, 190.]

At Five Lanes on *l.* to *Paignton* ($1\frac{1}{2}$ — $191\frac{1}{2}$); nearly all downhill.
At Galmpton *Tp.* on *l.* to *Brixham* ($2\frac{1}{4}$ — $196\frac{1}{4}$).

LONDON TO DARTMOUTH (by Totnes).

London to Totnes ($191\frac{1}{2}$)—p. 61.

Totnes to Dartmouth (10 — $201\frac{1}{2}$) is a very hilly and very bad road; through Totnes turn sharp to *l.*; an ascent (keeping to *l.* again at $\frac{3}{4}m.$), and a mile of level and downhill lead to Bow Bridge, $194\frac{1}{2}$; about $\frac{1}{2}m.$ farther, beyond Tuckenhay, 195 , is a steep and winding ascent, and then all up and downhill by Tidaford, $196\frac{1}{2}$, and Ditsham Cross, $197\frac{3}{4}$, to Norton House, $199\frac{1}{2}$, soon after which begins a long and, in places, steep descent into Dartmouth.

Before Norton House, on *l.*, Woodbury Camp.

LONDON TO KINGSBRIDGE.

London to Totnes ($191\frac{1}{2}$)—p. 61.

Totnes to Kingsbridge (12 — $203\frac{1}{2}$); through Totnes turn sharp to *l.*, and beginning with an ascent the road is all up and down hill through Harbertonford, $194\frac{1}{2}$, to Halwell, $196\frac{1}{2}$, then (keeping to *l.* and shortly after to *r.*) there is a long, but comparatively easy pull up by Stanborough House to Mounts, $200\frac{1}{2}$, then level, with a short but steep descent into Kingsbridge.

(*Kingsbridge*: King's Arms, *B.T.C.*)

LONDON TO PLYMOUTH (by Modbury).

London to Venn Cross ($199\frac{1}{2}$)—p. 61.

Venn Cross to Modbury (4 — $203\frac{1}{2}$); keep to *l.*; undulating road by Dunwell Cross, $201\frac{1}{4}$, Ball Cross, $201\frac{3}{4}$, and Mary Cross, $202\frac{1}{2}$. On the reverse journey keep to *l.* at Mary Cross.

[There is another route by *Totnes*, $191\frac{1}{2}$, p. 61, thence to Halwell, $196\frac{1}{2}$. above; here turn to *r.*, and level by Morleigh, $197\frac{1}{4}$, except steep winding descent at Storridge Mill, $199\frac{1}{4}$, to Gerah Bridge, $199\frac{3}{4}$, followed by long ascent and descent to Brownstone, $201\frac{1}{2}$; from here is a long rise most of the way to Mary Cross, $203\frac{1}{2}$.

Or from *Totnes* through Inglebourn and Luckbridge to Brownstone, $200\frac{1}{2}$; very hilly.]

(*Modbury*: Davis's, *B.T.C.*)

At Modbury are to be seen remains of a Benedictine priory, also ruins of Modbury Ho.

Modbury to Brixton (7 — $210\frac{1}{2}$); in Modbury turn to *r.*, and the road continues rather hilly over Sequer's Bridge, $205\frac{1}{2}$, Ycalm Bridge, $208\frac{1}{4}$, and through Ycalmpton, 209 .

Before Brixton, on *l.*, Kitley Park.

Brixton to Plymouth ($5\frac{1}{2}$ — 216); to Elburton, $212\frac{1}{2}$, is very undulating, and then on the fall to the Laira Bridge, a mile before Plymouth, where cross the Catwater or *R. Plym*, and directly after join the road from Ridgeway on *r.* [Or in Brixton turn to *r.*, undulating for a mile, then a stiff hill to climb, with steep descent to walk down into Plympton Earle, $212\frac{1}{2}$, whence to Ridgeway, 213 , and to Plymouth, $217\frac{3}{4}$, p. 56.]

At Plympton Earle, remains of Castle.

LONDON TO LAND'S END (by Tavistock).

London to Exeter (168 $\frac{1}{2}$)—p. 49.

Exeter to Moreton Hampstead (12—180 $\frac{1}{2}$); in Exeter, after passing through High street, go down Fore street hill to *R. Exe*, and when over the bridge, keep straight on by the middle road through the suburb of St. Thomas, over the hill and down to Pocomb Bridge, 171; from here is an ascent to Longdown, and after Longdown End, 172 $\frac{1}{2}$, it is down hill by Culverhouse, 174 $\frac{1}{2}$, to Great Oak, 175 $\frac{1}{2}$, and a rise and fall to Dunsford, 176 $\frac{1}{2}$; shortly after cross *R. Tamar*, and there is a long rise through Bridford Wood and again by Docombe, 179, followed by stiff descent to King's Bridge, 180, and rise into the town.

(*Moreton Hampstead*: White Hart, *B.T.C.*)

Moreton Hampstead is on the verge of Dartmoor, has a handsome *ch.*, and remains of two castles. In the neighbourhood are several Druidical remains, and 2 or 3m. N. are three ancient hill fortresses, Cranbrook Castle, Preston Berry Castle, and Wooston Castle.

Moreton Hampstead to Two Bridges (183 $\frac{3}{4}$ —194 $\frac{1}{4}$); by Bughead Cross, 182, the road is undulating to Worm Hill Bridge, 183, then it begins to ascend over Worm Hill, 183 $\frac{1}{2}$, and by Beeter Cross, 183 $\frac{3}{4}$, a little beyond which enter Dartmoor Forest, and the ascent continues more or less past New House, 187 $\frac{1}{2}$, to Merripit Hill, 188 $\frac{1}{2}$, followed by a mile run down to Post Bridge (*R. Dart*); the rest is nearly half uphill and half down.

Beyond Two Bridges, on *l.*, is the large convict prison.

Two Bridges to Tavistock (8—202 $\frac{1}{4}$); take the right hand road, and after a stiff ascent the road falls rapidly to Merivale Bridge, 197 $\frac{1}{4}$, then another short ascent and again downhill (leaving Dartmoor Forest 2m. further) through Tavy Town, 201 $\frac{1}{2}$, to Tavistock, crossing *R. Tavy* at the entrance of the town.

(*Tavistock*: Bedford, *B.T.C.*; Queen's Head.)

At Tavistock there are remains of the splendid abbey founded in the 10th century; ancient parish *ch.*

Tavistock to Callington (9—211 $\frac{1}{4}$); in Tavistock turn to *l.*, and and from Lumber Bridge, 203 $\frac{3}{4}$, is a stiff hill up to Gulworthy, 204 $\frac{3}{4}$, followed by a similar descent to New Bridge, 205 $\frac{3}{4}$ (*R. Tamar*), then (keeping to *l.*) a long steep hill to walk up on to Hingston Down, after crossing which a 3m. descent, in some parts very steep, leads down into Callington.

(*Callington*: Golding's, *B.T.C.*)

Callington to Liskeard (8—219 $\frac{1}{4}$); downhill to New Bridge, 212 $\frac{3}{4}$, then a short steep ascent, and after a little level past Appledore Down the road is nearly all downhill through St. Ive, 215 $\frac{1}{4}$, to Cornbrow, 216 $\frac{1}{2}$, uphill to Pengover, 217 $\frac{1}{2}$, and another down and up to Liskeard.

Liskeard to Land's End (73 $\frac{1}{2}$ —292 $\frac{3}{4}$); through *Lostwithiel*, 230, and *St. Austell*, 238 $\frac{1}{2}$ —p. 57.

$\frac{1}{2}$ m. before Lumber Bridge on *l.* to Beer Alston (6—209 $\frac{3}{4}$), thence to *Beer Ferris* (2—211 $\frac{3}{4}$); hilly road by Roman's Lee and over Morwell Down and Alston Down.

LONDON TO TAVISTOCK (by Okehampton).

London to Okehampton (190 $\frac{3}{4}$)—p. 50.

Okehampton to Downton (8—198 $\frac{3}{4}$); follow the Launceston road

to Sourton Down, as at p. 50, and $3\frac{1}{2}m.$ out of Okehampton take left hand road, all up and down hill through Sourton, $195\frac{1}{4}$, and Southerleigh, $196\frac{3}{4}$.

Downton to Tavistock ($8\frac{1}{2}$ — $207\frac{1}{4}$); taking the right hand road, after a short pull up there is a sharp fall into and through Lidford, $199\frac{3}{4}$, out of which a short but very awkward drop should be walked down to the bridge over the *R. Lid*; from here it is nearly all uphill to Brent Tor *Tg.*, $203\frac{1}{4}$, on Heath Field, and thence downhill to Tavistock. [Or from Downton by the left hand road, crossing over Black Down a part of Dartmoor, half chiefly uphill and half down; about same distance.]

At Lidford are the ruins of a castle; pretty scenery. On Brent Tor is a *ch.*, which forms a prominent landmark at sea.

LONDON TO FOWEY.

London to Plymouth ($211\frac{1}{2}$)—p. 56.

Plymouth to Craffhole ($8\frac{1}{4}$ — $219\frac{3}{4}$)—p. 56.

Craffhole to East Looe ($9\frac{1}{2}$ — $229\frac{1}{4}$); keep to *l.* and up a gradual ascent along the top of the cliffs to St. German's Beacon, $221\frac{3}{4}$, followed—turning inland—by a downhill more or less past Minerd Cross, $223\frac{1}{2}$, to the pretty village of Hessenford, $224\frac{1}{4}$; out of this, after crossing *R. Seaton* there is another long hill to mount past Short Cross, $226\frac{1}{4}$ (where keep to *l.*), on to Bin Down, then mostly on the fall to St. Martin's, $228\frac{1}{4}$, from which is a winding descent through a wood into East Looe.

At St. Martin's, $1m.$ on *r.* across *R. Looe*, is Trenant Park.

East Looe to Fowey (*ch.*, $9\frac{3}{4}$ —239); cross the narrow bridge over the *R. Looe* to West Looe, $229\frac{1}{2}$, out of which is a hill to ride up with a short fall into Talland, 231, and then a fairly level road runs through Polperro, $232\frac{1}{2}$, and Carneggan, 236, to Tredudwell, $236\frac{1}{2}$, descent to Gregon, $237\frac{1}{2}$, another rise out of it, and a sharp downhill leads into Bodinnock, $238\frac{3}{4}$, whence cross the harbour to Fowey; splendid road, except from West Looe to Polperro which is said to be impracticable even for carriages. The better way is to keep to *r.* $\frac{1}{2}m.$ beyond West Looe and by South Wayland Pulpit, $230\frac{1}{2}$, (keep to *r.*) Wayland, $231\frac{1}{2}$, (keep to *l.* and again 2nd on *l.*) to Polperro, 234.

[Or to *Lostwithiel*, 230, p. 65, thence *l.* to Fowey, $5\frac{1}{2}$ — $235\frac{1}{2}$.]

(Fowey : Commercial; Ship, *B.T.C.*)

Fowey is an old-fashioned seaport; close to, amidst pretty scenery, are the old Castle and the ruins of St. Saviour's Chapel; handsome *ch.* Near the town, Menabilly *Ho.*

LONDON TO MEVAGISSEY.

London to St. Austell ($238\frac{1}{2}$)—p. 65.

St. Austell to Mevagissey (7— $245\frac{1}{2}$); in St. Austell turn to *l.* by the *ch.*, and for a considerable distance a tramway is laid along the road, which follows the valley of a small stream down to Pentewan, $243\frac{1}{2}$, on the coast, then a hill has to be mounted, and after $1m.$ of level is a short but sharp descent into Mevagissey.

LONDON TO FALMOUTH (by Tregony).

London to St. Austell ($238\frac{1}{2}$)—p. 65.

St. Austell to Tregony ($7\frac{1}{4}$ — $246\frac{1}{2}$); hilly through Higher Sticker

241, and Hewes Water, 241½, to Teags *Tpqr.*, 242, where turn to *l.*, and it is an undulating road with a descent into and through the town.

About 2*m.* before Tregony, 1*m.* on *l.*, is a large ancient circular camp or entrenchment.

Tregony to St. Mawes (9½—255¾); undulating road by Little Trengrowse, 248 (keep to *r.*), Three Gates 250, Trewarlas, 251, Cargurrel, 252, and Trewithan, 252¼ (keep to *r.*), to Tregear, 253 (a little after keep to *r.*), then short fall and rise to St. Just, 254¼, and after a mile of level a descent into St. Mawes.

At St. Mawes is an old castle.

St. Mawes to Falmouth (2½—258¼); cross Falmouth Harbour by steamer.

LONDON TO LAND'S END (by Redruth).

London to St. Michael (243¾)—p. 50.

St. Michael to Redruth (13—256¾); a short distance beyond St. Michael keep to *r.*, and through Zealla, 247¼, past Perran's Alms Houses, 249¼, and through Black Water, 253¾.

1*m.* before Black Water on *r.* to *St. Agnes*, (3¼—256.)

[Or to *Truro*, 250¾, p. 50, thence on *r.* to *Redruth*, 8½—259¼; or to junction of the road 1*m.* before Black Water, 258½, and forward to *Redruth*, 261½.]

(*Redruth* : Tapp's.)

About 1*m.* S.W. of Redruth is Carn Brea Hill, on which are several Druidical remains, and near to is Carn Brea Castle. Redruth is the centre of a tin and copper mining district.

Redruth to Camborne (3½—260¼); through Pool, 258¾.

(*Camborne* : Commercial; Tyack's.)

2*m.* *l.* of Camborne is Pendarves. On the coast, 2*m.* on *r.*, 'Tehidy Park. Between the two towns are the Dolcoath and Cook's Kitchen mines, the former the deepest in the county.

Camborne to Guildford (5¼—265½); through Treswithian, 261, Conner, 262½, and Angarrack, 264¾.

From Guildford on *r.* to *St. Ives*, (5¼—270¾).

(*St. Ives* : Queen's; Trewren's; Western.)

At Conner, on *r.*, Clowance Park. *St. Ives* is chiefly devoted to the pilchard fishery. 2*m.* *r.* of Conner on the shore of *St. Ives*' Bay, remains of the *ch.* of *St. Gwythian*, which was buried in the sands for centuries.

Guildford to Penzance (9¼—274¾); through *St. Erth*, 268, Treloweth, 269, Ludgwan, 271¼, and Gulvall, 273¼.

At Ludgwan on *l.* to *Marazion* (2—273¼)

At Treloweth on *r.* to *St. Ives* (4¼—273¼), through Lelant, 270¼.

Penzance to Land's End (11—285¾)—p. 51.

LONDON TO TRURO (by Camelford).

London to Launceston (209¼)—p. 50.

Launceston to Hallworthy (9—218¼); in Launceston turn to *r.*, and from the suburb of Newport, 209¾, there is a long gradual ascent

through St. Stephen's, 210 $\frac{1}{4}$, on to St. Stephen's Down, 210 $\frac{3}{4}$, (at the beginning of which turn to *l.*), and then an undulating road through Egloskerry, 212, over Tremecr Down, 214 $\frac{1}{2}$, and by Trenegloss (near on *l.*) 215 $\frac{1}{4}$, with a long rise to Hallworthy; limestone road, rather rough. [Or keep straight through Launceston, long hill out of the town, through Trebursey, 211 $\frac{1}{4}$, then $\frac{1}{4}$ *m.* beyond take right hand road and it is pretty level by Piper's Pool, 214, and over Lanecast Down.]

At Hallworthy on *r.* to *Bossiney* (7 $\frac{1}{2}$ —225 $\frac{3}{4}$).

(*Bossiney*: Warncliffe Arms, *B.T.C.*; Fry's Boarding House.)

Near *Bossiney* are the ruins of Tintagel Castle, or King Arthur's Castle. Grand scenery. 4*m.* N. is Boscastle, over moderate but hilly road.

Hallworthy to Camelford (5 $\frac{1}{2}$ —223 $\frac{3}{4}$); pretty level to Davidstow, 219 $\frac{3}{4}$, out of which is a long descent and then long hill to mount.

[Or $\frac{3}{4}$ *m.* beyond Hick's Mill, 214 $\frac{1}{4}$ —p. 50, by right hand road through Lower Tregunman, 216 $\frac{1}{4}$, to *Camelford*, 224 $\frac{1}{4}$.]

At Davidstow on *r.* to *Bossiney* (6—225 $\frac{3}{4}$), bad road for bicycling. Or from *Camelford* to *Bossiney* (5—226 $\frac{3}{4}$), but it is a rather difficult road to find.

(*Camelford*: Darlington; King's Arms, *B.T.C.*)

Near *Camelford* was fought the battle that proved fatal to King Arthur.

Camelford to Wadebridge (10 $\frac{3}{4}$ —234 $\frac{1}{2}$); beyond *Camelford* ascent for 3*m.*, through Tremagennow, 224 $\frac{3}{4}$, (keep to *r.*), and Helson or Helstone, 225 $\frac{3}{4}$, to St. Teath, 227 $\frac{1}{4}$, then undulating through Treelill, 229 $\frac{1}{2}$, Highway, 231, and Three Holes Cross, 233, with a stiff descent to Wadebridge.

At St. Teath on *r.* through St. Endellion to *Padstow* (11 $\frac{1}{2}$ —238 $\frac{3}{4}$). Or from Wadebridge by Halsar's Grave, 236 $\frac{3}{4}$, on *r.* to St. Issey, 238 $\frac{1}{2}$, and Little Petherick, 239 $\frac{1}{4}$, to *Padstow*, 242.

(*Wadebridge*: Commercial, *B.T.C.*; Molesworth Arms).

2 or 3*m.* W. of Wadebridge, Trevoise Head, Pentire Point, St. Enodock *ch.*, De la Bole slate quarries; good undulating roads.

Wadebridge to St. Columb (9—243 $\frac{1}{2}$); very good and fairly level road by Halsar's Grave, 236 $\frac{3}{4}$, and No Man's Land, 237 $\frac{3}{4}$, to within 3*m.* of St. Columb, when it becomes bad and hilly.

(*St. Columb*: Barley Sheaf; King's Arms; Red Lion, *B.T.C.*)

At St. Columb is a fine gothic *ch.*

St. Columb to Fradden (3 $\frac{1}{2}$ —247); bad and hilly road for 3 $\frac{1}{4}$ *m.*, when it joins the main Bodmin and Truro road.

Fradden to Truro (11 $\frac{1}{2}$ —258 $\frac{1}{2}$)—p. 50.

LONDON TO STRATTON.

London to Exeter (168 $\frac{1}{2}$)—p. 49.

Exeter to Crediton (7 $\frac{1}{2}$ —176); keep straight through Exeter and then up a gradual ascent through St. David's, 169, and most of the way to Cowley Bridge, 170 $\frac{1}{2}$ (cross *R. Exe.*), whence the road is rather hilly, following the edge of the valley through Newton St. Cyres, 173, to Crediton.

(*Crediton*: Angel; Railway; Ship.)

At Crediton, elegant *ch.* with fine altar-piece. N. of the town Creedy *Ho.*

Crediton to Bow *alias* Nymet Tracey (7 $\frac{1}{2}$ —183 $\frac{1}{2}$); in Crediton turn to *l.*, and out of the town is an ascent of 2*m.* but not difficult, then

level past Barnstaple Cross, 178 $\frac{1}{2}$, with a short descent into and ascent out of Colford, 180, and except another fall and rise at Gay's Lake, 181 $\frac{3}{4}$, the rest is level with a downhill through Bow. [Or at Barnstaple Cross by the right fork, and, except a descent into and ascent out of Coppelstone, 180 $\frac{1}{4}$, where keep to *l.*, it is fairly level, joining the above road entering Bow.]

Bow to Hatherleigh (13—196 $\frac{1}{2}$); up and down hill all the way through Stone Cross, 186 (keep to *r.*), North Tawton, 187 $\frac{1}{2}$, Sampford Courtney, 189 $\frac{3}{4}$, Exbourne, 191 $\frac{3}{4}$, across *R.* Okement, through Jacobstow, 193, over Beckamoor and through Bassels Gate, 195 $\frac{1}{2}$.

[Or to Okehampton, 190 $\frac{3}{4}$ —p. 50; thence, after crossing *R.* Okement, keep to *r.* and by Five Oaks, 192 $\frac{1}{2}$, to *Hatherleigh*, 197 $\frac{1}{2}$; rather hilly.]

Hatherleigh to Holsworthy (13 $\frac{1}{2}$ —210); in Hatherleigh keep to *l.*, and it is a very hilly road over Runden Moor (at 2 $\frac{1}{2}$ *m.* from Hatherleigh keeping to *r.*, on *l.* to Launceston, 17 $\frac{1}{2}$ *m.*) and Pulworthy Moor to Golden Inn, 200 $\frac{1}{2}$, then taking second turn to *r.* 1 $\frac{1}{4}$ *m.* further, over Hill, King's, and Gadand's Moors, past Brandis Corner, 205, over Beacon Field, Eastcombe Moor and Simpson Moor.

At "Golden Inn," on *r.* to *Sheepwash* (1 $\frac{1}{2}$ —202).

(*Holsworthy* : Brendon's Stanhope, *B.T.C.*)

Holsworthy to Stratton (8—218); in Holsworthy turn to *r.* and through Ridon, 211, over Killatree Moor, Weekstone Bridge, 213 $\frac{1}{4}$, and Tamerstone Bridge, 214 $\frac{1}{2}$ (where cross *R.* Tamar); hilly road, and long descent into Stratton.

(*Stratton* : Tree.)

Nearly 2*m.* beyond Stratton is Bude Haven.

LONDON TO EXETER (by Amesbury).

London to Andover (63 $\frac{1}{2}$)—p. 58.

Andover to Amesbury (14—77 $\frac{1}{2}$); just out of Andover at the railway station keep to *r.*, and through Weyhill, 66 $\frac{3}{4}$ (keep to *l.*), by Mollen's Pond, 68 $\frac{1}{4}$, near Thruxton and Quarley, past Park House, 72 $\frac{1}{2}$, and Haradon Hill, 74, is a difficult bicycling road; there are two high hills to cross, and the surface is rough in many places; a lot of walking is necessary in either direction, and the last descent into Andover on the reverse journey should be taken cautiously.

(*Amesbury* : George.)

At Weyhill a large sheep fair is held for the week after 28th Sept. Near Quarley, 2*m.* S. on Quarley Hill, is an old British entrenchment. At Amesbury, on *r.*, Amesbury *H.*, where the poet Gay lived with his patron, the Duke of Queensbury. Beyond Park House, 1*m.* on *l.*, Wilbury Park.

Amesbury to Long Barrow Cross (3 $\frac{1}{2}$ —81); leaving Amesbury, after crossing *R.* Avon, the road bears to *r.* up a short rise and down again; after this a long and very stiff ascent has to be mounted leading on to Salisbury Plain, and after a little level ground Stonehenge comes in sight on an opposite hill, before which two short but sharp falls with an intervening rise have to be negotiated; at the bottom of the second descent keep to *l.*, at 79 $\frac{1}{4}$ *m.*, just before crossing to Stonehenge (which is close to the road side at the top of a very stiff ascent on the right hand fork), and having mounted a rather steep hill the rest is pretty level to Long Barrow

Cross, where the Salisbury and Devizes road crosses; except for a few stones sometimes on the hills the surface (flint) is capital and smooth to the fork roads, but thence deteriorates to the Devizes road, being rough and stony.

Nearly 1m. out of Amesbury on *r.*, an old British earthwork, called Ves-pasian's Camp. The interesting and wonderful remains of Stonehenge, generally supposed to have been a Druidical Temple, consists of two circles of stones, the outer of 24 and the inner of 19, more than half still standing; it is surrounded by numerous barrows on the Downs; on the N. is a wide avenue leading to the Cursus, which is 2m. in length, the whole being enclosed between 2 ditches. On the southern horizon the spire of Salisbury Cathedral is visible 7m. distant.

Long Barrow Cross to Deptford Inn ($5\frac{3}{4}$ — $86\frac{3}{4}$); after $\frac{1}{2}$ m. there is a steep descent to Winterbourne Stoke, $82\frac{1}{2}$, then a good rise out of it, and a pretty level run across Salisbury Plain for $2\frac{1}{2}$ m., with a long downhill to Deptford Inn; not a very good road.

2 or 3m. past Winterbourn, on *r.*, Yarnbury Castle, a British entrenchment and Roman camp.

Deptford Inn to Willoughby Hedge ($9\frac{1}{2}$ — $96\frac{1}{4}$); keeping to *l.*, cross the valley to Wiley, $87\frac{1}{2}$, out of which is a steep ascent, then a hilly road past Stockham Wood, by New Inn, $92\frac{1}{4}$, up Chicklade Bottom, and through Chicklade, $93\frac{3}{4}$; this road is almost unrideable. [Or at New Inn turn to *l.* and go through Hindon, $94\frac{1}{4}$, to Willoughby Hedge, 97.]

At Hindon, 1m. on *l.*, ruins of Fonthill Abbey. At Willoughby Hedge, on *l.*, Knoyle Court.

Willoughby Hedge to Mere (4 — $100\frac{1}{4}$); a mile beyond Willoughby Hedge keep to *l.*; a long descent into Mere.

(Mere: Talbot, *B.T.C.*)

At Mere, on Castle Hill, slight remains of a castle.

Mere to Wincanton ($7\frac{1}{4}$ — $107\frac{1}{2}$); a mile out of Mere keep to *l.*, and it is very undulating through Long Cross, $101\frac{3}{4}$, Zeal's Green, $102\frac{1}{4}$, Bourton, $103\frac{3}{4}$, Leigh Common and Bayford, $106\frac{1}{2}$; a rough macadam road made of a soft greasy looking stone.

(Wincanton: Greyhound, *B.T.C.*)

At Zeal's Green, on *r.*, 1m. Stowhead Park and *Ho.*, also, near the village of Penselwood, or Penzlewood, are the Pen Pits, of great extent, and supposed to be the site of a prehistoric British town: Castle Orchard.

Wincanton to Sparkford ($7\frac{1}{2}$ —115); in Wincanton turn to *l.*, and keeping to *r.* 1m. beyond, it is an up and down hill road, through Holton, $109\frac{1}{2}$, Blackford, $111\frac{1}{4}$, and Cadbury, 113; bad macadam surface, of a soft and greasy looking stone.

Near Cadbury, on *l.*, Cadbury Castle or Camalet, an ancient British hill fortress, said to have formerly been a mile in circuit, guarded by 4 trenches and ramparts, and in the centre is a mound, called King Arthur's Palace; numerous antiquities have been found here.

Sparkford to Ilchester ($5\frac{1}{2}$ — $120\frac{1}{2}$); out of Sparkford is a steep ascent over Camel Hill (near to the top keep to the *r.*) and after a little level ground there is a long descent, and then (at the next bifurcation taking left hand road) nearly level through Northover *Tr.*, $120\frac{1}{4}$.

Ilchester was the Roman Ischalis, and an important town in Saxon times, but it is now in a declining state; the old fosse way from Lincoln and Bath passes through it; very old *ch.* Roger Bacon was born here.

Ilchester to Petherton Bridge (6—126½) is a straight undulating road, following the old Roman Fosse Way.

½*m.* before Petherton Bridge on *l.* to *Crewkerne* (6—132).

Petherton Bridge to Ilminster (6—132½); rather hilly road by Watergure, 127¾, and White Cross, 128½, to Seavington, 129½, then a long ascent to White Lackington, 131, followed by a hill to ride down into Ilminster; rather bumpy road to White Cross, then capital surface to Ilminster. [Or just beyond Petherton Bridge on *r.* through South Petherton, 127½, and by Lopen Head to Seavington, distance about the same; road very bumpy to Lopen Head, and then good.] On the reverse journey just out of Ilminster keep to *l.*

(*Ilminster*: Dolphin; George, *B.T.C.*)

Near Seavington, 2*m.* on *l.*, Hinton *Ho.* and Park; on *r.*, Dillington *Ho.* At Ilminster, fine old Gothic *ch.*

Ilminster to Honiton (17—149½); through Horton, 134, and by Broadway, 135½, after which the road goes through a wild mountainous tract of country, passing Buckland St. Mary, 138½, Heathfield Arms, 141, Knightshayne, 142, and Devonshire Arms, 143¾, whence it is mostly downhill through Monkton, 147¼. [Or in Ilminster turn to *l.*, and a little downhill to Sea, 134¼, then chiefly uphill over Chard Down to *Chard*, 5—137½, thence to *Honiton*, 12—149½—*p.* 49.]

At Buckland St. Mary, 2*m.* on *r.*, Castle Neroche, an immense entrenched hill.

Honiton to Exeter (16½—166)—*p.* 49.

LONDON TO EXETER (by Hindon).

London to Barford St. Martin (87)—*p.* 48.

Barford St. Martin to Hindon (9½—96½); through Dinton, 89½, Teffont Magna, 91½, Chilmark, 92¾, Bishops Fonthill, 95, and Berwick St. Leonards 95¾, an up and down road, two or three stiffish hills, and gentle descent into and through Hindon; chalk flint, fairly good road; scenery dreary.

At Fonthill, on *l.*, Fonthill Abbey *Ho.*, in beautiful grounds.

Hindon to Willoughby Hedge (2¼—99¼) is a similar kind of road.

Willoughby Hedge to Exeter (69¾—169)—*p.* 70 and above.

LONDON TO AXMINSTER (by Crewkerne.)

London to Crewkerne (132)—*p.* 48.

Crewkerne to Marshalsea (5½—137½); through Crewkerne keep to *l.*, and almost level through Hewish, 133, to Seaborough, 134¼, then hilly.

Marshalsea to Axminster (6¼—144¼)—*p.* 61.

[Or through Crewkerne to Windwhistle, 136—*p.* 49, then a little further keep to *l.*, and through White Gate, 138½, Titherleigh 141½, and over Weycroft Bridge, 143, to *Axminster*, 145½]

LONDON TO WINCANTON (by Shaftesbury.)

London to Shaftesbury (101)—p. 48.

Shaftesbury to Gillingham ($4\frac{1}{2}$ — $105\frac{1}{2}$); long and steep zigzag descent to walk down from Shaftesbury, then the road is undulating over Ledden Bridge, 105, and the railway bridge.

(*Gillingham*: Phoenix, *B.T.C.*; South Western.)

Gillingham to Wincanton ($6\frac{1}{2}$ —112); rather rough and narrow road through Cucklington, 109, out of which is a steep descent, then undulating through Stoke Trister, 110, and Bayford, 111, where join the main London road through Mere. [Or instead of turning to *l.* for Cucklington keep straight on and join the London road 2*m.* before Bayford.]

LONDON TO SHERBORNE (by Wincanton.)

London to Wincanton ($107\frac{1}{2}$)—p. 70.

Wincanton to Sherborne ($9\frac{1}{2}$ —117); a mile out of Wincanton, on the Sparkford road, turn to *l.*, and shortly after take the road to *r.*, which is uphill for nearly 2*m.*; then comes a steep winding descent to Charleton Horethorne, $112\frac{1}{4}$, which the cyclist must beware against riding down, and after that the road is more or less downhill to Sherborne.

LONDON TO YEOVIL (by Sparkford.)

London to Sparkford (115)—p. 70.

Sparkford to Yeovil ($7\frac{3}{4}$ — $122\frac{3}{4}$); out of Sparkford is a steep ascent over Camel Hill (near the top of which keep to *l.*), followed by a steep crooked descent into Queen Camel, $116\frac{1}{4}$, then undulating through Marston Magna, $118\frac{1}{2}$, and Mudford, $120\frac{1}{2}$.

LONDON TO ILMINSTER (by Yeovil.)

London to Yeovil ($122\frac{1}{4}$)—p. 48.

Yeovil to Petherton Bridge ($7\frac{1}{2}$ — $129\frac{3}{4}$); rough and very bumpy road through Preston Plucknett, $123\frac{1}{4}$ (a mile beyond keep to *r.*), Odcomb, $125\frac{1}{4}$, Montacute, $126\frac{1}{4}$, Stoke-under-Handon, $127\frac{1}{4}$, and West Stoke, $128\frac{1}{4}$, joining the road from Ilchester $\frac{1}{2}$ *m.* before Petherton Bridge.

Petherton Bridge to Ilminster (6 — $135\frac{3}{4}$)—p. 71.

LONDON TO HARTLAND.

London to Sparkford (115)—p. 70.

Sparkford to Langport ($12\frac{1}{2}$ — $127\frac{1}{2}$); out of Sparkford is a steep ascent over Camel Hill (near the top keep to *r.*), and after a little level ground there is a long descent, and then at the next bifurcation 3*m.* from Sparkford keep to *r.*; it is a good road and nearly level through Pudimore Milton, 119, a mile beyond which cross the old Fosse Way from Bath to Ilchester, and then through Long Sutton, $124\frac{1}{4}$, Pisbury, $126\frac{1}{4}$, and Huish Episcopi, 127.

(*Langport*: Langport Arms, *B.T.C.*)

Langport to Taunton ($13\frac{1}{2}$ —141); ascent out of Langport, then pretty level through Curry Rivell, $129\frac{3}{4}$, to Swell Hill, $131\frac{1}{2}$, where there is a long descent, which is continued more or less past Rock House Inn, $133\frac{3}{4}$, (keep to *r.*) to Wrantage, $134\frac{1}{2}$, and then undulating by Mattock Tree, 137, to Taunton; excellent road. At Mattock Tree on the reverse journey keep to *l.* at the top of the hill.

(*Taunton*: Blue Anchor; Castle; Clarke's, *B.T.C.*; George; London; Railway.)

At Taunton, remains of the castle, founded by Ina, 700, and rebuilt after the conquest, but the west wing is supposed to be part of the original building; St James' *ch.* is supposed to have been erected in the 13th century; St. Mary's *ch.* is a handsome building, with curious roof, &c.

Taunton to Wellington (7—148); long but easy rise out of Taunton, and the rest through Bishop's Hull, $142\frac{3}{4}$, Rumwell, 144, and Chilson, 147, is an undulating and splendid road.

(*Wellington*: Half Moon; Squirrel, *B.T.C.*; Temperance Refreshment Rooms.)

About 1*m.* before Chilson, on *r.*, Heatherton Park. Wellington *ch.* has a magnificent tomb of Sir John Popham, and the altar-piece is considered one of the finest in England.

Wellington to South Appledore ($6\frac{1}{2}$ —154 $\frac{1}{2}$); after passing Rockwell Green, 149, good and fairly level road to Beambridge, then long and rather steep ascent to White Ball Inn, 151, situate on a part of the Black Down Hills, which cross to Maiden Down, $152\frac{1}{2}$, and the rest is chiefly down hill, the last part being a very dangerous descent into South Appledore, steep and covered with loose stones.

At Maiden Down, on *l.*, the Wellington Monument, in commemoration of Waterloo, from which is a fine view, including the Welsh Coast and the Mendip Hills. About 4*m.* S.E., on Black Down Hills, Hemyock Castle, a large entrenched hill.

South Appledore to Tiverton ($7\frac{3}{4}$ —162 $\frac{1}{4}$); long and easy descent from South Appledore (a mile beyond keep to *r.*), then uphill over Ashford Moor and through Sampford Peverel, $157\frac{1}{4}$, followed 1*m.* further by easy descent into Halberton, $159\frac{1}{4}$, and the last 2*m.* down hill; good road. On the reverse journey, just out of Tiverton keep to *l.*

(*Tiverton*: Angel; Palmerston, *B.T.C.*)

At Tiverton, remains of castle, built in 1106; fine modern *ch.*, with beautiful altar-piece, &c.; free grammar school, town hall, &c. The chief manufactory is lace. S. of town is Collipriest *Ho.*

Tiverton to South Molton ($18\frac{1}{2}$ —180 $\frac{3}{4}$); after a stiff ascent out of Tiverton, the road continues more or less on the rise through Calverleigh, $164\frac{3}{4}$, and North Sidborough, ending with a rather long and stiff ascent on to Gibbet Moor, $167\frac{3}{4}$, then a descent of 2*m.*, followed by a steep hill to climb through Rackenford, $170\frac{1}{4}$, (where turn to *r.*); after that the road is very hilly, crossing over Ash Moor, $172\frac{1}{2}$ — $174\frac{1}{2}$, and by Ash Mill, 176, and Bush Bridge, $178\frac{1}{2}$, where the Dulverton Road joins in on *r.*; for the most part the road is very rough and rutty.

(*South Molton*: George, *B.T.C.*; White Hart.)

South Molton *ch.*, erected in the 15th century, has a fine carved stone pulpit and altar-piece, &c. In the parish is the Flitton Oak, of great age and size. N. of the town extends Exmoor, the haunt of the red deer.

South Molton to Barnstaple ($11\frac{1}{2}$ — $192\frac{1}{4}$); 1*m.* beyond the former keep to *r.*, and the road affords capital running through North Hill, $182\frac{1}{4}$, Filleigh, $183\frac{3}{4}$, Kerscot, 186 (keep to *l.*), Hanaford, $187\frac{1}{2}$, Landkey, 190, and Newport, $191\frac{1}{2}$; rather hilly, but there are no hills of any difficulty.

(*Barnstaple*: Gaydon's Restaurant; Golden Lion; King's Arms; Royal and Fortescue, *B.T.C.*; Trevelyan Temperance.)

At Filleigh, on *r.*, Castle Hill, the splendid mansion of Earl Fortescue. At Barnstaple was formerly a castle built by King Athelstan, but only a mound now marks its site. SS. Peter and Paul *ch.* was built about 1318; the bridge over the *R. Taw* is older still. Beyond the town, Pitton *ch.*, formerly part of a priory founded by King Athelstan, and containing a curious pulpit. There are many pretty rides and drives in the neighbourhood; 3*m.* S.W., Tawstock *ch.*

Barnstaple to Bideford ($8\frac{1}{2}$ — $200\frac{3}{4}$); in Barnstaple turn to *l.* and cross *R. Taw*, $\frac{3}{4}$ *m.* further keep to *r.*, and the road is undulating but chiefly uphill for 2 or 3*m.*, then is on the fall through Holmacot, $196\frac{3}{4}$, and East Leigh, $198\frac{1}{4}$; fair road.

At *Bideford* on *r.* through Northam to *Appledore* (3 — $203\frac{3}{4}$), near which is Westward Ho! both at the mouth of the *Taw*.

(*Bideford*: Commercial; New Inn, *B.T.C.*; Newfoundland.)

Bideford to Hartland ($13\frac{1}{2}$ — $214\frac{1}{4}$); rather hilly road by Knotty Corner, $203\frac{1}{2}$, Fairy Cross, $204\frac{1}{4}$, Horn's Cross, $205\frac{3}{4}$, Holwell, $206\frac{3}{4}$, West Buckish, $208\frac{3}{4}$, and Ditchen Hills, $210\frac{3}{4}$.

At Ditchen Hills on *r.* to *Clovelly* ($1\frac{1}{4}$ — 212); a small village romantically situated on the coast.

(*Clovelly*: King's Arms.)

At *Clovelly* is *Clovelly Court*. At *Hartland* remains of the abbey.

LONDON TO TAUNTON (by Ilminster).

London to Ilminster ($132\frac{1}{2}$)—p. 71.

Ilminster to Taunton ($12\frac{1}{2}$ — 145); keep straight through Ilminster and descent from the town, then very hilly road through Horton, $134\frac{1}{4}$ (turn to *r.*), Ashill, $136\frac{1}{4}$, over Ashill Forest, through Hatch Beauchamp, $139\frac{1}{4}$ (keep to *l.*), to Mattock Tree, $141\frac{1}{4}$, where join the main London road.

Beyond Horton, on *r.*, *Jordans*. At Hatch Beauchamp, on *r.*, *Hatch Court*.

LONDON TO TIVERTON (by Honiton).

London to Honiton ($149\frac{1}{2}$)—p. 71.

Honiton to Cullompton ($10\frac{1}{2}$ — 160); in Honiton turn to *r.*, and through Awliscombe, $151\frac{1}{2}$, the road is a succession of small hills for the first 3*m.*, then a steep ascent over a spur of the Black Down Hills to Hembury Fort House, $153\frac{1}{4}$, and descent to be walked down the other side to Colleton, 155, the rest being a good but rather hilly road through Dilford, $156\frac{3}{4}$, and over Kentisbeare Moor.

$\frac{1}{4}$ *m.* before Colleton on *r.* to *Broadhembury* (1 — $156\frac{3}{4}$).

On *r.* pass *Hembury Fort*, a Roman encampment. At *Cullompton*, fine old *ch.*

Cullompton to Tiverton ($5\frac{1}{2}$ — $165\frac{1}{2}$); in *Cullompton* turn first to *l.* and then to *r.*; the road is chiefly uphill to *White Down*, 163, whence there is a steep winding descent into *Tiverton*. On the reverse journey keep to

r. just out of Tiverton. [Or a better road, though rather hilly, is to take the Taunton road from Cullompton to Willand, $2\frac{1}{4}$, and at Willand Moor $\frac{1}{2}$ *m.* further turn to *l.* to Halberton, $5\frac{1}{4}$, on Taunton and Tiverton road, whence to Tiverton, $3-8\frac{1}{4}$ —as at p. 73.]

LONDON TO HARTLAND (by Somerton.)

London to Willoughby Hedge ($96\frac{1}{4}$)—p. 70.

Willoughby Hedge to Redlinch ($11-107\frac{1}{4}$); a mile beyond Willoughby Hedge keep to *r.*, and over Mere Down for 2 or 3*m.*, then, after a steep crooked descent, an undulating road by Red Lion, $101\frac{1}{4}$, Long Lane End (Kilmington) $101\frac{3}{4}$, past Stourhead Park for 2*m.*, when there is King's Settle Hill to descend, and the rest pretty level through Hardway, $105\frac{3}{4}$.

On the edge of Mere Down, on *l.*, White Sheet Castle, an ancient encampment. At Kilmington, on *l.*, Stourhead *Ho.* In the Park at the top of King's Settle Hill, on *l.*, Alfred Tower, from which is a splendid view; 1*m.* beyond it, Jack's Castle, an ancient encampment.

Redlinch to Castle Cary (Almsford Inn, $4\frac{1}{4}-111\frac{1}{2}$); past Redlinch Park, through Shepton Montague, $108\frac{3}{4}$, Higher Shepton, $109\frac{1}{4}$, and then take 4th turning on *r.* for Castle Cary. [Or at Redlinch turn to *r.* through Bruton, $108\frac{3}{4}$, and Pitcombe, $110\frac{1}{4}$, joining the other road 1*m.* beyond to Castle Cary, 113. Or beyond railway, out of Bruton, keep to *r.* and through Honeywick, $110\frac{3}{4}$, to Castle Cary, $111\frac{1}{4}$.]

(Bruton: Blue Ball, *B.T.C.*—Castle Cary: George, *B.T.C.*)

At Bruton, fine *ch.* Castle Cary is a small old-fashioned town, lying chiefly on *l.* of the road; the Castle, from which the name was derived, was destroyed in the reign of Stephen, and only a mound marks the site; in the old manor house, now in ruins, Charles II. took refuge after the battle of Worcester. Beautiful *ch.* of the time of Henry VI.

Castle Cary to Somerton ($10\frac{1}{2}-122$); through Clanville, $112\frac{1}{4}$, Alford, $113\frac{1}{2}$, Lydford, $116\frac{1}{2}$ (where cross the Fosse Way), Keinton Mandeville, $117\frac{1}{2}$, and King Weston, $118\frac{1}{2}$, is a hilly road, with a long downhill to Somerton.

(Somerton: Red Lion, *B.T.C.*)

Somerton is supposed to have been a Roman fortress, it was afterwards a residence of the Saxon Kings; there are some slight remains of the castle; ancient *ch.*

Somerton to Langport ($4-126$); on the reverse journey keep to *l.* in Langport.

Langport to Hartland ($86\frac{3}{4}-212\frac{3}{4}$) through Taunton, $139\frac{1}{2}$, Wellington $146\frac{1}{2}$, South Appledore, 153, Tiverton, $160\frac{3}{4}$, South Molton, $179\frac{1}{4}$, Barnstaple, $190\frac{3}{4}$, and Bideford, $199\frac{1}{4}$ —pp. 73-74.

LONDON TO EXETER (by Redlinch.)

London to Castle Cary ($111\frac{1}{2}$)—above.

Castle Cary to Sparkford ($4\frac{1}{2}-116$); keep to *l.* and through Galhampton, 113; hilly road.

Sparkford to Exeter ($51-167$); through Ilchester, $121\frac{1}{2}$, Petherton Bridge, $127\frac{1}{2}$, Ilminster, $133\frac{1}{2}$, and Honiton, $150\frac{1}{2}$ —pp. 70-71.

LONDON TO EXETER (by Taunton.)

London to South Appledore (153)—p. 75.

South Appledore to Cullompton ($5\frac{3}{4}$ — $158\frac{3}{4}$); descent out of the former, a mile beyond it keeping to the *l.*, and then the road is mostly up and down hill over Leonard Moor, Willand Moor, from which is a winding descent into Willand, $156\frac{1}{2}$, and then over Five Bridges, $157\frac{1}{2}$.

(*Cullompton*: Railway; White Hart, *B.T.C.*)

Cullompton to Exeter (12 — $170\frac{3}{4}$); through Bradninch, $161\frac{1}{4}$, by Atherleigh Mill, $163\frac{3}{4}$ (cross *R. Culm*, and $\frac{1}{2}$ *m.* beyond keep to *l.*), and through Broad Clyst, $166\frac{1}{4}$, Brock Hill, Langaton, $168\frac{1}{2}$, and Whipton, $169\frac{1}{2}$, is an indifferent and undulating road. [Or $\frac{1}{2}$ *m.* beyond Atherleigh Mill turn to *r.* and through Hatchleigh, $166\frac{1}{2}$, whence it is a steep ascent up to Stop Gate, $167\frac{3}{4}$, and after two steep descents join the other road just before Exeter, $170\frac{1}{2}$.]

(*Bradninch*: Castle.)

At Atherleigh Mill, on *r.*, Killerton Park. At Bradninch, on *l.*, Hele *ch.*, where is a beautifully painted screen, quite unique.

LONDON TO OKEHAMPTON (by Tiverton.)

London to Tiverton ($160\frac{3}{4}$)—p. 75.

Tiverton to Crediton (12 — $172\frac{3}{4}$); after crossing *R. Exe* at Tiverton turn to *l.*, and the road is level for $3\frac{1}{2}$ *m.*, following the valley of the Exe, to the bridge near Bickleigh (on *l.* $164\frac{1}{4}$), where keep straight on and there is a long ascent followed by an equally long descent to Stokeleigh Pomeroy, $169\frac{1}{4}$, and the rest undulating through Little Gutton, $170\frac{1}{2}$, and over Creedy Bridge, $171\frac{3}{4}$; not very good surface, greasy in wet weather.

At Bickleigh Bridge, on *l.*, Bickleigh Court. About 2 *m.* further, on the top of the hill, on *l.*, Cadbury Castle, an ancient hill fort. Beyond Little Gutton, on *l.*, Fulford Park. Beyond Creedy Bridge, on *r.*, Creedy *Ho.*

Crediton to Bow ($7\frac{1}{2}$ — $180\frac{1}{4}$)—p. 68.

Bow to Okehampton (11 — $191\frac{1}{4}$); rather hilly road by Stone Cross, $182\frac{3}{4}$ (keep to *l.*), Newland Bridge, $184\frac{1}{4}$, over Greenslade Moor and by Belstone Corner, $186\frac{1}{4}$, with a descent into the town.

LONDON TO STRATTON (by Tiverton.)

London to Bow ($180\frac{1}{4}$)—above.

Bow to Stratton ($34\frac{1}{2}$ — $214\frac{3}{4}$); through Hatherleigh, $193\frac{1}{4}$, and Holsworthy, $206\frac{3}{4}$ —p. 69.

LONDON TO TORRINGTON.

London to South Molton ($179\frac{1}{4}$)—p. 75.

South Molton to Atherington ($8\frac{1}{2}$ — $187\frac{3}{4}$); 1 *m.* beyond South Molton keep to the *l.* and over Bray Bridge, $181\frac{3}{4}$, by Chittlehampton, $184\frac{3}{4}$, and over Umberleigh Bridge, $186\frac{1}{2}$, is a hilly road, and generally rather rough.

Before Chittlehampton, on *l.*, Hudscot *Ho.*

Atherington to Torrington (7—194 $\frac{3}{4}$); by Langridge, 188 $\frac{3}{4}$, Cranford Moor, 190 $\frac{3}{4}$, and High Bullen, 191 $\frac{3}{4}$, there are several short but stiff ascents and descents; generally rather rough road.

(*Torrington*: Globe, *B.T.C.*)

LONDON TO ILFRACOMBE.

London to Barnstaple (190 $\frac{3}{4}$)—p. 75.

Barnstaple to Ilfracombe (10—200 $\frac{3}{4}$); go straight through the High street of Barnstaple, or through Boutport street, over the causeway bridge, from which a hill leads up through the suburb of Pilton, 191 $\frac{3}{4}$, at the end of which keep to *l.*, and the road is undulating for a mile beyond Prexford, 193 $\frac{3}{4}$; then comes a steep ascent for more than a mile over Swinham Down, and the rest is mostly down hill by Hore-down gate, 198 $\frac{1}{4}$, with a steep descent into Ilfracombe. The road is very picturesque, winding over deep valleys, through a richly wooded country and with splendid views.

At Pilton on *r.* through Muddiford, 3m. and over Hewish and Berry Downs to *Combe Martin*, (9 $\frac{1}{4}$ —201).

(*Ilfracombe*: Bailey's Private; Britannia; Clarence; Gardiner's Private; Ilfracombe; Lewis' Private; London; Pier; Queen's; Royal Clarence, *B.T.C.*; Royal Britannia; Star; Victoria.)

LONDON TO TORRINGTON, HARTLAND, AND ILFRACOMBE (by Dulverton).

London to Taunton (139 $\frac{1}{2}$)—p. 75.

Taunton to Milverton (8 $\frac{1}{4}$ —147 $\frac{3}{4}$); in Taunton turn to *r.* by the *ch.*, and cross *R. Tone*, then the road is on the rise through North Town to Staplegrove, 141 $\frac{1}{4}$, and after that is undulating over Langford Bridge, 141 $\frac{3}{4}$, (just beyond keep to *l.*) and through Norton Fitzwarren, 142 $\frac{1}{4}$, Heathfield, 144 $\frac{3}{4}$, Hale Common, 145 $\frac{3}{4}$, and Preston Bower, 146 $\frac{1}{2}$; very good road. On the reverse journey keep to *r.*, just out of Milverton.

Near Norton Fitzwarren is a British Camp; the *ch.* dates from Saxon times, and has some antique carvings.

Milverton to Wiveliscombe (4—151 $\frac{3}{4}$); over Slade's Moor Bridge, 150, is rather more hilly, and fairly good road.

(*Wiveliscombe*: Lion, *B.T.C.*)

On Castle Hill, on *r.*, 1m. before Wiveliscombe is the site of a Roman camp. Wiveliscombe is situate in a deep valley, nearly surrounded by wooded hills; there are ruins of a palace of the Bishop of Wells, which existed here prior to 1256.

Wiveliscombe to Dulverton (12—163 $\frac{3}{4}$); in the former turn to *l.*, and a little further to the *r.*; there is a long steep ascent out of the town, then an undulating fairly good road through Chipstable, 154 $\frac{1}{4}$, Skilgate, 158 $\frac{3}{4}$, and Bury, 161 $\frac{1}{4}$, (turn to *l.*) and over *R. Exe* at Hele Bridge, 162 $\frac{1}{2}$. On the reverse journey, after crossing Hele Bridge, take the middle road.

[There is another route from *Wiveliscombe*, by going on *l.* through Shillingford over a hilly road to *Bampton*, 8—159 $\frac{3}{4}$, out of which is a sharp ascent, presently followed by a steep winding and rough descent of a mile to Exe Bridge at Ripway Cerner, 162 $\frac{3}{4}$, and the rest almost level alongside the *R. Barle* to *Dulverton*, 5 $\frac{3}{4}$ —165 $\frac{1}{2}$.]

(*Dulverton* : Carnarvon Arms, *B.T.C.* ; Lamb ; Lion ; Red Lion, *B.T.C.*—*Bampton* : White Horse, *B.T.C.*)

On *r.* are Heydon Down and Haddon Down Hills, the southern flanks of Exmoor, whence some splendid views are to be had. Just before Dulverton, on *l.*, Pixton Park. Dulverton is surrounded by romantic scenery, and the Exe and Barle are noted trout streams ; ancient *ch.* recently restored. Up the Exe Valley, $1\frac{1}{2}$ *m.* N.E., are the ruins of Barlinch Abbey. At Bampton is a fine Norman keep.

Dulverton to South Molton ($13—176\frac{3}{4}$) ; cross *R.* Barle, and the road continues very wild and hilly through Durleyford, $169\frac{3}{4}$, and over Bush Bridge, $174\frac{3}{4}$, just beyond which join the Tiverton road on the *l.*

South Molton to Torrington ($15\frac{1}{2}—192\frac{1}{4}$), through *Atherington* $185\frac{1}{4}$ —pp. 76-77.

South Molton to Hartland ($33\frac{1}{2}—210\frac{1}{4}$), through *Barnstaple*, $188\frac{1}{4}$, and *Bideford*, $196\frac{3}{4}$ —p. 74.

South Molton to Ilfracombe ($21\frac{1}{2}—198\frac{1}{4}$), through *Barnstaple*, $188\frac{1}{4}$ —p. 74, and to *Ilfracombe*—p. 77.

LONDON TO ILFRACOMBE (by Lynmouth.)

London to Taunton ($139\frac{1}{2}$)—p. 75.

Taunton to Gore Inn ($5\frac{1}{4}—144\frac{3}{4}$) ; in Taunton turn to *r.* by the *ch.*, and cross *R.* Tone, then the road is on a very gentle rise through North Town to Staplegrove, $141\frac{1}{4}$, followed after by a short easy decline to Langford Bridge, $141\frac{3}{4}$ (just beyond keep to *r.*), and the rest undulating good road.

Gore Inn to Washford ($11\frac{3}{4}—156\frac{1}{2}$) ; uphill nearly to Handy Cross, $147\frac{3}{4}$, and again a long climb nearly all the way to Hartrowgate, $150\frac{3}{4}$, on a spur of Brendon Hill ; after a mile or so of pretty level, the road falls sharply, with two or three rectangular dangerous turns to Monksilver, $153\frac{3}{4}$, then slightly downhill with $\frac{1}{2}$ *m.* ascent to Fair Cross, $155\frac{1}{4}$, and descent into Washford.

Beyond Hartrowgate on *r.* to Stogumber ($1\frac{1}{4}—152$). At Washford on *r.* to Watchet ($2\frac{1}{4}—158\frac{3}{4}$) ; or at Fair Cross on *r.* ($2\frac{1}{2}—157\frac{3}{4}$).

[There is another and better route by turning to *r.* at Gore Inn and through Bishop's Lydeard, $145\frac{1}{4}$, Seven Ash, $148\frac{1}{4}$, Crowcombe, $150\frac{1}{2}$, Halfway $152\frac{1}{4}$, Bicknoller, $153\frac{3}{4}$ ($\frac{1}{2}$ *m.* further turn to *l.*) over Woolston Moor, through Woolston, $155\frac{1}{4}$, and Sampford Brett, $155\frac{3}{4}$, to Williton, $156\frac{3}{4}$, to Washford, $158\frac{3}{4}$; undulating for first 2 or 3 *m.*, then hilly, all up and down and running close under the Quantock Hills on *r.* to Bicknoller, whence downhill into Sampford Brett, after which it is undulating, and the going improves.

Or after crossing the *R.* Tone out of Taunton turn to *r.*, and it is chiefly uphill through Mill Cross, $142\frac{3}{4}$, Kingston, $143\frac{1}{4}$, Coombe and Yawford to the cross-roads $\frac{1}{2}$ *m.* beyond Bishop's Lydeard, whence as above to Washford, $159\frac{3}{4}$.]

(*Williton* : Egremont, *B.T.C.* ; Railway.—*Watchet* : West Somerset, *B.T.C.*)

Beyond Gore Inn, on *l.*, Lynchfield and Sandhill Park. Before Hartrowgate, on *r.*, Willet Hill Tower. N. of the small old town of Williton is a field called Battlegore, the scene of a battle with the Danes. Watchet is situate at the mouth of a romantic valley. St. Decuman's *ch.* contains some old monuments. A little W. on the coast, an ancient entrenched camp, called Dart's Castle. On *r.*, just before Washford, the ruins of Cleeve Abbey, founded by the Cistercians, 1183.

Washford to Dunster (4—160½); in Washford turn to *l.*, and the road is fairly good and undulating through Bilbrook, 157½, and Carhampton, 159; at the bifurcation, ¼ *m.* before Dunster, turn to *l.*

(*Dunster* : Luttrell Arms, *B.T.C.*)

Dunster, a quaint and pretty little town, was once on the sea shore, which has receded 1 *m.* from it. S. is Dunster Park and Castle, of which the tower is Norman. Just beyond it, Conegar Tower and a Roman camp. There are remains of a Benedictine Priory, founded soon after the conquest. Large gothic *ch.*, dating from Henry VI.'s reign.

Dunster to Porlock (7½—168); in Dunster turn to *r.* by the *ch.*, and the road is undulating to Alcombe, 162, [or instead of turning to *l.* just before Dunster, the road straight on runs direct to Alcombe, 161½]; out of Alcombe keep to the *l.* and the road is mostly uphill through Perryton, 163½, on to Heyden Down, then downhill again through Holnicote, 166, to Brandy Street, 166½; beyond is another stiff ascent, and entering Porlock is a steep descent with a sharp turn in it. [Or beyond Alcombe take the right hand road to *Minehead*, 162¾—if not going through Dunster, the distance to *Minehead* is 162¼—and out of the town by the present coach-road is a steep ascent, after which it is mostly up and down hill, some of the gradients severe, by Bratton Court, Hinson, and through the pretty village of Selworthy, joining the other route at Holnicote, into which is a steep descent; distance about ¾ *m.* longer; the surface is inclined to be rough.] Pretty scenery. 1½ *m.* N. of Porlock is Porlock Weir in the bay.

(*Minehead* : Beach; Feathers, *B.T.C.*); Wellington.—*Porlock* : Rose and Crown; Ship.—*Porlock Weir* : Anchor Inn.)

Minehead is a small seaport; handsome *ch.* with curious monuments, &c.; good bathing. The railway only extends to *Minehead*. Above the town is an ancient camp, Bury Castle. In *Porlock ch.* are some beautiful alabaster effigies, &c.; large yew tree in the churchyard 4 *m.* S. is Dunkerry Beacon, the highest point of Exmoor, from which 15 counties can be seen.

Porlock to Lynmouth (11½—179½); just beyond the "Ship" hotel take the left hand road; long steep and zigzag ascent leads out of *Porlock*, exceedingly rough and quite unrideable either up or down, followed by a more gradual ascent, in all 1½ *m.* before the top of *Porlock Hill* is reached, whence there is a splendid view, then the road is up and down with moderate gradients along the ridges of *Porlock* and *Oare Hills*, part of *Exmoor*, and by *Cosgate*, 174½, and *Wingate*, 175½, to *Countisbury*, 177¾, where a long downhill begins, quite safe till about ½ *m.* from *Lynmouth*, when it approaches the sea coast, and is very steep, being cut out of the face of the cliffs, with loose and rough surface, and should be walked down; some of the road is not at all good for bicycling, and it is frequently sandy and loose; beautiful scenery.

(*Lynmouth* : Bath; *Lyndale*.—*Lynton* : Crown, *B.T.C.*; Queen; Royal Castle; Valley of Rocks.)

Beyond *Porlock*, on the coast, *Ashley Combe*, the charming residence of *Earl Lovelace*; a little further, the romantic hamlet of *Culbone* with its small *ch.*; these can be reached on foot by a private road through *Porlock Weir*. About 3 *m.* W. is *Glenthorne Ho.*, with its pleasure grounds. Beyond *Cosgate*, on *r.*, is an ancient British camp on old *Barrow Hill*; also a Roman camp near *Countisbury*. From *Oare Hill*, on *l.*, the pretty valley of the *East Lyn R.* runs parallel to the road; a turning before *Cosgate* leads down into it, and it is traversed by a good road down to *Lynmouth*, except one or two unrideable ascents and descents.

There are numerous walks and rides about Lynmouth; the chief objects of interest are Mount Sinai, Valley of Rocks, Watersmeet, The Torrs, Glen Lyn, West Lyn R., Guildhall, Ley Abbey, &c.

Lynmouth to Combe Martin ($10\frac{1}{2}$ —190); beyond Lynmouth turn sharp to *r.* to Lynton, 180, which lies on the slope of the opposite hill, and is approached by an exceedingly steep and zigzag ascent; then keeping to *r.* another steep hill rises out of Lynton, and an undulating road traverses the Valley of Rocks, and past Ley Abbey, $181\frac{1}{4}$, and through Slattenslade, $182\frac{1}{2}$, to Martinhoe, $183\frac{1}{4}$, from which is a steep winding descent into the valley of Heddon's Mouth, followed by a steep hill winding up through a wood to Trentishoe, $184\frac{3}{4}$, thence the road becomes very hilly, stretching across the moorland for several miles, keeping to *r.* at the first fork, and ends with a long winding descent into Combe Martin, which should be ridden down carefully if without a good brake.

[There is another more inland road keeping to the *l.* out of Lynmouth, up a stiff ascent along the pretty valley of the West Lyn to Barbrook Mill, $180\frac{3}{4}$, where keep to *r.* and the road continues hilly, with a dangerous descent into Paracombe, 184, and a steep ascent out of it (keeping to *r.*), presently followed by a couple more descents and ascents alternated and joining the other road near the top of the second rise, 2 or 3*m.* further on; pretty good surface on the whole, but it should be ridden with caution; distance nearly the same.] On these roads much walking will be necessary.

(*Combe Martin*: King's Arms; Valley.)

Beautiful scenery. At Slattenslade, on *r.*, Wooda Bay and Heddon's Mouth. Combe Martin is a long, straggling place, extending for $1\frac{1}{2}$ *m.* down a narrow valley to the sea shore. In the vicinity were formerly lead and silver mines, now worked out. Overlooking the little bay or cove is the Castle.

Combe Martin to Ilfracombe ($5\frac{3}{4}$ — $195\frac{3}{4}$); beginning with a sharp steep ascent from Combe Martin Cove the road is all up and down through Berry Narbor, 192, and Hele, 194, with a long descent into Ilfracombe; pretty good surface.

[There is another route, but more devious, by going through Paracombe, 184, as above; then keeping to *l.* there is a steep hill to climb out of the village, very loose and stony (not safe to be ridden down), from the top of which it is a nice undulating road (turning to *r.* at Blackmoor *Tpg.*, $186\frac{1}{2}$) to within 3*m.* of Ilfracombe, where join the Barnstaple road at Horedown Gate, and the remainder is downhill into the town; distance 2 or 3*m.* longer.]

(*Ilfracombe*, hotels—p. 77.)

At Berry Narbor, ancient *ch.*; at Hele, on *r.*, on the coast, Helesborough, an ancient hill fort. Ilfracombe is the chief watering place on the North Devon coast, with a good harbour; fine old *ch.*; the chief objects of interest are Capstone Hill, Lantern Hill, Rapparee Cove, Watermouth Castle and Caves, Smallmouth Caves, Sampson's Caves at Rillage Point, Torrs Walks, Runnacleaves, Crewkhorn, &c.

LONDON TO ILFRACOMBE (by Bridgewater).

London to Castle Cary ($111\frac{1}{2}$)—p. 75.

Castle Cary to Piper's Inn ($13\frac{1}{2}$ —125); follow the Somerton road

to King Weston, as at p. 75; then turn to *r.*, and up very stiff ascent on to Polden Hill, along the top of which the road runs past Marshes Elm, 121 $\frac{3}{4}$.

Piper's Inn to Bridgewater (10 $\frac{1}{3}$ —135 $\frac{1}{2}$); taking the right hand road, from Piper's Inn there is a downhill to Ashcot, 126, whence ascend again on to Polden Hill, along which the road runs for several miles, then descends through Bawdrip, 132, to Crandon Bridge, 132 $\frac{1}{2}$, where turn sharp to *l.* and cross Sedgemoor Cut, and the rest is level to Bridgewater; all a good road.

(*Bridgewater*: Reed's Arms: Royal Clarence, *B.T.C.*)

At Weston, 3 or 4*m.* E. of Bridgewater, was fought the battle of Sedgemoor.

At Bridgewater; the Castle, built by King John; the *ch.* has a fine altar-piece by Guido.

Bridgewater to Rydon (15 $\frac{1}{2}$ —151); nearly through the town turn to the *r.*, and the road is chiefly uphill for 3*m.*, when turn to *r.* with a descent to Cannington, 140; here turn to *l.* and it is more or less uphill through Ashford, 141, to Kinthorn, 142 $\frac{1}{2}$, then descent with two or three turns in it to Nether Stowey, 144, and again a long uphill through Doddington, 145, on to the lower slopes of the Quantock Hills followed by a steep fall to Holford, 146 $\frac{1}{2}$, which is continued in a more gradual decline to Putsham, 148, whence it is up and down hill to Rydon.

At Holford, on *l.*, Alfoxton *Ho.* Beyond Cannington, on *r.*, Brymore *Ho.*

At Doddington, 1*m.* on *l.*, an old encampment, called Danesborough. Before Rydon, on *l.*, St. Audries.

Rydon to Dunster (7 $\frac{3}{4}$ —158 $\frac{3}{4}$); keep to *r.*, up a short hill and longer steep descent to Donniford, 151 $\frac{3}{4}$, whence level to Watchet, 153; from here is a long stiff uphill along the coast with run down to Blue Anchor, 155 $\frac{1}{2}$, and another short up and down just before Carhampton, 157 $\frac{1}{4}$, where join the Taunton road. [Or from Watchet take the valley road to Washford, 155, whence to *Dunster*, 159, as at p. 79. Or at Rydon take left hand road down to High Bridge, 152, thence undulating through Williton, 153, to *Washford*, 155.]

Dunster to Ilfracombe (35 $\frac{1}{4}$ —194); through Alcombe, 159 $\frac{3}{4}$, *Minehead*, 161, *Porlock*, 166 $\frac{1}{4}$, *Lynmouth*, 177 $\frac{3}{4}$, Lynton, 178 $\frac{1}{4}$, *Martinhoe*, 181 $\frac{1}{2}$, *Trentishoe*, 183, *Combe Martin*, 188 $\frac{1}{4}$, *Berry Narbor*, 190 $\frac{1}{4}$: or by *Paracombe*, 182 $\frac{1}{4}$; pp. 79-80.

LONDON TO TAUNTON (by Piper's Inn).

London to Piper's Inn (125)—p. 80.

Piper's Inn to Taunton (17 $\frac{1}{3}$ —142 $\frac{1}{2}$); take the left hand road which crosses Sedgemoor; descent through Pedwell, 126, to Greinton, 127 $\frac{1}{2}$, then level through King's Sedgemoor *Tp.*, 128, Blindman's Gate, 129 $\frac{1}{4}$, Othery, 130 $\frac{3}{4}$, Burrowbridge, 132 (cross *R. Parrett*), by King Alfred's Pillar, 133, East Lyng, 134, West Lyng, 135 $\frac{1}{2}$, Durston, 137, Walford Bridge, 138 $\frac{1}{4}$, and Bath Pool End, 140 $\frac{3}{4}$. On the reverse journey turn to *l.* 1 $\frac{1}{4}$ *m.* out of Taunton, and to *r.* $\frac{1}{4}$ *m.* beyond Walford Bridge; bad road for bicycling, first 10*m.* being little more than a grass grown cart track, and frequently very stony.

At Burrowbridge, on *l.*, a large burrow or mound, on which are ruins of a chapel. At East Lyng, on *r.*, the Isle of Athelney, the refuge of King Alfred, where he founded a Benedictine Abbey, not a vestige of which is left.

LONDON TO DULVERTON (by Bridgewater).

London to Bridgewater (135½)—p. 81.

Bridgewater to Willet (12½—148); long rise out of the town, turning to *l.* down a short pitch just before Durligh, 137 (where turn to *r.*), and then it is nearly all uphill for 6*m.*, through Enmore, 139½, Water Pitts, 141½, and over Buncombe Hill and the Quantock Hills, followed by steep descent into West Bagborough, 144½, whence it is hilly to Willet.

At Enmore, on *r.*, Enmore Castle; 1*m.* on *l.*, Halswell Ho.

Willet to Dulverton (14½—162½); there are two or three long and steep ascents to encounter, mounting the slopes of the Brendon Hills to Raleigh's Cross, 152, whence it continues very hilly, but mostly downhill, through Holwelslade, 153½, and Woolecot, 156¾, to Hele Bridge, 160¾, where join the Wiveliscombe road. The whole of this road from Bridgewater is extremely hilly and rough, and a great deal of walking will be necessary.

LONDON TO ILFRACOMBE (by Glastonbury).

London to Amesbury (77½)—p. 69.

Amesbury to Maddington (5¾—83¼); follow the Long Barrow Cross road as at p. 69, to 79¼*m.*, just before Stonehenge, where take the right hand road up a very stiff ascent, after which it is up and down hill.

Before Maddington, on *r.* are some ancient earthworks.

Maddington to Heytesbury (9—92¼); a little out of Maddington is a long uphill, followed by 2 or 3*m.* of fairly level, then there is a very steep hill to descend, with vile surface, to Chiltern, 88¼, with a hill to mount out of it, and the rest hilly. On the reverse journey keep to *l.* just out of Heytesbury.

[There is another route by *Deptford Inn*, 86¾, whence, keeping to *r.*, through Fisherton-de-la-Mere, 87½, Codford St. Mary, 89¾, Upton Lovel, 91½, and Knook, 92½, to *Heytesbury*, 93, is a good road with easy hills in both directions.]

(*Heytesbury*: Angel; Red Lion.)

2*m.* beyond Chiltern, on *r.*, Knook Castle, an ancient encampment. At Codford, on *r.*, is an old entrenchment. *Heytesbury ch.*, ancient cruciform building. On *r.*, *Heytesbury Park*.

Heytesbury to Warminster (4—96¼); just beyond Heytesbury keep to *r.* and through Boreham, 94¾, is a capital undulating road.

(*Warminster*: Anchor, *B.T.C.*; Bath Arms, *B.T.C.*; Bell and Railway; Pack Horse Inn.)

On *r.* pass 3 ancient camps, or hill forts, Battlesbury, Middlebury, and Scratchbury. Warminster is an ancient town, and the neighbourhood abounds in antiquities.

Warminster to Frome (7—103¼); level to Bugley, 97¼, from which is a good hill to mount over Cley Hill, then mostly downhill through Whitbourn, 99¼, and Corsley Heath, 100¼, and past the station. On the reverse journey keep to *r.* after passing the station.

(*Frome*: George, *B.T.C.*)

At Whitbourn, 1*m.* on *l.*, Longleat Park, the magnificent seat of the Marquis of Bath; near it, Boddenbury, an old entrenchment. Beautiful rocky scenery.

Frome to Shepton Mallet (12—115¼); in Frome beyond the *ch.*

turn to *l.*, and short steep ascent out of the town, then rather hilly, but nothing difficult, through Nunney, 106 $\frac{1}{4}$, Holwell, 107, Leighton, 109 (keep to *r.*), East Cranmore, 110 $\frac{1}{4}$, Dean, 111, and Doulling, 112 $\frac{3}{4}$; very steep descent, but with good surface, and safe with a good brake, into Shepton; good surface, and on the whole a capital run; beautiful scenery. [Or in Frome turn to *l.* before the *ch.*, and through Marston Bigot and Nunney Catch, joining the other road 1*m.* beyond Nunney.] In Shepton Mallet turn first to *l.* then to *r.*

(*Shepton Mallet*: Commercial; George; Hare and Hounds, *B.T.C.*)

At Nunney, the ruins of the castle. Shepton Mallet, on the line of the old Fosse Way, is very irregularly built, consisting of three parallel streets running N. and S., $\frac{2}{3}$ *m.* apart; it contains some fine buildings, and there is a curious old market cross, erected 1500. Before Marston Bigot, on *l.*, Marston *Ho.* At Doulling are large freestone quarries.

Shepton Mallet to Glastonbury (8 $\frac{1}{2}$ —123 $\frac{3}{4}$); leaving the former, keep to *l.*, and over Lambert's Hill, 116 $\frac{1}{4}$, descents into and out of Pilton, 117 $\frac{3}{4}$, and through West Pennard, 120 $\frac{3}{4}$, and Edgarley, 122 $\frac{1}{4}$.

(*Glastonbury*: Crown; George, *B.T.C.*; Red Lion.)

At Edgarly, on *r.*, St. Michael's tor or hill, on which are a tower and St. Michael's *ch.*, built circ. 1280. Beyond it are some British earthworks, and Ponter's Wall crosses the road. Glastonbury was long famous for its magnificent Abbey, now in ruins, stated by the old monkish chroniclers to have been founded by St. Patrick, circ. 440, on the site of the first Christian *ch.* in Britain; here are said to have been buried St. Patrick, Arthur and his Queen, Bede, and several Saxon kings. The district was called by the Romans the Island of Avalon. The earliest part of the Abbey now existing dates from 1186; the *ch.* of St. Peter and St. Paul was erected 1189—1303, now also in ruins. Other buildings are Abbot's Kitchen, Abbot's Barn, Pilgrim's Inn, The Tribunal, St. John the Baptist *ch.*, St. Benedict's *ch.*, Market Cross, &c.

Glastonbury to Piper's Inn (4 $\frac{3}{4}$ —128 $\frac{1}{2}$); downhill through Glastonbury, then rough and often heavy through Street, 125 $\frac{3}{4}$, (just before it keep to *r.*) and Walton, 127 $\frac{1}{4}$, to Piper's Inn at the cross roads, on the Polden Hills, up to which is a stiff ascent.

At Walton, on *r.*, Sharpham Park. S. of the Polden Hills is Sedgemoor.

Piper's Inn to Ilfracombe (69—197 $\frac{1}{2}$)—p. 81.

LONDON TO BRUTON (by Heytesbury).

London to Heytesbury (92 $\frac{1}{4}$)—p. 82.

Heytesbury to Longbridge Deverill (3 $\frac{3}{4}$ —96); $\frac{1}{2}$ *m.* out of Heytesbury keep to *l.*, and through Newham, 94.

Longbridge Deverill to Maiden Bradley (4—100).

At Maiden Bradley, on *l.*, Bradley Park.

Maiden Bradley to Bruton (8—108); through Yarnfield *Tp.*, 102 $\frac{1}{2}$ (keep to *r.*), and North Brewham, 105; rather hilly. On the reverse journey keep to *r.* $\frac{1}{3}$ *m.* beyond Yarnfield *Tp.*

LONDON TO WESTON-SUPER-MARE.

London to Frome (103 $\frac{1}{4}$)—p. 82.

Frome to Wells (17—120 $\frac{1}{4}$); past the *ch.* in Frome take the middle

road, and $1\frac{1}{4}m.$ further keep to *l.*; it is undulating through Whateley, $105\frac{3}{4}$, and Little Elm, $107\frac{1}{2}$, ($1m.$ beyond which keep to *l.*), then 2 or $3m.$ further it ascends the Mendip Hills, and after traversing the top of the ridge for 3 or $4m.$, it descends through East Horrington, $118\frac{1}{2}$, to Wells.

[Or from Frome go to *Shepton Mallett*, $115\frac{1}{4}$, p. 82; out of which is a long descent, and then go along the valley through Dinder, $118\frac{1}{4}$, and Dulcot, $119\frac{1}{4}$, to *Wells*, $120\frac{1}{4}$; good road and pretty scenery.]

(*Wells*: Mitre; Star, *B.T.C.*; Swan.)

At Whateley, on *r.*, Tedbury, an ancient entrenchment. At Little Elm, on *r.*, Mells Park. On the Mendip Hills, on *r.*, Maesbury Castle, or Masbury Ring, an ancient entrenchment. Wells is noted for its splendid cathedral, begun in Henry III.'s reign, containing many old monuments, and recently restored. Also Bishop's Palace, St. Cuthbert's *ch.* The environs are very picturesque.

Wells to Cheddar ($7\frac{3}{4}$ —128); through Wokey, $121\frac{3}{4}$, Easton, 123, Westbury, 124, Stoke Rodney, $125\frac{1}{4}$, and Draycott, $126\frac{1}{2}$; is a hilly road with rutty oolite surface.

(*Cheddar*: Cliff, *B.T.C.*; Lion Rock House.)

At Wokey, on *r.*, Wokey Hole. At Cheddar, on *r.*, the cliffs and stalactite caverns; pretty scenery. The *ch.* was built in the 15th century. The well-known Cheddar cheese derives its name from here.

Cheddar to Axbridge ($2\frac{1}{4}$ — $130\frac{1}{4}$); oolite road.

(*Axbridge*: Lamb, *B.T.C.*)

Axbridge *ch.* contains some ancient monuments.

Axbridge to Banwell (5 — $135\frac{1}{4}$); beyond Axbridge turn to *r.*, and there is an ascent to mount, the road crossing a spur of the Mendip Hills, on the other side of which is a downhill through Winscombe, $132\frac{1}{4}$, followed by a dangerous descent, best walked down into Banwell.

(*Banwell*: Bell, *B.T.C.*; Ship.)

At Winscombe, interesting old *ch.*, built 1329. At Banwell, the castle; on *r.*, an ancient camp; and $3m.$ E., another, Dolebury Camp. Banwell Cave.

Banwell to Weston-super-Mare (6 — $141\frac{1}{4}$); through Locking, $137\frac{3}{4}$, is an extremely bad road, rough and dangerous riding; no hills. Pretty scenery.

[There is another road by keeping to *l.* $\frac{1}{4}m.$ before Locking, and instead of going through that village go through Hutton, 138, Oldmixon, $138\frac{3}{4}$, and Uphill, $139\frac{3}{4}$, to Weston-super-Mare, $141\frac{3}{4}$; rather undulating.]

Or from *Axbridge* keep to *l.* and through Bleadon, $137\frac{1}{4}$, where keep to *r.*, and Uphill, $139\frac{1}{4}$, to *Weston-super-Mare*, $141\frac{1}{4}$; not so hilly, the only ones of any consequence being rise out of Bleadon, and short but sharp fall into Uphill.]

(*Weston-super-Mare*: Plough; Pier; Railway, *B.T.C.*; Royal; York, *B.T.C.*)

Weston is a fashionable watering-place, and a great resort for invalids, possessing a very bracing air, with fine sandy beach. Fine old *ch.* N. of town, on Worle Hill, is Worlebury, an ancient entrenchment; further on to *r.*, Pass of St. Kew, ruins of Woodspringe Priory, Worle Castle, &c. At Uphill, on *l.*, on Brean Down, is a powerful battery.

LONDON TO FROME (by Westbury).

London to Andover ($63\frac{1}{2}$)—p. 58.

Andover to Ludgershall ($7\frac{1}{4}$ — $70\frac{3}{4}$); just out of Andover, at the railway station, keep to *r.* and through Weyhill, $66\frac{3}{4}$ (keep to *r.*), is a fair

road, chiefly on the rise. On the reverse journey the last descent into Andover must be taken carefully.

At Ludgershall, ruins of the castle, erected soon after the Conquest; ancient market cross.

Ludgershall to Up Avon ($9\frac{3}{4}$ — $80\frac{1}{2}$); through East Everley, $75\frac{1}{4}$, and West Everley, $76\frac{3}{4}$, the road is very hilly all the way, crossing over the Downs, with long steep fall into the Avon valley, at the bottom of which turn to *r.* $\frac{3}{4}$ *m.* before Up Avon.

At East Everley, on *r.*, Everley *Ho.* Before Up Avon, 1 *m.* on *l.*, Chisenbury Priory.

Up Avon to Connock or Coule ($5\frac{1}{4}$ — $85\frac{3}{4}$); through Rushall, $81\frac{1}{2}$, and Charlton is undulating and a pretty good road.

2 *m.* W. of Up Avon, on Salisbury Plain, Casterly Camp, a large entrenchment; 2 *m.* past Charlton, on *l.*, Broadbury Camp.

Connock to Market Lavington (4 — $89\frac{3}{4}$); keep to left and through Urchfont, $87\frac{3}{4}$, and Easterton, $88\frac{3}{4}$, is a similar kind of road.

At Rushall, on *r.*, Rushall Park. Market Lavington *ch.*, erected in the reign of Richard III, contains many curious monuments, &c.

Market Lavington to Tinhead (5 — $94\frac{3}{4}$); after Littleton Pannel, $90\frac{3}{4}$, long descent through Little Cheverel, $91\frac{1}{4}$, then rather hilly through Earl Stoke, $93\frac{1}{4}$.

Beyond Market Lavington, on *l.*, Cleeve Hall. Before Earl Stoke, on *r.*, West Coulston *Ho.* and Earl Stoke Park.

Tinhead to Westbury (4 — $98\frac{3}{4}$); through Edington, $95\frac{1}{4}$, and Bratton, $96\frac{1}{4}$, is rather hilly.

Beyond Bratton, on Bratton Down, on *l.*, a large entrenchment, called Bratton Castle. Near Westbury is a gigantic figure of a white horse, cut in the chalk on the side of a hill, and visible 20 *m.* Westbury *ch.* was built in the 13th century.

Westbury to Frome ($6\frac{3}{4}$ — $105\frac{1}{2}$); at Westbury Leigh, $99\frac{1}{4}$, turn to *r.* and by Broomfield *Tp.*, $101\frac{3}{4}$, and Chapman's Lade, $102\frac{1}{2}$. [At Broomfield *Tp.* on *r.* to Beckington, 3 — $104\frac{3}{4}$, or at the end of Westbury Leigh on *r.* to Beckington, 4 — $103\frac{1}{2}$.]

Beyond Westbury Leigh, on *r.*, Chalcott *Ho.* 2 *m.* before Frome, on *r.*, Berkeley *Ho.*

LONDON TO RADSTOCK.

London to Market Lavington ($89\frac{3}{4}$)—above.

Market Lavington to Bulkington (6 — $95\frac{3}{4}$); in the former turn to *r.* and presently descend a long hill, then undulating through Cuckold's Green, $92\frac{3}{4}$ (turn to *l.*), and Worton, $93\frac{1}{4}$, keeping to *l.* again about 2 *m.* further. [Or through Littleton Pannel, $90\frac{3}{4}$, as at above, then turn to *r.* to Bulkington, $96\frac{1}{2}$.]

Bulkington to Trowbridge (6 — $101\frac{3}{4}$); through Keevil, $97\frac{3}{4}$, beyond which is a stiff descent to Ashton Common, $99\frac{3}{4}$ (where turn to *r.*), and undulating through Hilperton, $100\frac{3}{4}$, with a long steepish hill through Trowbridge. On reverse journey at Hilperton turn to *r.*

[Or to Tinhead, $94\frac{3}{4}$, above; then turn to *r.* and stiff hill to mount to Steeple Ashton, 96 , and downhill to Ashton Common, $99\frac{3}{4}$.]

(Trowbridge: George, *B.T.C.*; Woolpack.)

Trowbridge and Bradford are the chief broadcloth and kerseymere manufacturing towns in Wilts.

Trowbridge to Farleigh Hungerford ($4-105\frac{3}{4}$); through Trowbridge, cross canal and railway to Studley, 102, then straight on, crossing *R. Frome* just before Farleigh, into which there is a short but very steep hill to climb (dangerous to ride down on account of a sharp turn at right angles.)

After crossing the railway beyond Trowbridge on *r.* to *Bradford-on-Avon*, ($2-103\frac{3}{4}$), an undulating road. Or at Hilperton turn to *r.*, cross Hilperton Marsh, Kennet and Avon Canal, railway and *R. Avon*, just beyond which keep to *l.* to *Bradford* ($3\frac{1}{2}-104\frac{1}{4}$.)

At Farleigh, the ruins of Farleigh or Farley Castle. At Bradford the *ch.* is said to be Saxon.

Farleigh Hungerford to Radstock ($6\frac{1}{2}-112\frac{1}{4}$); take the left hand road through Norton St. Philip, $107\frac{1}{4}$, Faulkland, $109\frac{1}{4}$ ($1\frac{1}{2}m.$ further keep to *l.*), and Writhlington, $111\frac{1}{2}$. [Or by the right hand road through Charterhouse Hinton, $107\frac{3}{4}$, and Wellow, $109\frac{3}{4}$, about $2\frac{1}{2}m.$ further turning to *l.* along the road from Bath to *Radstock*, $113\frac{1}{2}$.]

(*Radstock*: Waldegrave, *B.T.C.*)

LONDON TO RADSTOCK (by Devizes).

London to Connock ($85\frac{3}{4}$)—p. 85.

Connock to Devizes ($5-90\frac{3}{4}$); take the right hand road $\frac{1}{2}m.$ beyond Connock, and it is pretty good but rather hilly, chiefly downhill through Lide, $87\frac{3}{4}$, and Nursteed, $89\frac{3}{4}$; entering Devizes turn to *l.* Returning keep to *l.* $\frac{1}{4}m.$ past Lide.

(*Devizes*: Bear; Castle, *B.T.C.*)

At Devizes there are slight remains of a castle erected in the reign of Henry I, and besieged and demolished by Cromwell. *St. Mary's ch.*, the chancel of which is Saxon; $1m.$ N. is New Park; on S., South Broom *Ho.* and Old Park *Ho.* $3m.$ N. is Roundaway Down, the scene of a Parliamentary defeat. Oliver's castle, or camp.

Devizes to Trowbridge ($9\frac{3}{4}-100\frac{1}{2}$); in Devizes turn to *r.* just before the railway, and when through the town cross the canal, then keeping to *l.* there is a long descent with another to Summerham or Seend Bridge, $93\frac{3}{4}$, whence by the left hand road is a hill to rise into Seend, $94\frac{3}{4}$, followed by another downhill out of it; the rest is an easy undulating road through Hilperton, $99\frac{1}{2}$, with a long steepish hill through Trowbridge.

Trowbridge to Radstock ($10\frac{1}{2}-111$); through Farleigh Hungerford, $104\frac{3}{4}$, Norton St. Philip, 106, Faulkland, 108, Charterhouse Hinton, $106\frac{1}{2}$, and Wellow, $108\frac{1}{2}$ —above.

LONDON TO KINGSCLERE.

London to Basingstoke ($45\frac{1}{4}$)—p. 47.

Basingstoke to Kingsclere ($9\frac{3}{4}-55$); in Basingstoke turn to *r.*, passing by the ruins of the Holy Ghost Chapel, and a little further, when clear of the town, keep to *l.* and up a long ascent on to Rooks Down, having crossed which, there is a long descent from Shothanger, $48\frac{1}{4}$, into Ramsdell, $49\frac{1}{2}$, whence over West Heath to Stoning Heath or Baughurst Street, 52, then turn to *l.* and through Woolverton, $52\frac{1}{2}$.

On *r.*, Woolverton Park. Kingsclere was formerly a residence of the Saxon kings. $1m.$ beyond Ramsdell, on *l.*, Ewhurst Park.

SECTION IV.

From Hyde Park Corner and Marble Arch; * Western Roads, (West Middlesex, Berkshire, North Wiltshire, North Somerset, South Buckingham, South Oxford, South Gloucester, Monmouth and South Wales).

LONDON TO ST. DAVID'S.

London (Hyde Park Corner) to Hounslow ($9\frac{3}{4}$)—p. 46.

Hounslow to Colnbrook ($7\frac{1}{2}$ — $17\frac{1}{4}$); in Hounslow, keep to *r.* twice and the road is fairly level all the way; the macadam continues, but with very tolerable riding at the sides, over Cranford Bridge, $12\frac{1}{4}$, to Harlington Corner, 13, then it gradually gives way to gravel, and after Longford, $15\frac{1}{4}$, the surface becomes fairly good and smooth, but inclined to be dusty; the narrow street of Colnbrook is half paved with cobbles.

(Colnbrook: George; King's Head.)

Colnbrook to Slough ($3\frac{1}{4}$ — $20\frac{1}{2}$) is a good and almost level road, but in dry weather very loose and heavy.

At $18\frac{3}{4}$ m. on *l.*, through Datchet, $20\frac{1}{2}$, where turn to *r.* cross *R.* Thames and through the Little Park to Windsor, ($3\frac{1}{4}$ —22); or from turn to *l.* cross *R.* Thames by Albert Bridge and turn to *r.* to Windsor ($3\frac{3}{4}$ — $22\frac{1}{2}$); Windsor is paved.

At Slough on *l.* through Eton, 22, and across *R.* Thames to Windsor, ($2\frac{1}{4}$ — $22\frac{3}{4}$).

(Datchet: Manor House; Royal Stag's Head.—Windsor: Castle; Datchet; Royal Adelaide; Royal Oak; Star and Garter; Three Tuns, *Hqrs.*; White Hart.—Eton: Bridge House; Christopher.—Slough: Dolphin; Eagle; Swan, *B.T.C.*; White Hart.)

At Eton, on *l.*, the celebrated college, founded by Henry VI. Before Datchet, on *r.* pass Ditton Park. At Windsor, the magnificent castle, founded by William the Conqueror; the state apartments are superbly fitted up, and there are many celebrated paintings, &c.; it is situate on a hill overlooking the Thames, and commands a view over a charming landscape. S. extends Windsor Great Park. 2 m. N. of Slough is Stoke Pogis, where the poet Gray is buried; also Stoke Place and Stoke Park.

Slough to Maidenhead ($5\frac{1}{2}$ —26) is a gently undulating road, chiefly downhill, through Salt Hill, $21\frac{1}{4}$; good smooth surface, but inclined to be loose and sandy occasionally, with a bad and heavy bit just before Maidenhead Bridge, $25\frac{1}{4}$, where cross *R.* Thames; macadam through the town.

(Maidenhead: Bear; Bell; Cleare's; Cliveden, Queen St., *Hqrs.*; Lewis's; Queen's Arms; Ragmead; Railway; Saracen's Head; Thames; White Hart.)

2 or 3 m. on *r.*, Burnham Beeches, lately purchased for public recreation by

* From Hyde Park Corner to Marble Arch is a little over $\frac{1}{4}$ mile N., along Park Lane, all wood pavement.

the Corporation of London. At Maidenhead Bridge, on *r.*, Taplow *Ho.*, and 3*m.* N., Cliefden and Dropmore Lodge. 1*m.* S. of Maidenhead, the village of Bray, of "The Vicar of Bray" fame.

Maidenhead to Twyford (8—34); hill to mount out of the town, then first rate level road to Stubbings Heath or Maidenhead Thicket, 28 (where keep to *l.*), and the rest is rather hilly by Littlewick Green, 29½, Knowl Hill, 30½, Kiln Green, 31½, and Hare Hatch, 32; capital smooth and hard road. Pretty scenery.

Twyford to Reading (5—39) is undulating, chiefly on the rise for two-thirds of the distance, ending with a long gradual fall just before Reading; capital smooth road, but not quite so firm a surface as the preceding stage; macadam through the town, in which turn to *l.* into Minster street for the Bath road.

(*Reading*: Black Horse; George, *B.T.C.*; Great Western; New Albion; Queen's; Upper Ship; Wheatsheaf.)

2*m.* past Twyford, on *r.*, Holme Park. At Reading are remains of a Benedictine Abbey, built 1121. St. Mary's, St. Lawrence, and the old Greyfriars are the most interesting churches. Here is the large biscuit manufactory of Huntley and Palmer. On *r.*, across *R.* Thames, Caversham Park.

Reading to Jack's Booth (6¼—45¼); level, but not so smooth for a mile or two out of Reading, then at Calcot Green, 41½, a sharp descent occurs, after which it is a dead level road through Theale, 43½, with capital smooth surface, but inclined to be sandy in very dry weather and heavy when wet.

On *r.* pass Prospect Hill and Calcot Park. Past Theale, on *r.*, Englefield *Ho.* and Beenham *Ho.* 1½*m.* on *l.*, Sulhamstead *Ho.*

Jack's Booth to Newbury or Speenhamland (10¾—56); the road continues level through Woolhampton, 49¼, to Thatcham, 53, whence it is somewhat undulating to near Newbury; inclined to be sandy for the first few miles, but the greater part is a capital smooth road on which a good pace can be kept up. Newbury proper lies just on the south of the road, the town here being called Speenhamland.

(*Newbury*: Chequers; Jack; Queen's, *B.T.C.*; Sun; White Hart.)

The scenery on this road from Reading is very monotonous; the road runs along the Kennet Valley the whole distance, and the prospect is confined by a range of hills on each side. Past Woolhampton, on *r.*, Midgham *Ho.* Entering Speenhamland on *r.*, Shaw *Ho.*, the headquarters of Charles I. before the last battle of Newbury. Through the town, on *r.*, the ruins of Donnington Castle, the residence of Chaucer.

Newbury to Hungerford (8½—64½); short ascent up Speen Hill to Speen, 57, followed by another and much stiffer pull, then level for some distance, and a steep but not long fall occurs near Halfway House, 60, after which is some more hilly riding, but nothing difficult, for 2 or 3*m.*; tolerably good road but rather loose in places.

(*Hungerford*: Black Bear; Red Lion; Three Swans, *B.T.C.*)

Speen occupies the site of the Roman Station, Spinæ; 1*m.* past, on *l.*, Benham Place. Beyond Halfway *Ho.*, on *r.*, Elcot Park, and further, on *l.*, Barton Court. Hungerford town lies on the *l.* of the main road; here are the headquarters of the Craven Hunt; ancient *ch.*

Hungerford to Marlborough (10—74½); very stiff ascent out of Hungerford, and up and down hill work to Froxfield, 67½, whence begins

the long but easy ascent past and through the remnant of Savernake Forest; passing Cross Ford, 69, the road very gradually winds up a narrow valley for nearly 4*m.*—part of the way under a fine avenue of trees—when the Forest proper is reached, 71 $\frac{3}{4}$; in the next 1 $\frac{1}{2}$ *m.* there are three rather stiff pulls to the top of the range of hills, then begins a long steep descent, generally rather rough, and a little twisting at first, which should be ridden carefully if without a strong brake; then after a level run to Marlborough, another sharp pitch has to be mounted into the main street; good smooth surface. [Or an easier road is to turn to *r.* in Hungerford and follow the left (N) bank of the *R.* Kennet, through the villages of Chilton Foliat, 66, Ramsbury, 69, Axford, and Mildenhall, about 2*m.* longer.]

At Cross Ford on *l.* to *Great Bedwin* (3—72).

(*Marlborough*: Ailesbury Arms, *B.T.C.*; Castle and Ball; Savernake Forest.)

At Savernake Forest, on *l.*, Savernake Lodge. Past Ramsbury, on *l.*, Ramsbury Manor *Ho.* At Chilton on *l.*, Littlecot Park. Marlborough contains some old-fashioned houses, and in the main thoroughfare is a unique piazza, or colonnade, forming a pleasant promenade. The College, formerly the Castle Inn, occupies the site of the old castle. *St. Mary's ch.* has a Norman doorway. At Great Bedwin is an ancient *ch.*

Marlborough to Beckhampton Inn (6 $\frac{3}{4}$ —81 $\frac{1}{4}$); at the end of the main street of the town turn to *r.* up a short rise, and it is a capital but rather hilly road through Fyfield, 77, Overton, 78 $\frac{1}{2}$, West Kennet, 79 $\frac{3}{4}$, and past Silbury Hill, 80 $\frac{1}{2}$; there are a couple of stiff pulls after Fyfield, and past Silbury Hill is a good descent which should be ridden with care, as a turn in it prevents seeing to the bottom.

Beyond Marlborough, on *l.*, the figure of a white horse is seen on the hill side. At Fyfield, on *r.*, a cromlech, called the Devil's Den; the remarkable tumulus of Silbury Hill is supposed to be a British barrow. From West Kennet, and also from Beckhampton Inn, 1 $\frac{1}{2}$ *m.* on *r.*, (over a rather hilly road) at the village of Avebury, are the remains of a large Druidical temple, surrounded by a high rampart; also 1*m.* N., a large cromlech. Past Silbury Hill leave the line of the old Roman road which runs in a direct line to Bath on *l.*

Beckhampton Inn to Calne (5 $\frac{3}{4}$ —87); keeping to the *r.* it is a good undulating road across the Downs and through Cherhill, 84 $\frac{1}{2}$, into which there is a long descent.

(*Calne*: Lansdowne Arms, *B.T.C.*; White Hart.)

Just before Cherhill, on *l.*, an ancient hill fort, called Oldbury Camp, or Oldborough Castle, on the slope of which is cut the figure of a white horse. Calne was a residence of the Saxon Kings; ancient *ch.* with fine carved roof. 2*m.* S. of the town, on the old Roman road to Bath, is the supposed site of the Roman station, Verlucio. Before Calne, on *l.*, Blackland *Ho.*

Calne to Chippenham (6 $\frac{1}{2}$ —93 $\frac{1}{2}$); through Calne turn to *l.*, and after crossing the Wilts and Berks canal 2*m.* out, there is a short but stiff hill (Burk Hill) to mount, and shortly after one to descend at Derry Hill, 91, otherwise pretty level; macadam and rather shaky. On the reverse journey keep to *l.* at Derry Hill.

(*Chippenham*: Angel, *B.T.C.*; Commercial; Great Western; Lansdowne Arms.)

Past Calne, on *l.*, Bowood Park (Marquis of Lansdowne); on *r.*, Stanley Abbey. Chippenham was a seat of the Wessex Kings; ancient Gothic parish *ch.*; the town mainly consists of a street nearly a mile in length.

Chippenham to Bath (12 $\frac{3}{5}$ —106); at the end of Chippenham, after crossing *R.* Avon, keep to *l.*, and the road is rather uphill through Pick-

wick, $97\frac{1}{2}$ (at $96\frac{3}{4}$ *m.* keep to middle road and to *r.* $\frac{1}{2}$ *m.* beyond Pickwick), and after a slight rise descend Box Hill, $98\frac{3}{4}$, which is not steep, to Box, $100\frac{1}{4}$, and the rest is almost level through Bathford *Tg.*, 103, and Batheaston, 104, with an ascent into Bath; the macadam continues most of the way, and for the last 2 or 3 *m.* the road is made of oolite, very greasy in wet weather. On the reverse journey keep to *r.* outside Bath, again at and beyond Bath-easton, and $\frac{1}{2}$ *m.* before the railway at Bathford *Tg.*, take the left hand road; $1\frac{1}{2}$ *m.* E. of Box keep to *r.* and entering Pickwick to *l.* [Or $\frac{1}{2}$ *m.* before Pickwick take right hand fork, rejoining the other road $1\frac{1}{4}$ *m.* beyond it and going through Hills Green, 98.]

At $96\frac{3}{4}$ *m.* on *l.* to Corsham ($\frac{3}{4}$ — $97\frac{1}{2}$).

(*Bath*: Angel; Christopher; Castle; Fisher's Restaurant; Full Moon; Grand Pump Room; London Dining Rooms; Railway, Charles street; Railway, Railway place; Royal; Saracen's Head; Stead's; White Lion, *Hqrs.*, *B.T.C.*; *York Ho.*)

Magnificent view from Box Hill. Bath, the most elegant city in England, is noted for the beauty of its buildings. The Romans had a station and baths here. The chief buildings are, the Abbey *ch.*, founded 1495, King's Baths, Pump Room, Assembly Rooms, Guildhall, Circus, &c. Bath is still regarded as the chief of our inland watering-places. At Corsham. on *l.*, Corsham *Ho.* At Pickwick, $\frac{1}{2}$ *m.* on *r.*, Hartham *Ho.*

Bath to Keynsham ($8\frac{1}{2}$ — $114\frac{1}{2}$); leaving Bath by the lower Bristol road, down Southgate street, cross *R.* Avon and turn to *r.*; good but hilly road through Twerton, $108\frac{3}{4}$, and Newton St. Loe, 110, for 5 or 6 *m.*, when there is a rather steep and very rutty hill to mount (rather dangerous to descend on the reverse way), after which the road becomes rough. On the reverse journey 1 *m.* past Newton St. Loe turn to *l.*

(*Keynsham*: Lamb and Lark, *B.T.C.*)

At Twerton, on *l.*, Englishcombe Barrow and Camp. At Newton St. Loe, on *l.*, Newton Park, and beyond it, Stantonbury Hill Camp, an ancient entrenchment.

Keynsham to Bristol ($5\frac{1}{4}$ — $119\frac{3}{4}$); a rather rough but fairly level road through Brislington, $117\frac{1}{4}$, entering Bristol by Redcliff Bridge: Bristol is hilly and roughly paved, with tramway through the city.

[There is another route from *Bath* by keeping to the right bank of the *R.* Avon, through Kelston, $109\frac{1}{2}$, Bitton, $111\frac{3}{4}$, over Wills Bridge, $113\frac{1}{2}$, and through Henton, $114\frac{1}{4}$, West Hanham, $115\frac{1}{4}$, and St. George, $116\frac{3}{4}$, to *Bristol*, $118\frac{1}{2}$. On the reverse journey keep to *r.* at St. George.]

(*Bristol*: Bank; Cathedral; Clifton Down; Draw Bridge; Guildhall; Hope and Anchor; Nicholas Temperance, *Hqrs.*; Royal; Royal Talbot, *B.T.C.*; Three Lamps; Victoria.)

At Kelston, on *l.*, Kelston *Ho.* Bristol is the chief seaport and capital of the West; the streets are often narrow and ill constructed, but there are numerous imposing buildings; the chief objects of interest are the Cathedral, Mayor's Chapel, Abbey Gateway and Civic Cross, St. Mary *ch.* (Redcliffe), Colston Hall, Academy, and St. James' *ch.*, founded 1130. From Brandon Hill a fine view of the city is to be had. At Clifton, the western suburb of Bristol, are St. Vincent's Rocks, Suspension Bridge, Observatory, Zoological Gardens; and on Clifton Downs, Cook's Folly Tower. The scenery about here is very fine; in the vicinity are Ashton Court, Leigh Court, Leigh Woods, and Nightingale Valley, with the old Camps of Abbot's Leigh and Borough, or Bower Walls. 2 *m.* N. is Stoke Park.

Bristol to New Passage ($10\frac{1}{2}$ — $130\frac{1}{4}$); leave Bristol by Queen's Road and White Ladies' Road, then (keeping to *r.*) across Clifton Downs

and there is a long hill to walk down into Westbury-on-Trym, $123\frac{1}{2}$, after which it is level through Compton Greenfield, $126\frac{3}{4}$ ($2\frac{1}{2}m.$ further keeping to *l.*); very greasy and slippery as far as Westbury, where the road improves and is wide and smooth to New Passage.

(*Westbury*: White Lion.)

Beyond Bristol, on *l.*, Stoke Giffard Park; further, on *r.*, Henley Ho. Beyond Westbury, on *l.*, Henbury Park and Blaize Castle, on *r.*, Pen Park and Pen Park Ho. Before Compton, on *l.*, Holly Hill. Pretty scenery.

New Passage to Black Rock Inn ($3-133\frac{1}{4}$); cross *R.* Severn by ferry; about 15 minutes steaming. [Or take train to Portskewit by Severn tunnel; fare 4d., bicycle 6d.]

Black Rock Inn to Crick ($2\frac{1}{2}-135\frac{3}{4}$); just beyond the railway keep to *l.* and at Portskewit, $134\frac{1}{4}$, to *r.*

Near Portskewit are the remains of a Roman camp, and a little beyond, the ruins of Caldecot Castle.

Crick to Newport ($12-147\frac{3}{4}$); turn to *l.*, and except a steep ascent beyond Caerwent, $137\frac{1}{4}$ (keep to *l.*), the road is undulating by Five Lanes, $138\frac{3}{4}$, Rock and Fountain, $139\frac{1}{4}$, Penhow, $140\frac{3}{4}$, Unicorn, $141\frac{1}{4}$, Hendrew, 142 , ($\frac{3}{4}m.$ further keep to *l.*) and Christchurch, $145\frac{1}{4}$, crossing *R.* Usk just before Newport.

Beyond Hendrew $\frac{3}{4}m.$, on *r.* to *Caerleon* ($1\frac{1}{2}-144\frac{1}{4}$); or at Christchurch on *r.* ($1\frac{1}{2}-146\frac{3}{4}$).

(*Newport*: King's Head; Westgate.)

At Penhow, on *l.*, the ruins of the castle; $2m.$ S., Pencoed Castle; beyond Hendrew, $1m.$ on *l.*, Llanwern Ho. At Caerwent are some Roman remains. Caerleon was an important town in the Roman period, and even now has some considerable remains. In the neighbourhood are many Roman encampments. $2m.$ N.W., in Llantarnam Park, the remains of the Abbey. On the Newport road are remains of St. Julian's Abbey. At Newport, the Castle and Malpas *ch.*

Newport to Cardiff ($12\frac{1}{2}-160\frac{1}{4}$); in Newport keep first to *l.* and then to *r.*, and by Tredegar House, $150\frac{1}{2}$, Halfway House, $153\frac{1}{2}$, through St. Mellons, $155\frac{1}{2}$, over Rumney Bridge, 157 , and through Roath, $158\frac{3}{4}$, is not so hilly and is a good macadam road. [Or in Newport take first to *r.* after railway, then to *l.*, and again to *l.* at Bassaleg, $150\frac{3}{4}$, joining the other road at St. Mellons, $155\frac{1}{4}$.]

(*Cardiff*: Cardiff Arms; Imperial; Queen's, *B.T.C.*; Royal.)

At St. Mellons is a small encampment. At Bassaleg, on *r.*, Rogerston Castle. At Cardiff, remains of the Norman castle, in which Duke Robert was confined 26 years. Cardiff lies on *l.* of the road, it is chiefly the seaport of the Merthyr Tydvil coal and iron district. $2m.$ on *r.*, at Landaff, the ruins of the Abbey or Cathedral and Palace.

Cardiff to Cowbridge ($12\frac{1}{2}-172\frac{3}{4}$); soon after leaving Cardiff cross *R.* Taff, then a hill has to be climbed, more than a mile long and rather too steep to be ridden, and followed by a steep fall to Ely Bridge, $162\frac{3}{4}$; after that it is a good but hilly road through St. Nicholas, $166\frac{1}{4}$, Bonvilston or Tresimon, $168\frac{1}{4}$, and over Staton Down, $170\frac{1}{4}$; fine scenery.

At Cowbridge on *l.* through St. Athan's, $176\frac{3}{4}$, to *Gileston*, $177\frac{1}{4}$.

(*Cowbridge*: Bear, *B.T.C.*; Duke of Wellington.)

At St. Nicholas, on *l.*, Duffryn Ho., near which are several large cromlechs; $1m.$ further S., Wenvoe Castle. At Bonvilston, on *r.*, Cottrell, on *l.*, Llantrithyd Park. At Cowbridge, a Gothic built gate, part of the old wall still remains

Singular embattled *ch.*, near which are remains of a Druidical temple. Llanbethian Castle and Penlline Castle. South Glamorganshire abounds in old castles and castellated mansions, &c.

Cowbridge to Ewenny Bridge ($6\frac{1}{4}$ —179), is a fair undulating road through Corntown, 178. Past Ewenny on the reverse journey keep to *l.*

At Ewenny Bridge, on *r.*, the Priory; $4m.$ on *l.*, on the coast, Dunraven Castle.

Ewenny Bridge to Aberavon (13—192); by the left hand road over Newbridge, 181, by Pyle Inn, $185\frac{1}{2}$, Margam Park, $187\frac{1}{4}$, and through Taibach, 191, is a good road for Wales. On the reverse journey keep to *r.* $\frac{3}{4}m.$ before Newbridge. [Or keep to *r.* from Ewenny Bridge, and through *Bridgend*, 181, and Lalestone, joining the other road $\frac{3}{4}m.$ past Newbridge; $1\frac{1}{2}m.$ longer.]

At Newbridge, on *l.*, ruins of Ogmores Castle. At Bridgend, the ruins of Coity Castle. At Margam, old Saxon *ch.*, Abbey ruins, Margam Park, Roman camp, &c. At Aberavon, large copper works.

Aberavon to Neath (6—198); through Briton Ferry, 195, is a similar kind of road.

(*Neath*: Castle.)

Near Briton Ferry, on *r.*, Baglan Hall. Neath is a small seaport with iron and copper works; here are ruins of castle and Cistercian monastery; Gno'l Castle.

Neath to Swansea ($8\frac{1}{2}$ —206 $\frac{1}{2}$); after crossing *R.* Neath, turn to *l.*, and over Morryston Bridge, $203\frac{1}{2}$, (turn to *l.*) is not quite so good and more hilly, but nothing a bicyclist need fear; it is rather bumpy owing to so much local traffic.

(*Swansea*: Bush; Cameron Arms; Castle; George; Mackworth Arms; Royal, *B.T.C.*; Temperance.)

Past Morryston Bridge, on *r.*, Morris Castle. Swansea is one of the chief seaports in South Wales, and has extensive docks; north is a large coal and iron, &c. district. St. Mary's *ch.*, and St. John's *ch.* Swansea Castle, erected 1099. Beyond are Woodland Castle, Oystermouth Castle ruins, King Arthur's Stone, &c.

Swansea to Llanelly ($10\frac{1}{2}$ —217); at the entrance of Swansea turn to *r.*, and about $2\frac{1}{2}m.$ out to *l.*; it is nearly all up and down as far as Loughor or Llwydyr Ferry, $212\frac{1}{2}$, with hills averaging $\frac{3}{4}m.$ long, but a good rider can mount them; the remainder is easier: the surface is something between macadam and paved, and does not suit a light machine. Returning $2m.$ out of Llanelly, keep to *r.*

At Loughor, ruins of the castle; near it is an immense cromlech, Arthur's Stone.

Llanelly to Kidwelly (9—226); in Llanelly turn to *l.*; good macadam road, running close by the coast, with a few ups and downs to Pembrey, 222, entering which village is a short steep fall, where the rider should be careful; the other $4m.$ are quite level, except a short rise followed by a descent into the old town at Kidwelly; rather heavy going. [Or by the main road is $1m.$ shorter; keep through Llanelly bearing to the *r.*, then turn to *l.* at the railway; it is half up hill and half down, passing over Mynydd Pembrey.]

At Kidwelly, the remains of the castle, founded 1094.

Kidwelly to Carmarthen (Ivy Bush, 9—235); through Llandefei-log, $229\frac{1}{2}$; there are some rather steep ups and downs, including one stiff

hill a mile long, the first half of which can be ridden by a good rider; good surface all the way.

[There is a shorter route from *Neath* over *Morrison Bridge*, 203½ (keep straight on), through *Llangervelach*, 205½, *Cross Inon*, 207½, *Pontardulais*, 211 (turn to *r.* and 1½ *m.* further keep to *l.*), *Gibranalwy*, 212¾, *Brymind*, 213½, *Llannon*, 216 (shortly after keep to *l.*), *Pont-y-berem*, 219½, and *Llangendrian* or *Llangyndeyrn*, 223½, to *Carmarthen*, 228¾; this is the old mail-coach road, but there are two or three long hills to walk up and down.

Or from *Llanelly* by *Morning Star*, 221, *Pont Yates*, 223½, *Maingeeu*, 225, and *Pont Anton*, 227, joining the last road nearly 3 *m.* further, to *Carmarthen*, 232.

Or from *Swansea*, 2½ *m.* beyond keeping to *r.*, through *Cadley*, 210, to *Cross Inon*, 211½, whence to *Carmarthen*, 21¼—232¾, as above.]

(*Carmarthen*: *Boar's Head*, *B.T.C.*)

From *Kidwelly*, 4 *m.* before *Carmarthen*, on *l.*, *Towy Castle*, on *r.*, *Parr's Castle*. At *Carmarthen* was born the bard *Merlin*. 2 *m.* off are *Merlin's Hill* and *chair*. The remains of the castle are now used as a *gaol*.

Carmarthen to St. Clears or St. Clare's Bridge (*Blue Boar*, 9½—244½); in *Carmarthen* keep to *l.*, and by *Stony Bridge*, 236½, and *Banc-y-fetin*, 241, is an undulating road, all rideable.

At *St. Clears* on *l.* to *Laugharne* (3—247½.)

Past *Stony Bridge*, on *r.*, *Castle-y-Gaer*, an old entrenchment. *Laugharne*, at the mouth of the *R. Taff*, the ruins of the castle. 1 *m.* distant, *Roche Castle* and *Llanstephan Castle*.

St. Clears to Canaston Bridge (13½—258); take the right hand road through *Bethlem*, 245½, *Pont-y-Fenny*, 247½, *Whitland*, 249½, and *Robeston Wathen*, 257; it is a continuation of long ups and downs, some of them almost too steep to be ridden up, but can be descended with safety by a careful rider; steep descent for ½ *m.* to *Canaston Bridge*, hardly rideable the reverse way; good surface. On returning, keep to *l.* from *Canaston Bridge* and also at *Robeston Wathen*. [Or at *St. Clears* take the left hand road through *Llandowror*, 246½, where keep to *r.*, over *Brandy Hill*, 249, by *Tavernspite*, 251½, *Princes Gate*, 254½, whence either by *r.* straight to *Narberth*, or by *l.* through *Cold Blow*, 255½, and *Narberth*, 257½, to *Robeston Wathen*, 259.]

(*Narberth*: *Angel*; *Court House*; *De Rutzen*.)

At *Whitland*, on *r.*, ruins of the *Abbey*. At *Canaston Bridge*, on *r.*, *Ridgway Ho.*, and beyond it, ruins of *Llawhadden Castle*. At *Narberth* are the remains of a castle.

Canaston Bridge to Haverfordwest (8—266); just beyond *Canaston Bridge* is a steep, rough climb of about a mile, which requires care in descending; from the top a good level road extends past *Mid-County House*, 260¾, with another stiff descent of nearly ½ *m.* to *Deeplake Bridge*, 263, and the rest is good easy running to within ½ *m.* of *Haverfordwest*, where a steep descent, *Scurry Hill*, has to be negotiated.

(*Haverfordwest*: *Castle*; *Marine*; *Salutation*.)

At *Midcounty Ho.*, 1 *m.* on *l.*, *Picton Castle* and *Rose Castle*; on *r.* ruins of *Wiston Castle*. *Haverfordwest* is a small seaport town; there are remains of an ancient castle, now the *gaol*.

Haverfordwest to St. David's (15¼—281¾); through the town keep to *r.*, and by *Pelcomb Bridge*, 267½, *Keeston Bridge*, 269¾, over *Keeston*

Hill, through Roche, $272\frac{1}{4}$, by Newgate Sands, 274, and Solva, 279; it consists throughout of steep unrideable ascents and descents, the surface being loose and dangerous.

(*St. David's*: George; Prospect.)

At Roche are the ruins of an old castle. St. David's was formerly for 600 years a Metropolitan see, having been founded, it is said, by King Arthur. The cathedral is a venerable Gothic built structure; there are ruins of the Bishop's Palace, also of St. Stephen's Chapel and the Nuns' Chapel, and remains of a camp.

LONDON TO READING (by Wokingham).

London to Virginia Water (21)—p. 46.

Virginia Water to Wokingham or Oakingham ($10\frac{3}{4}$ — $31\frac{3}{4}$); turning to the *r.* it is a pretty undulating road for about 3*m.*, skirting the south side of Windsor Park, with a stiff hill to mount at Sunninghill, 24, then a mile level past Ascot race ground, followed by a long downhill, and the road continues hilly for a mile beyond Bracknell, 28, after which it is pretty level into Wokingham: good gravel road but sometimes loose and sandy in dry weather, especially alongside the park.

At Sunninghill, on *r.*, Sillwood Park: 2*m.* S. of Bracknell is Easthampstead Park.

Wokingham to Reading (7— $38\frac{3}{4}$); very good easy road through King Street, $33\frac{3}{4}$, and over Loddon Bridge, $35\frac{1}{2}$, except a long hill to mount just before Reading, followed by a good downhill into the town.

At Loddon Bridge, on *l.*, Maiden Early; a little further, White Knights.

LONDON TO READING (by Winkfield).

London to Egham (18)—p. 46.

Egham to Winkfield ($7\frac{1}{2}$ — $25\frac{1}{2}$); at the foot of Egham Hill turn to *r.*, and through Englefield Green, $19\frac{1}{2}$; it is chiefly on the rise to Bishop's Gate, $20\frac{1}{4}$, where enter Windsor Great Park; then taking the right hand fork, across the park (2*m.*) by the end of the Long Walk, 21, through Cranbourn Wood, $22\frac{1}{4}$, just beyond which at $23\frac{1}{2}$ *m.* turn to *r.* at the forks, (the road straight on to *l.* is to *Wokingham*, $32\frac{1}{2}$), and over Lovell Hill, $24\frac{1}{4}$, is up and down hill; through the park the road is sometimes heavy, otherwise good. 1*m.* before Winkfield on *r.* to Windsor 5*m.* On the reverse journey, just inside the park, keep to *r.*; on *l.* to Windsor, 3*m.*

Within Windsor Park, on *l.*, Cumberland Lodge and the cottage. Out of Egham, on *r.*, Egham Park, Kingswood Lodge, &c. At the end of the park, on *r.* Cranbourn Lodge; $1\frac{1}{2}$ *m.* beyond it, near the Windsor road, St. Leonards Hill *Ho.*, on the site of a Roman Camp. Before Winkfield, on *l.*, Ascot Place.

Winkfield to Binfield Bridge ($3\frac{1}{2}$ —29); stiff rise to Maiden Green, 26, (turn to *l.*) then short fall and another rise to Haley or Holly Green, 27, and undulating by Newell Green, $27\frac{3}{4}$, Bol Bridge, 28, and Cabbage Hill: very good road. [Or at Lovell Hill on *l.*, along Hatchet Lane and Winkfield Row to Newell Green; not quite so hilly; $\frac{1}{2}$ *m.* shorter.]

Binfield Bridge to Reading ($9\frac{1}{4}$ — $38\frac{1}{4}$); long stiff hill to mount beyond Binfield Bridge, then undulating by Tippen's Hill, $30\frac{1}{2}$, and Bill Hill, $31\frac{3}{4}$, joining the Wokingham road, $1\frac{1}{4}$ *m.* further on: very good surface. Returning, take second left hand turn past "Pheasant" public-house.

LONDON TO KINGSCLERE (by Reading).

London to Jack's Booth ($45\frac{1}{4}$)—p. 88.

Jack's Booth to Kingsclere ($10\frac{1}{4}$ — $55\frac{1}{2}$); follow the Bath road for $2\frac{1}{2}m.$ further, then keep to *l.* and through Aldermaston, $49\frac{1}{2}$, a little further turn to *r.*, through Wasing, $51\frac{1}{2}$, over Ashford common, and by Fair Oak, $53\frac{1}{2}$.

At Aldermaston, on *l.*, Aldermaston Park: at Wasing, on *l.*, Wasing Ho. About $4m.$ E. of Aldermaston, at Silchester, the remains of the Romano-British city of Calleva, destroyed in the 6th century; the wall is still standing, 12 to 30 ft. high; also the amphitheatre.

LONDON TO RADSTOCK (by Marlborough).

London to Beckhampton Inn ($81\frac{1}{4}$)—p. 89.

Beckhampton Inn to Devizes ($7\frac{1}{2}$ — $38\frac{3}{4}$) by the left hand fork is a capital road and level for most of the way.

On *r.* pass close by Roundaway Down, where the Parliamentarians were defeated in the civil war; Oliver's Camp and Beacon Down. Before, at $84\frac{3}{4}m.$, cross Wans Dyke, an ancient entrenchment running across the Downs for 7 or $8m.$

Devizes to Radstock ($20\frac{1}{4}$ —109); through *Trowbridge*, $98\frac{1}{2}$ —p. 86.

LONDON TO BATH (by Devizes).

London to Trowbridge ($98\frac{1}{2}$)—above.

Trowbridge to Bradford-on-Avon (2 — $100\frac{1}{2}$)—p. 86.

Bradford-on-Avon to Stoke Viaduct (4 — $104\frac{1}{2}$); keep along the edge of the Avon valley through Winsley, $101\frac{1}{2}$, and going down a long hill, cross *R.* Avon by Stoke Bridge to Limpley Stoke, 104, where turn to *r.* to Stoke Viaduct at the junction of the new road from Beckington. [Or through Trowbridge cross railway, turn to *r.*, and $\frac{1}{2}m.$ further to *l.*, and through Westwood-with-Ilford and Freshford, to Limpley Stoke.]

At Freshford, on *l.*, Hinton Abbey.

Stoke Viaduct to Bath ($4\frac{1}{4}$ — $108\frac{3}{4}$); at the sign-post at the foot of Stoke Hill the road to the *r.* should be taken through Claverton, $105\frac{3}{4}$, and Bathampton, following the left bank of *R.* Avon; it is undulating, with a descent into Bath that requires care; this is much the easier road. [The other road on *l.* through Widcombe, $106\frac{1}{2}$, is $1\frac{1}{4}m.$ shorter, but a steep ascent has to be negotiated, and a long, very steep descent to be walked down into Bath, $107\frac{3}{4}$. Coming from Bath bear to *l.* after crossing *R.* Avon and railway.] Oolite surface.

[Or in Bradford turn to *r.*, and shortly after keep to *l.*, and by Farleywick, $103\frac{1}{2}$, and through Bathford, $105\frac{3}{4}$, and Bathferd *Tg.*, 106, where join the Chippenham road, and to Bath, 109—p. 90. It is not so pretty as the other road. From Farleywick the road runs close to *R.* Avon on *l.* Returning keep always to *r.*]

Pretty scenery. In the Avon valley the road, canal, railway, and river run parallel all the way to Bath. Before Widcombe, on *l.*, Prior Park. Bath, p. 90.

LONDON TO BATH (by Melksham).

London to Devizes ($88\frac{3}{4}$)—p. 95.

Devizes to Melksham ($71\frac{1}{4}$ —96); follow the Trowbridge road as at p. 86, to Summerham or Seend Bridge, $91\frac{3}{4}$, where keep to *r.*, and the road is nearly level, and very good to Melksham, through which is a descent. [Or beyond Devizes keep to *r.* and through Rowde and Selves Green, joining the other road further on.]

(Melksham : King's Arms, B.T.C.)

Melksham to Bathford (8—104); good road, past the railway station, through Shaw, $97\frac{3}{4}$, over Shaw Hill, 98, through Atford, $99\frac{1}{2}$, by Horse and Jockey, 101, and Kingsdown Hill, 103. [Or in Melksham, after crossing *R. Avon*, turn to *l.*, shortly after to *r.*, and through Wroxall to Kingsdown Hill.]

Bathford to Bath ($3\frac{1}{4}$ — $107\frac{1}{4}$)—p. 90.

LONDON TO WESTON-SUPER-MARE (by Bath).

London to Bath (106)—p. 89.

Bath to Marksbury ($6\frac{3}{4}$ — $112\frac{3}{4}$); follow the Keynsham road, as at p. 90, to Newton St. Loe, 110, just beyond which turn to *l.* and through Corston, $110\frac{3}{4}$, keeping to *l.* 1*m.* before Marksbury.

Before Marksbury, on *l.*, Stantonbury Hill Camp.

Marksbury to West Harptree ($9\frac{1}{2}$ — $122\frac{1}{4}$); keep to *r.* through Chelwood, $116\frac{1}{4}$, Stanton Wick, $117\frac{3}{4}$, Knighton Sutton, $118\frac{3}{4}$, and Stowey, $119\frac{1}{4}$.

At Chelwood, on *r.*, Houndstreet Park : at Stowey, on *r.*, Sutton Court, on *l.*, Stoway Ho. At Stanton Drew, 1*m.* on *r.* of Stanton Wick is a large Druidical temple.

West Harptree to Churchill (8— $130\frac{1}{4}$); take the right hand road, running under the north side of the Mendip Hills, through Compton Martin, $123\frac{1}{4}$, Ubley, $124\frac{1}{4}$, Blagdon, 126, and Burrington, $127\frac{1}{2}$.

At Churchill, on Mendip Hills, Dolebury Camp.

Churchill to Banwell (3— $133\frac{1}{4}$); at the entrance of the former take the middle road through Sandford, $131\frac{3}{4}$; or keep through Churchill, then to *l.* and through Sandford Hill, 132.

Banwell to Weston-super-Mare (6— $139\frac{1}{4}$)—p. 84.

LONDON TO WESTON-SUPER-MARE (by Marshfield and Bristol).

London to Chippenham ($93\frac{1}{2}$)—p. 89.

Chippenham to Marshfield ($9\frac{1}{2}$ —103); keep straight on through Chippenham to the railway station, then to *l.* under the railway; $2\frac{1}{2}$ *m.* further keep to *l.*, and at Ford Mill, 99, to the *r.* and through Wraxall, $100\frac{1}{2}$; it is a macadam road, but on the whole tolerable.

At Ford Mill, 2*m.* on *r.*, Castle Combe Ho. ; $\frac{1}{2}$ *m.* beyond Wraxall cross the Fosse Way. S. of Marshfield are some Druidical stones.

Marshfield to Bristol (11—114); by Fog Hill, 106, Wick, 107 $\frac{3}{4}$, Warmley, 109 $\frac{3}{4}$, Kingswood Hill, 110 $\frac{3}{4}$, and St. George, 112, is a poor macadam road, inclined to be rutty in places. Returning, at St. George keep to *l.*

Wick is situate on a small stream that runs down the Golden Valley to the *R.* Avon; *S.* are some Druidical stones, and near the *R.* Avon is a Roman camp.

Bristol to Brockley (9 $\frac{1}{2}$ —123 $\frac{1}{2}$); in Bristol turn to *l.* along Victoria street to the Keynsham road, crossing the *R.* Avon, by Redcliff Bridge, then turn to *r.* along Redcliff Crescent, and to *l.* through Bedminster, 115 (where keep to *r.*), Long Ashton, 117, Flax Bourton, 120, and Backwell West Town, 122. [Or from Redcliff Crescent continue along the riverside through Coronation road to beyond the railway, when turn to *l.* for Leng Ashton.]

Before Long Ashton, on *r.*, Ashton Court. At Bourton, on *r.*, Bourton Ho., on *l.*, Barrow Court. At Brockley, 5*m.* on *r.*, on Severn Channel, Clevedon Court, Walton Castle, and Cadbury Camp.

Brockley to Weston-super-Mare (10—133 $\frac{1}{2}$); very rough road through Congresbury, 126 (turn to *r.*), Puxton, 128, Banwell Station, 130 $\frac{1}{2}$, and Worle, 131 $\frac{1}{2}$; after Congresbury it is but a lane.

LONDON TO ST. DAVID'S (by Marshfield).

London to Bristol (114)—above.

Bristol to St. David's (162—276)—pp. 90-94; the distance to Bristol by this route is 5 $\frac{3}{4}$ *m.* shorter than through Bath.

LONDON TO ST. DAVID'S (by Aust).

London to Chippenham (93 $\frac{1}{2}$)—p. 89.

Chippenham to Nettleton (8 $\frac{1}{2}$ —102); keep straight on through Chippenham to the railway station, then to *l.* under the railway; 2 $\frac{1}{2}$ *m.* further on turn to *r.*, and gentle rise to Yatton Keynell, 97 $\frac{1}{2}$, and then hilly with sharp ups and downs through Upper Castlecombe, 99; surface inclined to be rough and rutty.

On *l.*, Castle Combe Ho. Beyond Chippenham, on *r.*, Hardenhuish Ho. Beyond Upper Castle Combe cross Fosse Way.

Nettleton to Chipping Sodbury (6—108); by the right hand road through Acton Turville, 102 $\frac{3}{4}$, by Cross Hands Inn, 105 $\frac{1}{2}$, whence (keeping to *r.* a little further) is downhill, the first bit rather steep, through Old Sodbury, 106 $\frac{1}{4}$.

(*Chipping Sodbury*: Portcullis, *B.T.C.*; Cross Hands Inn.)

At Acton Turville, 2*m.* on *r.*, Badminton Park. At Cross Hands Inn, on *l.*, Doddington Park.

Chipping Sodbury to Iron Acton (3 $\frac{1}{4}$ —111 $\frac{1}{4}$); through Yate, 109, and over Westerleigh Common, 110 (keep to *r.*).

Iron Acton to Alveston (4—115 $\frac{1}{4}$); through Iron Acton turn to *r.* and through Lotteridge, 112 $\frac{1}{2}$, and over Earthcote Common, 113 $\frac{3}{4}$.

Alveston to Olveston (2 $\frac{1}{4}$ —117 $\frac{1}{2}$); out of Alveston turn to *l.*, and at the Royal Oak, 116, turn to *r.*, and through Tockington, 116 $\frac{1}{4}$. Returning, from Olveston take right hand road.

Clveston to Aust Passage ($2\frac{1}{2}$ —120).

Aust Passage to New Passage ($2\frac{1}{2}$ —122 $\frac{1}{2}$); turn to *l.* and through Northwich, 121 $\frac{1}{2}$.

New Passage to St. David's (151 $\frac{1}{2}$ —274); by *Black Rock Inn*, 125 $\frac{1}{2}$, *Crick*, 128, *Caerleon*, 136 $\frac{1}{2}$, *Newport*, 140, *Cardiff*, 152 $\frac{1}{2}$, *Cowbridge*, 165, *Ewenny Bridge*, 171 $\frac{1}{4}$, *Aberavon*, 184 $\frac{1}{4}$, *Bridgend*, 173 $\frac{1}{4}$, *Neath*, 190 $\frac{1}{4}$, *Swansea*, 198 $\frac{3}{4}$, *Llanelly*, 209 $\frac{1}{4}$, *Kidwelly*, 218 $\frac{1}{4}$, *Llannon*, 208 $\frac{1}{4}$, *Carmarthen*, 227 $\frac{1}{4}$ or 221, *St. Clears*, 236 $\frac{3}{4}$, *Canaston Bridge*, 250 $\frac{1}{4}$, and *Haverfordwest*, 258 $\frac{1}{4}$.—pp. 91-94. The old passage was by Chepstow.

LONDON TO PENRICE AND RHOSSILI.

London to Swansea (198 $\frac{3}{4}$)—above.

Swansea to Penrice (14—212 $\frac{3}{4}$); keep straight through Swansea, then bear to *r.* and through *Olchfa*, 201 $\frac{3}{4}$, and *Penmaen*, 209 $\frac{3}{4}$. 2m. beyond *Olchfa* on *r.* to *Rhossili* (8—209 $\frac{3}{4}$).
Penrice Castle, *Oxwich Castle*, *Weobley Castle*, &c.

LONDON TO PEMBROKE.

London to St. Clears (236 $\frac{3}{4}$)—above.

St. Clears to Llandowror (2—238 $\frac{3}{4}$)—p. 93.

Llandowror to Begelly (10—248 $\frac{3}{4}$); take the left hand road and through *Cronware*, 243 $\frac{3}{4}$. [Or to *Cold Blow*, 9—247 $\frac{3}{4}$ —p. 93; here turn to *l.* and again to *l.*, through *Templeton*, 243 $\frac{3}{4}$, to *Begelly*, 251 $\frac{1}{4}$.]

Begelly to Tenby (4—252 $\frac{3}{4}$); turn to *l.* and through *Wooden*, 250 $\frac{1}{2}$, and *Tenby Gate*, 252 $\frac{1}{2}$. [If from *Cold Blow* keep straight through *Begelly*]. (*Tenby*: *Coburg*; *Gordon's*; *Lion*; *Royal Gate House*; *Royal White Lion*; *Vine*.)

At *Begelly*, on *l.*, *Hean* or *Hên Castle*; before *Begelly*, on *l.*, *Amroth Castle*, and, on *r.*, *Kilgatty* or *Celgetty Park*. *Tenby* is a great resort for invalids, and for sea bathing; here are *St. Catherine's Rock* and *Fort*, *Castle Hill*, *Merlin's Cave*, &c.; *St. Mary's ch.* has many ancient monuments.

Tenby to Pembroke (10—262 $\frac{3}{4}$); about 1m. out of *Tenby* is a long steep hill to climb on the *Ridge Way*, on the top of which the road runs for several miles almost level, then there is a steep descent to *Lamphey*, 260 $\frac{3}{4}$, and the rest level or slightly downhill.

[Or from *Begelly* through *Redberth*, 251 $\frac{3}{4}$, *Sageston*, 253 $\frac{3}{4}$, *Carew*, 254 $\frac{3}{4}$ and *Stupelake*, 256 $\frac{1}{2}$, to *Pembroke*, 258.

Or from *Templeton* on *r.*, through *Yerbeston Gate*, 251 $\frac{1}{2}$, *Cressilly*, 253 $\frac{1}{4}$, and over *Carew Bridge*, 255, to *Carew*, 255 $\frac{3}{4}$, and *Pembroke*, 259.

Or from *Canaston Bridge* on *l.*, to *Yerbeston Gate*, 254 $\frac{1}{4}$.

Or from *Tenby* a good undulating road to *Ivy Tower*, 256 $\frac{1}{4}$, with a very steep rough ascent into *Gumfreston*, 254 $\frac{1}{4}$, and the rest rather hilly but splendid hard road to *Carew*, 259 $\frac{3}{4}$.]

(*Pembroke*: *Lion*.)

Splendid view from the *Ridge Way*; on *l.*, on the coast, *Lydstep Caverns*, *Manorbier Castle* ruins and *ch.* At *Lamphey*, ruins of the palace. At *Carew*, on *r.*, castle ruins, and 2m. beyond it, *Upton Castle*. *Pembroke* was formerly surrounded by a wall, part of which still exists; ruins of *Castle*, and *Monkton Priory ch.*, *Wogan Cavern*, &c., *Orielton Ho.*, *Stackpole Court*, *St. Govan's chapel*.

LONDON TO MILFORD.

London to Haverfordwest (258 $\frac{1}{4}$)—p. 98.

Haverfordwest to Johnston (4—262 $\frac{1}{4}$); through the former keep to *l.*, and just out of the town is Merlin's Hill, a very sharp descent to Merlin's (or Mawdlen's) Bridge, 259 $\frac{1}{4}$, over which take the middle road, and after a short stiff climb the long severe ascent of Dredgman Hill has to be negotiated, the rest being likewise hilly; good surface all the way.

At Merlin's Bridge on *r.* by Tears or Tier's Cross, 263 $\frac{1}{4}$, and Hubberstone, 266 $\frac{1}{2}$, to Hakin, 267 $\frac{1}{2}$.

On *l.* across Milford Haven by the ferry to Pembroke (12—271 $\frac{1}{4}$)—see cross roads—p. 331.

At Merlin's Bridge, on *l.*, Fern Hill, and Boulston *Ho.*

Johnston to Milford (3 $\frac{1}{2}$ —265 $\frac{3}{4}$) is capital going over a good undulating road, with one difficult hill to mount at Stainton, 263 $\frac{3}{4}$. (*Milford*: Lord Nelson.)

Milford, commonly called Milford Haven, has large docks and quay; the harbour is one of the finest in the kingdom; here is an observatory. Beyond Johnston, on *l.*, Harmeston *Ho.* At Stainton, on *r.*, Thornton, Robeston Hall, &c. At Milford, on *l.*, Castle Hall, on *r.*, Nieston *Ho.*, St. Botolph's, Sandy Haven *Ho.*, Butter Hill, and Dale Castle, &c.

LONDON TO MERTHYR TYDVIL.

London to Newport (147 $\frac{3}{4}$)—p. 91.

Newport to Caerphilly (12 $\frac{1}{4}$ —160); in Newport keep first to *r.* after the railway, then to *l.* for Bassaleg, 150 $\frac{3}{4}$, where keep to *r.* through Machen (keep to *l.*) and Rudry.

At Caerphilly, remains of castle.

Caerphilly to Merthyr Tydvil (16—176); by Bridgewater's Arms, 163, whence follow the valley of the *R. Taff*, by Pontypridd or Newbridge, 164, Traveller's Rest, 167, and Quaker's Yard, 168, alongside river, railway, and canal. [Or to *Cardiff*, 160 $\frac{1}{4}$, p. 91, then turn to *r.* before crossing *R. Taff*, which follow up the valley through Whitchurch, 163 $\frac{1}{2}$, and joining the other road at Bridgewater's Arms, 171 $\frac{1}{4}$; the roads are good, and there are several hills which can be easily mounted. Picturesque scenery.]

At Traveller's Rest on *l.*, along canal and railway up a branch valley by Mountain Ash to *Aberdare*, 184 $\frac{1}{4}$.

(*Aberdare*: Black Lion, *B.T.C.*; Boot.)

Merthyr Tydvil is the largest town in Wales, and the chief ironworks centre. Dowlais *Ho.*, Cyfarthfa Castle, &c.

LONDON TO ALDBOURN.

London to Reading (39)—p. 88.

Reading to Pangbourne (6—45) is level or slightly rising ground along the *R. Thames* and through Purley, 44; flint road with good and smooth hard surface. Pretty ride.

(*Pangbourne*: Swan.)

Near Pangbourne, on *l.*, Purley Hall and Bere Court.

Pangbourne to Streatley (4—49), is a good but rather hilly road through Basildon, 47½, running close by *R.* Thames; flint road.

On *l.*, Basildon Park. Pretty scenery.

Streatley to East Ilsley (5—54); in Streatley turn to *l.* and through Compton, 52, crossing the Downs.

East Ilsley to Fawley (5¾—59¾); through West Ilsley, 55, and Farnborough, 58.

Before Fawley, on *l.*, Woolley Park.

Fawley to Lambourne (5—64¾); across Eastbury Down; steep descent into Lambourne.

[Or to Speenhamland, 56, p. 83; thence on *r.* through Welford, 61½, Little or East Shefford, 63¼, Great or West Shefford, 64, East Carston, 65¾, and Eastbury, 66½, to *Lambourne*, 68; pretty level.]

On *l.*, Welford Park.

Lambourne to Aldbourn (6—70¾); through Baydon, 68¾.

[Or to Ransbury, 69—p. 89; then on *r.* to *Aldbourn*, 73.]

LONDON TO WICKWAR.

London to Maidenhead (26)—p. 87.

Maidenhead to Henley-on-Thames (9—35); follow the Reading road to Stubbings Heath or Maidenhead Thicket, 28, where keep to *r.* across Stubbings Heath; then come two or three short stiff ascents and descents followed by a gentle rise for 2*m.*, and descent again to Hurley Bottom, 32; hence the steep ascent of Rose Hill has to be mounted, followed by the long and very steep descent of White Hill leading down to the bridge over *R.* Thames, riding down which is dangerous, if not impossible, on account of the steepness and generally loose stony state of the surface: otherwise good road.

[Or another road, not near so hilly, is to follow the Reading road to Hare Hatch, 32—p. 88; and shortly beyond turn off to *r.* for Wargrave, 34, thence on to Henley is a good, smooth, gravel road, with one or two short but very steep ups and downs: very pretty scenery.]

(*Henley*: Red Lion; Royal; White Hart.)

2*m.* before Hurley Bottom, on *r.*, remains of Augustine Priory at Bisham; across *R.* Thames, Medmenham Abbey. Henley is famous for its annual regatta in July. On *l.*, Henley Park, and on *r.*, Fawley Court, both elegant mansions in beautiful grounds; the neighbourhood abounds in residences of the gentry, interspersed with beautiful scenery.

Henley-on-Thames to Nettlebed (5—40); for the first mile it is level, then there are about 3*m.* of continuous uphill, but not steep, through Assington Cross, 37, and Bix *Tp.*, 37¾; the surface is generally very smooth, so all the 5*m.* can be ridden up.

(*Nettlebed*: Red Lion.)

At Bix *Tp.*, on *r.*, Henley Park; 3*m.* beyond it, Stonor Park, in which deer are kept.

Nettlebed to Wallingford (6—46); rather steep descent out of Nettlebed, then undulating for nearly 2*m.* through Nuffield Heath, 41½ (where keep to *l.*), and long descent to Crowmarsh Gifford, 45¼, whence cross *R.* Thames to Wallingford, over bridge of 19 arches, gravel road.

(*Wallingford*: George; Lamb; Nuffield Heath; Crown.)

On *l.*, Ipsden Ho. and Woodcot Ho. On Crowmarsh, on *l.*, Mongewell Ho. At Wallingford, remains of castle, St. Peter's ch., Castle Priory.

Wallingford to Harwell (8—54); through Brightwell, 48 (turn to *l.*), and Didcot, 52½; good chalk road.

[Or to *Streatley*, 49—p. 100; at the fork roads beyond keep to *l.*, and it is very hilly and rough as far as Blewberry, 54½, and then it improves through Upton, 56, to *Harwell*, 58.]

Harwell to Wantage 6—60) is a good chalk road through East Hendred, 56, and Ardington, 57¾. This road is called the Port Way.

(*Wantage*: Bear, *B.T.C.*)

Wantage was the birthplace of Alfred the Great, and was a royal town of the Saxons. On the range of hills on *l.* runs an old British road, called the Ridgeway or Ickleton street; many barrows are scattered about.

Wantage to Swindon (17—77); beyond Wantage turn to *l.*, and through Childrey, 62½, Woolston, 66½, Ashbury, 69½, Bishopstone, 71½, and Wanborough, 73, is a very loose and rough road, with many steep little hills, which require careful riding.

(*Swindon*: Bell; Goddard Arms, *B.T.C.*; King's Arms.)

About 3m. beyond Wantage, the road goes through the Vale of White Horse, the figure of which is seen on the hill side, on *l.* For several m. the road runs close under the north side of the hills, being the old Port Way. There are several objects of antiquity, &c., as the Punch Bowl, Letcombe Castle, Blowing Stone, White Horse, Dragon Hill, Offington Castle, Wayland Smith's Cave or Forge, Alfred's Castle, and Hardwell Camp.

Swindon to Malmesbury (15—92); rough descent out of Swindon, then a good gravel and flint road through Brinkworth, 86½, with no difficult hills till just before Malmesbury, when there are two which require careful riding. Returning, when nearly through Malmesbury, turn to *l.*

4m. further, ½m. on *l.*, Wootton Bassett, a small old-fashioned town, 83½.

(*Malmesbury*: King's Arms, *B.T.C.*; King's Head.—*Wootton Bassett*: Angel; Royal Oak.)

2m. beyond Swindon, on *r.*, Lydiard Park. Malmesbury was formerly an important town, and parts of the walls are left, but the castle has disappeared; there are ruins of the splendid Abbey, built in the 9th century, and containing King Athelstane's tomb; fine market cross.

Malmesbury to Great Sherston (5½—97½); through Westport, 92½, and Easton Grey, 95½, undulating and fair road.

About half-way cross the old Fosse Way, or Akeman Street, and 1m. on *l.* at Whitewalls, is the site of the Roman station of Matuardonis.

Great Sherston to Dunkirk (4½—102), through Sopworth, 99½. Returning, just out of Dunkirk keep to *r.*

1m. before Dunkirk, on *l.*, Badminton Park (Duke of Beaufort).

Dunkirk to Wickwar (5—107); through Hawkesbury Upton, 102 (½m. beyond which keep to *l.*).

LONDON TO CHIPPENHAM (by Swindon).

London to Wootton Bassett (83½)—above.

Wootton Bassett to Lyneham (4½—87½).

Lyneham to Chippenham ($9\frac{1}{4}$ —99); at Lyneham keep to *r.* and through Christian Malford, $91\frac{3}{4}$, Sutton Benger, 93, and Langley Burrell, $95\frac{1}{2}$. At Sutton Benger, on *r.*, Draycot *Ho.*

LONDON TO THORNBURY.

London to Wantage (60)—p. 101.

Wantage to Faringdon (8—68) is a splendid flint road through East Charlow, 61, Stanford, $64\frac{3}{4}$, and Stanford Plain, $65\frac{3}{4}$; after East Charlow the road bears away to N.W., and there is a long descent into Faringdon. Returning, keep to *r.* out of Faringdon.

Before Faringdon, on *l.*, Shillingford Castle; on *r.*, Wadley *Ho.* Interesting old *ch.* at Faringdon, with many old monuments. N. of town, Faringdon *Ho.*; near to it is a circular camp.

Faringdon to Highworth ($6\frac{1}{4}$ — $74\frac{1}{4}$); beyond Faringdon is a long uphill to mount, then descent and ascent to Coleshill, $71\frac{3}{4}$, out of which is a steep fall and long pull up to Highworth.

(*Highworth* : King and Queen; Saracen's Head.)

On *l.*, Coleshill *Ho.*; at Highworth, on *l.*, at Sevenhampton, Warneford Place.

Highworth to Cricklade ($7\frac{1}{2}$ — $81\frac{3}{4}$); after some undulating road a long rise to "Cold Harbour" Inn, 78, where turn to *r.* down a long, steep hill, and through Water Eaton, $80\frac{1}{4}$, and over Colcut Bridge; good flint road. [Or to *Swindon*, 77—p. 101; thence to *Cricklade*, 8—85, by "Cold Harbour" Inn, $81\frac{1}{4}$.]

(*Cricklade* : White Hart; White Horse.)

About 3m. past Highworth, on *r.*, Castle Hill. At "Cold Harbour" Inn join the Roman Ermine Way. At *Cricklade*, St. Sampson's *ch.* and St. Mary's *ch.*

Cricklade to Charlton ($9\frac{3}{4}$ — $91\frac{1}{2}$); rather up and down hill, but nothing difficult, through Leigh Common, $84\frac{3}{4}$, by Cove House, $85\frac{3}{4}$, Minety station, $86\frac{3}{4}$, and over Broadwater Bridge, 91; gravel road, very good going. Pretty scenery.

Charlton to Tetbury ($5\frac{1}{2}$ —97); turn to *r.* and skirt north side of Charlton Park, and through Five Lanes *Tp.*, 93, and Long Newton, $95\frac{1}{4}$; rather hilly, and steep ascent into Tetbury.

[Or forward to *Malmesbury*, $93\frac{3}{4}$; then turn to *r.* and through Long Newton, $96\frac{3}{4}$, to *Tetbury*, $98\frac{1}{2}$; very shaky road, with some sharp little hills to ascend.

Or to *Malmesbury*, 92—p. 101, thence to *Tetbury*, $4\frac{3}{4}$ — $96\frac{3}{4}$ —above.]

(*Tetbury* : White Hart, *B.T.C.*)

Before Tetbury, on *l.*, Eastcourt *Ho.* At Tetbury, fine *ch.*

Tetbury to Kingscote, Hunter's Hall ($5\frac{1}{4}$ — $102\frac{1}{4}$); through Tetbury turn to *l.* and through Beverstone, 99, and past Calcott Farm, $100\frac{1}{2}$.

At Beverstone, on *r.*, Chevenage *Ho.* On *r.*, Kingscote Park; on *l.* 1m., Lasborough Park.

Kingscote to Wotton-under-Edge ($4\frac{1}{4}$ — $106\frac{1}{2}$); beyond Kingscote keep to *l.* twice.

(*Wotton* : Royal Oak, *B.T.C.*; Swan, *B.T.C.*)

At Wotton, 1m. on *l.*, Newark Park.

Wotton-under-Edge to Thornbury ($8\frac{1}{2}$ —115).

LONDON TO BRISTOL (by Malmesbury).

London to Malmesbury (92)—p. 101.

Malmesbury to Acton Turville ($8\frac{3}{4}$ — $100\frac{3}{4}$); beyond Malmesbury turn to *l.* and through Foxley, $94\frac{1}{2}$, and Lackington, 99.

[Or to *Great Sherston*, $97\frac{1}{2}$, p. 101; there turning to *l.* is a sharp awkward fall, which requires caution in descending, and almost level through Lackington, $101\frac{1}{4}$, to *Acton Turville*, 103; surface inclined to be stony.]

At Lackington, on *r.*, Badminton Park.

Acton Turville to Bristol ($15\frac{1}{2}$ — $116\frac{1}{2}$); through Tormarton, $103\frac{1}{2}$, Codrington, Whimsey, and Ridgway.

[Or at Acton Turville turn on *l.* to *Nettleton*, $101\frac{1}{2}$, whence by Toll Down Inn, $105\frac{1}{2}$, Hinton, 107, through Pucklechurch, 109, Mangotsfield, $110\frac{1}{4}$, and Ridgway, where join the other road to *Bristol*, 117.]

At Tormarton, on *r.*, Dodington Park; before Ridgway, on *r.*, Cleeve Lodge and Cleeve Hill. Beyond Toll Down Inn, on *l.*, Dirham Park; beyond Pucklechurch, on *l.*, Siston Court; at Mangotsfield, on *r.*, Hill Ho.

LONDON TO WICKWAR (by Tetbury).

London to Tetbury (97)—p. 102.

Tetbury to Dunkirk ($7\frac{1}{2}$ — $104\frac{1}{2}$); in Tetbury turn to *l.* and through Doughton, 98, by Hare and Hounds, 99, and through Didmarton, $102\frac{1}{2}$, is an easy road as to hills; oolite surface, slippery and rutty in wet weather.

Dunkirk to Wickwar (5— $109\frac{1}{2}$)—p. 101.

[Or to *Wotton-under-Edge*, $106\frac{1}{2}$, p. 102, then follow the Thornbury road for *3m.*, and turn to *l.* to *Wickwar*, $111\frac{1}{2}$.]

LONDON TO ST. DAVID'S (by Malmesbury).

London to Acton Turville ($100\frac{3}{4}$)—above.

Acton Turville to St. David's ($171\frac{1}{4}$ —272)—pp. 97-98.

LONDON TO BERKELEY.

London to Faringdon (68)—p. 102.

Faringdon to Lechlade ($5\frac{3}{4}$ — $73\frac{3}{4}$); in Faringdon turn to *r.* and through Buscot, 72, and over St. John's Bridge, 73, is perfectly level and first rate gravel road.

(*Lechlade*: New Inn; Swan.)

Lechlade is the highest point to which the *R.* Thames is navigable; the *ch.* was erected in the 15th century; on *r.*, Buscot Park.

Lechlade to Fairford ($4\frac{1}{4}$ —78) is a fairly good road, and quite level.

(*Fairford*: Bull, *B. T. C.*)

At Fairford, very fine *ch.* with beautiful windows; on *r.*, Fairford Park.

Fairford to Cirencester ($8\frac{3}{4}$ — $86\frac{3}{4}$); through Poulton, $81\frac{1}{2}$, Easington, $82\frac{3}{4}$, and Ampney Crucis, $83\frac{3}{4}$, fairly level road, with one or two slight undulations; fairly good surface, but being composed of oolite stone is dangerously rutty and greasy when wet. Returning, turn to *r.* outside Cirencester.

(*Cirencester*: Fleece, *B.T.C.*; King's Head.)

On *r.* pass Ampney Park and *Ho.* Cirencester was an important station of the Romans, situate at the junction of Ermine Way, Fosse Way, Ikenild street, and Akeman street; many antiquities have been found in the vicinity. Gothic *ch.* of the 14th century, recently restored, one of the finest in England. Near the town is the Agricultural College. · Old Roman Museum.

Cirencester to Frampton Tp. ($6\frac{1}{2}$ — $93\frac{1}{4}$); $\frac{3}{4}$ *m.* out of Cirencester keep to *r.*; very undulating road, skirting south side of Oakley Park for *4m.*, then over Sapperton Tunnel.

On *l.*, the village of Cotes, which gives its name to the Cotswold Hills; beyond is the source of *R.* Thames; also an old entrenchment called Trewsbury Castle.

Frampton Tp. to Minchin Hampton ($3\frac{1}{4}$ — $96\frac{1}{2}$); $\frac{1}{4}$ *m.* beyond, turn to *l.*, and again to *l.* before Minchin Hampton.

(*Minchin Hampton*: Crown, *B.T.C.*)

Before Minchin Hampton, on *r.*, Hyde Court, and Minchin Hampton Park; on *l.*, Gatcombe Park. Fine *ch.* at Minchin Hampton, founded in the reign of Henry III.

Minchin Hampton to Nailsworth (2 — $98\frac{1}{2}$); entering Nailsworth turn to *l.*

(*Nailsworth*: George, *B.T.C.*; Railway.)

Nailsworth to Dursley (7 — $105\frac{1}{2}$); through Horsley, $99\frac{3}{4}$, and *2m.* further turn to *l.*, then $\frac{1}{2}$ *m.* further to *r.*, and again to *r.* shortly after, and through Uley, $103\frac{3}{4}$.

[Or to *Kingscote*, $102\frac{1}{2}$,—*p.* 102; beyond which take second turn on *r.* to *Dursley*, $106\frac{3}{4}$.]

(*Dursley*: Old Bell, *B.T.C.*)

At Dursley, on *l.*, Stancombe Park; on *r.* Ferney Hill and Kingshill *Ho.*

Dursley to Berkeley ($5\frac{3}{4}$ — $111\frac{1}{2}$); a mile beyond Dursley keep to *l.*, and $\frac{1}{2}$ *m.* further to *r.*, and *2m.* again join the Gloucester and Bristol road; at "Old Bell," $109\frac{3}{4}$, turn to *r.*

(*Berkeley*: Berkeley Arms; White Hart.)

At Berkeley, on *l.*, Berkeley Castle, built soon after the Conquest. Fine old *ch.*, containing some ancient monuments, and with a separate tower.

LONDON TO STONEHOUSE.

London to Frampton Tp. ($93\frac{1}{4}$)—above.

Frampton Tp. to Stroud ($5\frac{3}{4}$ — 99); take right hand road $\frac{1}{4}$ *m.* further on, then there is a long hill to mount, followed by $1\frac{1}{2}$ *m.* descent, in some parts steep, through Chalford, $95\frac{1}{2}$, to near Brimscombe, 97 , whence it is a level run into Stroud, running alongside railway and canal. Pretty scenery.

[Or to *Minchin Hampton*, $96\frac{1}{2}$, above; then on *r.* through Rodborough, $99\frac{3}{4}$, to *Stroud*, $100\frac{1}{2}$.]

(*Stroud*: Albany; George; Imperial; Royal George, *B.T.C.*; Swan.)

At Chalford *2m.* on *r.* Lypial Park. Beyond Minchin Hampton, on *r.*, Road *Ho.*, and on *l.* Hill *Ho.* At Rodborough Hill, the Fort; on *l.*, Stanley Park. Stroud is the chief seat of the West of England woollen trade; on every side but *W.* it is surrounded by steep hills.

Stroud to Stonehouse ($2\frac{3}{4}$ — $101\frac{3}{4}$); through Cain's Cross, 100, and Ebley, $100\frac{1}{2}$, is a good level road.

(*Stonehouse* : Crown and Anchor.)

2m. S. of Stonehouse is Woodchester Park, where remains of a large Roman villa have been found.

LONDON TO GLOUCESTER.

London to Cirencester ($86\frac{3}{4}$)—p. 103.

Cirencester to Birdlip ($10\frac{3}{4}$ — $97\frac{1}{2}$), along the old Roman Ermine Way, and crossing the Cotswold Hills; through Stratton, $89\frac{1}{4}$, is an undulating road, quite straight for 8m., with no heavy hills, but descent into Birdlip; oolite road, good in dry weather, bad and slippery when wet.

About 3m. before Birdlip, on *L.*, Miserden Park. 2m. N. of Birdlip, the *R.* Churn rises, one of the highest affluents of the *R.* Thames. Fine views.

Birdlip to Gloucester ($7\frac{1}{4}$ — $104\frac{3}{4}$); leaving the Cotswolds the long and very steep descent of Birdlip Hill continues through Birdlip to Whitcomb, 99, dangerous to ride down and should be walked; then it is a level and very good road through Cross Hands, 100, Brockworth, $100\frac{1}{2}$, Hucclecote, $101\frac{1}{4}$, and Barnwood, $102\frac{3}{4}$, with an ascent into Gloucester: Bristol stone.

(*Gloucester* : Albion; Greyhound; Lower George; New Inn; Ram; Spread Eagle, *B.T.C.*)

At Whitcomb, on *L.*, remains of a Roman villa; beyond, Prinknash Park. At Gloucester, the cathedral, a fine Gothic building, commenced in 1407.

LONDON TO GLOUCESTER (by Abingdon).

London to Nettlebed (40)—p. 100.

Nettlebed to Bensington or Benson (6—46); rather steep descent out of Nettlebed, then uphill for nearly 2m. through Nuffield Heath, $41\frac{1}{2}$ (keep to *r.*); after that is the long and rather stiff descent of Gangsdown Hill, followed by another descent just after the 43rd *ms.*, then undulating through Beggar's Bush, 44, and the last mile level into Bensington; good surface, but sometimes dusty.

Bensington to Dorchester ($3\frac{1}{4}$ — $49\frac{1}{4}$); capital level road through Shillingford, $47\frac{1}{2}$, running close by *R.* Thames all the way.

(*Shillingford* : Swan.)

In Saxon times Dorchester was a bishop's see; interesting old *ch.*; remains of priory of Black Monks. At the junction of Thames and Isis is an ancient camp.

Dorchester to Abingdon ($6\frac{1}{2}$ — $55\frac{3}{4}$); by left hand road, is almost level through Burcot, $50\frac{3}{4}$, and Clifton, 52, and over Culham Bridge, $54\frac{3}{4}$ (*R.* Thames); capital going, pretty scenery.

(*Abingdon* : Lion, *B.T.C.*; Nag's Head; Queen.)

At Abingdon, St. Nicholas *ch.*, erected in the latter part of the 13th century. Slight remains of a Benedictine Abbey, founded by the Saxons.

Abingdon to Fyfield ($5\frac{1}{2}$ — $61\frac{1}{4}$); through Shippon, $56\frac{3}{4}$, and Tubney, $60\frac{1}{2}$, fairly level and good road, but mostly oolite.

On *r.*, Oakley *Ho* and Tubney *Ho*.

Fyfield to Faringdon ($9\frac{1}{4}$ — $70\frac{1}{2}$); by Kingston Inn, $62\frac{1}{2}$, and Pusey Furze, $65\frac{3}{4}$, is a perfectly level road; oolite surface, but fairly good going.

At Pusey Furze, on *r.*, Buckland *Ho.*; on *l.*, Pusey *Ho.*; and beyond Cherbury camp, an old entrenchment. Near Faringdon, on *r.*, Wadley *Ho.*

Faringdon to Cirencester ($18\frac{3}{4}$ — $89\frac{1}{4}$)—p. 103.

Cirencester to Gloucester (18 — $107\frac{1}{4}$)—p. 105.

LONDON TO ST. DAVID'S (by Oxford and Gloucester).

London (Marble Arch) to Acton (5); level road through Bayswater, $\frac{3}{4}$, to Notting Hill, 2, whence there is a good longish descent nearly to Shepherd's Bush, $2\frac{1}{2}$; here take right hand road at the Common, and the rest is level except a hill to rise into Acton; except a few 100 yards of wood paving through Notting Hill, the surface is macadam all the way, consequently rough and bumpy, and often wet and greasy; tramway from Shepherd's Bush to near Acton.

Close to Marble Arch formerly stood Tyburn Turnpiko; here also for many years was the execution place of London. For the first $1\frac{1}{2}$ m. the road skirts the north side of Hyde Park and Kensington Gardens; at Notting Hill, on *l.*, Holland *Ho.*

Acton to Southall ($4\frac{1}{2}$ — $9\frac{1}{2}$); sharp descent out of Acton and similar rise after, then past Ealing Common, 6, it is level for a mile or so, followed by a long gentle descent past Ealing Dean to Hanwell, 8; from here the road descends sharply down Hanwell Hill to *R.* Brent, followed by a rise past the Asylum and a gradual slope up to Southall: still macadam and rough, but after Ealing Common it improves slightly.

(*Ealing*, on *l.*: Bell.)

On *r.*, Hanger Hill, Castle Bear Lodge and Hanwell Park. Near Hanwell, on *l.*, Osterly Park.

Southall to Uxbridge ($5\frac{1}{2}$ — 15); on the rise nearly all the way through Hayes End, $12\frac{1}{4}$, to Hillingdon, $13\frac{1}{2}$, out of which is a sharp descent, then nearly level to Uxbridge; macadam road, with pretty fair riding at the sides.

(*Hayes*: Adam and Eve; Angel.—*Uxbridge*: Chequers; Eight Bells; King's Arms.)

The main street of Uxbridge is almost a mile long. Before Uxbridge, on *r.* Hillingdon *Ho.*

Uxbridge to Beaconsfield ($8\frac{1}{4}$ — $23\frac{1}{4}$); the macadam ends with Uxbridge, out of which is a short dip, and then two bridges to go over (*R.* Coln and Grand Junction Canal); after that the road is level, but not very smooth, to the foot of Red Hill, $17\frac{1}{4}$, which, though rather rough and generally loose and heavy, can be mounted by an ordinary rider, as it is not steep; thence undulating past Tatling End, 18, to Gerard's Cross, 20, beyond which are two or three sharp descents and ascents skirting Bulstrode Park (Duke of Somerset), and then it runs up a narrow well-wooded valley by a gradual rise with a few undulations to Beaconsfield; gravel surface, in dry weather sandy and heavy for the first 3 m., then good except sometimes rather loose and heavy in places on the long slope past Bulstrode Park.

(*Beaconsfield*: Old Swan, *B.T.C.*; Saracen's Head; White Hart.—*Gerard's Cross*: Bull.)

In Beaconsfield *ch.* Edmund Burke is buried, and in the churchyard, the

Poet Waller. On *r.*, before Beaconsfield, is Wilton Park. In Bulstrode Park is an ancient entrenchment. S. of Beaconsfield is Hall Barn Park.

Beaconsfield to High Wycombe ($5\frac{3}{4}$ —29); sharp descent from Beaconsfield, which is rather stony, followed by a gradual rise to Hotspur Heath, $24\frac{3}{4}$, then a long hill down into Loudwater, $26\frac{1}{4}$, whence an all but level road runs up the valley past Wycombe Marsh, $27\frac{1}{4}$, to High Wycombe; capital smooth surface.

(*High Wycombe*: Coach and Horses; Falcon; Red Lion, *B.T.C.*; Swan Inn.)

High Wycombe possesses a handsome town hall; the *ch.*, All Saints', was built in the 13th century and has fine altar-piece and monuments. On *l.* is Wycombe Abbey. High Wycombe is noted for the manufacture of chairs.

High Wycombe to Stokenchurch ($7\frac{1}{4}$ — $36\frac{1}{4}$); out of High Wycombe there is nearly a mile of easy uphill, then nearly all down to West Wycombe, $31\frac{3}{4}$; from here a gently rising road runs for $\frac{3}{4}$ *m.* to the foot of Dashwood Hill, which leads on to the Chiltern Hills, and is a very steep but straight ascent of some 400 yards in length; riding up is almost impossible and bicyclists coming the contrary direction should beware against riding *down*, as it is often very loose, besides being dangerous on account of its steepness; once on the top it is an easy undulating road across the Chilterns to Stokenchurch: good surface on the whole.

(*West Wycombe*: White Horse.—*Stokenchurch*: Barley Mow; Red Lion.)

N. of High Wycombe is Hughenden Lodge. At West Wycombe, on *l.*, Wycombe Park; on *r.*, overlooking the road, is an elegant mausoleum.

Stokenchurch to Tetsworth (6— $42\frac{1}{4}$) is a capital going road; after a gradual ascent to the *Tg.* about a mile beyond Stokenchurch, the descent from the Chilterns begins, the road gradually winding down the hillside through a wood for nearly 2*m.*, rideable either down (with caution) or up; after this comes a splendid stretch of smooth and nearly level road, on which almost any pace can be maintained, till a mile beyond Postcombe. $40\frac{1}{2}$, when there is a long stiff hill to run down, followed by a short up and down into Tetsworth.

(*Tetsworth*: Red Lion; Swan.)

At the foot of the Chilterns, 3*m.* on *l.*, is the splendid mansion of Shirburne Castle (Earl of Macclesfield) containing large armoury and many celebrated paintings; on *r.*, Aston Rowant; on *l.*, Nethercote Park. 3*m.* N. of Postcombe is Thame Park, the house of which is built on the site of an ancient abbey.

Tetsworth to Wheatley, entrance of ($6\frac{1}{4}$ — $48\frac{1}{2}$); past the "Three Pigeons," $44\frac{3}{4}$, is a good undulating road, with a long descent to Wheatley Bridge, $47\frac{1}{2}$, on the *R.* Thame, and an easy rise to the entrance of Wheatley, which the main road does not go through, but passes to the right of.

(*Wheatley*: Crown; King's Arms; Railway.)

At Wheatley Bridge, 1*m.* on *l.*, Cuddesden Palace, residence of the Bishop of Oxford; on *r.*, Holton Park.

Wheatley to Oxford ($5\frac{1}{2}$ —54); turning to *r.* entering Wheatley, and $\frac{1}{2}$ *m.* beyond to *l.*; the road continues good and undulating to Headington *Tg.*, $52\frac{1}{2}$, whence it is all downhill, the surface being macadam and very bumpy, ending with a sharp descent at St. Clement's, $53\frac{1}{4}$, and after some rough paving, cross the Magdalen Bridge (*R.* Cherwell) into Oxford; through the town is partly cobble paved and bad for bicycling.

[From Wheatley Bridge by the Old Road through Wheatley and over Shotover Hill to Oxford, 7*m.*]

(*Oxford*: Black Horse; Clarendon; Jones' Railway, *B.T.C.*; Mitre; Randolph; Roebuck; Three Cups; Ship.)

Oxford is one of the most beautiful and elegant cities of England, both on account of the picturesqueness of its situation and the number and architectural richness of its public edifices; its University, England's chief seat of learning, has a world-wide reputation. There are 25 colleges and halls, the oldest, University College, said to have been founded in 872. The cathedral and churches are very handsome; also library, museums, observatory, &c. Some remains still exist of the old castle and walls. Splendid view of the town from Headington Hill.

Oxford to Witney ($11\frac{1}{4}$ — $65\frac{1}{4}$); keeping straight on through Oxford, pass under the G. W. Ry., close to the station and over several bridges (*R. Isis*), then very good and smooth road, quite level, by Botley Hill, $55\frac{3}{4}$, to Ensham or Eynsham Bridge, called also Swinford Bridge, 59 (over *R. Isis*), which is a private bridge, and there is toll, 2*d.*, to be paid; from Ensham, $59\frac{3}{4}$ (turn to *r.*), there is an ascent followed by a long descent, but the road becomes level approaching Witney.

(*Witney*: Marlborough.—*Ensham*: Swan.)

3*m.* N. of Oxford, near the Isis, are the ruins of Godstow Nunnery. Witney is celebrated for its blankets; it has a large and handsome cruciform *ch.* 2*m.* S. of Ensham, at Stanton Harcourt, a fine old *ch.*; the manor house is an interesting building. On the *r.*, 3*m.* before Witney, is Ensham Hall; near it are two ancient camps. 2*m.* before Burford, the old Roman Akeman street crosses the road.

Witney to Burford (7 — $72\frac{1}{4}$); after crossing the *R.* Windrush, instead of following the main road right through Witney, turn sharp to *r.*, by which some distance is saved; then keeping straight on there are two or three hills, otherwise a good easy road; at the bifurcation just before Burford if not wishing to go into the town take the left hand and more direct branch, following the telegraph wires and skirting the town on the south side; by the other road it is downhill to Burford, turning to *l.* into the main street, which is on a slope, then turn again to N. and up a long hill, at the top of which join the former road.

(*Burford*: Bull; Lamb.)

Burford is an old-fashioned town; large *ch.*, chiefly Norman; fine old manor house; also that at Asthall, on *r.*, 3*m.* before Burford.

Burford to Northleach (9 — $81\frac{1}{4}$), through Little Barrington, $75\frac{1}{2}$, is fairly good and level most of the way, except two hills to descend into the town.

(*Northleach*: Union; Wheatsheaf; New Inn, nearly 2*m.* beyond Burford.)

On *r.*, at a little distance, Barrington Park and Sherborne Park; on *l.*, about halfway, is an old camp.

Northleach to Andoverford ($7\frac{3}{4}$ —89); the road now crosses the Cotswold Hills, from which there are some fine views; the first 2*m.* are slightly downhill, then there is a long stiff ascent, followed by downhill for about the same length, by Frog Mill Inn, 88, into Andoverford: the surface is of oolite stone, and, although good in dry weather, it is rutty and dangerously greasy when wet.

Just out of Northleach the old Roman Fosse Way is crossed; 2*m.* on *l.* is Stowell Park.

Andoverford to Cheltenham ($5\frac{1}{4}$ — $94\frac{1}{4}$); after a little level, there is a long hill to descend from Andoverford to Dowdeswell, 90, then a

splendid run of 2*m.*, and another long descent to Charlton Kings, 93, and the rest level; good road at first, but afterwards it gets loose and rough, and the last 2*m.* are very bad, and through the town it is very rough and lumpy; chiefly mountain limestone.

(*Cheltenham*: Belle Vue; Fleece, *B. T. C.*; Lamb, *B. T. C.*; Plough.)

Cheltenham is one of the most fashionable and elegant of our inland watering places: it has 14 springs, all saline; its climate is very salubrious. The chief parts are the High street, Promenade or Well Walk, Lansdowne, Pitville Spa, and Christchurch.

Cheltenham to Gloucester (9—103½); turning to *r.* from Lansdowne, take the left of the next two main roads; when out of the town the road is smooth at first, but soon becomes rough again; it is level till nearing Gloucester, when there is a short uphill, after which turn to *r.* and entering the town is a slight incline.

[This is the best road to Gloucester, as every hill between Oxford and Gloucester can be ridden up.]

Gloucester to Newnham (12¼—115½); turn to *r.* at the Post Office down a slight descent, then cross canal and *R.* Severn, and through Over, 10¼, Highnam Court, 105¼ (turn to *l.* and again ½*m.* further on), Minsterworth, 107¾, and Westbury, 112¼, is a rather narrow but good road, with a few easy hills; steep ascent through Newnham; though macadam, there is nothing a bicyclist need complain of.

At Westbury, 1*m.* on *r.*, is Flaxley Abbey.

Newnham to Lydney (7—122½); through Blakeney, 119, is much the same quality of road, but it has very long ups and downs, some of which are too steep to ride up and must be descended carefully.

On *r.* lies the Forest of Dean.

Lydney to Chepstow (9¼—131¾); through Ailberton (or Aylburton) 124, Alvington, 125¼, Woolaston, 127, Stroute, 128¼, and Tiddenham, 129¾, is rather better going but hilly; into Chepstow there is a steep hill to descend.

(*Chepstow*: Beaufort Arms; White Hart.)

At Ailberton, 3*m.* on *r.*, remains of St. Briavel's Castle. Chepstow, on the *R.* Wye, is surrounded by grand and beautiful scenery. The ruins of the castle, built in the 11th century, are very extensive; the *ch.* originally formed part of the chapel of a Benedictine priory, erected shortly after the Conquest. The tide in the *R.* Wye here sometimes rises 50 and even 70 feet. Near Chepstow, the fine mansion and park of Piercefield.

Chepstow to Crick (4—135¾); long steep hill to walk up out of Chepstow followed by a steep descent to Poolmeyrick, 133¼, then undulating by St. Pierre's Park Gate, 134½; good wide road with a sound surface.

Near Crick, on *l.*, ruins of Caldecot Castle.

Crick to St. David's (146—281¾)—pp. 91-94.

LONDON TO OXFORD (by Maidenhead).

London to Dorchester (49¼)—p. 105.

Dorchester to Oxford (8¾—58); keep to *r.* out of Dorchester, and through Nuneham Courtney (or Courtenay), 52¾, Sandford, 54¾, and Cowley, 55½, is an undulating road, but the hills are not difficult: good

surface to Cowley, and then it is macadam, very rough and shaky, for the last 2*m.*, joining the Wycombe Road just before St. Magdalen's Bridge.

On *l.*, at Nuneham Courtney, is Nuneham Park, the magnificent seat of the Vernon Harcourts: the road after that runs near the *R.* Thames.

LONDON TO GLOUCESTER (By Oxford and Birdlip).

London to Frog Mill Inn (88)—p. 108.

Frog Mill Inn to Birdlip ($8\frac{1}{4}$ — $96\frac{1}{4}$); turn sharp to *l.* and the road goes downhill to Kilkenny, $89\frac{1}{2}$, and should be ridden carefully as the last part is rather steep; then hilly and rough road by Seven Wells, $92\frac{1}{4}$ (keep to *r.*), and Balloon Inn, 95 (keep to *l.*)

Beyond Seven Wells the *R.* Churn takes its rise, said by some to be the highest source of the Thames. Very fine views.

Birdlip to Gloucester ($7\frac{1}{4}$ — $103\frac{1}{2}$)—p. 105.

LONDON TO ST. DAVID'S (by Brecon).

London to Gloucester ($103\frac{1}{4}$)—p. 109.

Gloucester to Huntley ($7\frac{3}{4}$ —111); turn to *r.* at the *P.O.* down a slight descent, then cross canal and *R.* Severn, and keep straight on through Over, $104\frac{3}{4}$, Highnam Court, $105\frac{1}{4}$, Churcham, $107\frac{3}{4}$, over Birdwood Common, and through Birdwood, $109\frac{3}{4}$; good flat road.

Huntley to Ross ($9\frac{1}{4}$ — $120\frac{1}{4}$); good road through Mayhill, 112, Dorsley Cross, $112\frac{3}{4}$, Longhope, $114\frac{1}{4}$, Lea, $115\frac{3}{4}$, Ryford, $117\frac{1}{4}$, and Weston, $118\frac{1}{4}$; good scenery. [Better road than through Newent.]

(*Ross*: Lamb Inn)

Ross is surrounded by picturesque scenery, especially down the Wye Valley. Here lived John Kyrle, celebrated as the "Man of Ross." On the *S.* are the ruins of Wilton Castle; handsome *ch.*

Ross to Monmouth ($10\frac{1}{2}$ — $130\frac{3}{4}$); keep straight through Ross, cross *R.* Wye, and at Wilton *Tg.*, 121, take left hand road; rough and rather hilly road through Pencraig, $123\frac{3}{4}$, Goodrich, 125, Whitechurch, $126\frac{1}{2}$, and Ganarew, $127\frac{3}{4}$; last 2*m.* downhill: Monmouth is paved.

(*Monmouth*: Angel; Beaufort Arms; King's Head; White Swan.)

Beautiful scenery. Near Goodrich, the ruins of Goodrich Castle, besieged and dismantled by the Parliamentarians. Near Whitechurch, on Symond's Yate Hill, is an ancient encampment, whence a fine view is obtained. At Monmouth are remains of the Norman castle in which Henry V. was born; of a priory house; and the old town walls near Welshgate, on Monnow Bridge. St. Mary's *ch.* once the priory *ch.*, is of early English style, with a spire 200 feet high. On Kymin Hill is Nelson's Pavilion. At Troy *Hc.* (Duke of Beaufort) are preserved the cradle of Henry V., and the armour he wore at Agincourt.

Monmouth to Abergavenny ($16\frac{1}{2}$ — $147\frac{1}{4}$); through Monmouth turn to *r.*, and shortly after to *l.*; through Wonastow, $133\frac{1}{2}$ (a little further keep to *r.*), Dingestow, $134\frac{1}{2}$ (2*m.* beyond keep to *r.*), Tregare (or Tregaer), $137\frac{1}{4}$, Bringwyn, $138\frac{1}{2}$, Croes-bychan, 139 (turn to *r.*), Llanvihangel, $142\frac{1}{4}$, and Llangattock, $143\frac{1}{4}$. Returning, 1*m.* out of Abergavenny, keep to *l.* under the railway. [Or a little out of Monmouth keep to *r.* to Rockfield, 133, where keep to *l.*, and through Llanvapley to Abergavenny, $145\frac{1}{4}$.]

(*Abergavenny*: Angel; Great Western; Greyhound; Swan.)

Beyond Monmouth, on *l.*, Troy *Ho.*, Dingestow *Ho.*, and Bringwyn *Ho.*, and on *r.*, Llanarth Court. 2*m.* past Bringwyn, on *r.*, Clytha Castle. At Abergavenny, ruins of the castle. St. Mary's *ch.* was originally the chapel of the ancient priory. 2 or 3 *m.* N.W., Sugar Loaf and Holy Mountains. At Langwn *ch.* is a fine screen.

Abergavenny to Crickhowell ($6\frac{1}{4}$ —153 $\frac{1}{2}$); through Pentre, 149 $\frac{3}{4}$, Llanwenarth, 149 $\frac{1}{2}$, and Llangranach, 151 $\frac{1}{2}$, up the Usk valley; bad road. [Or in Abergavenny turn to *l.*, and, crossing *R.* Usk, through Llanfoist and Govilon, about 1*m.* longer.]

Before Crickhowell, on *r.*, Col-y-Gollen and Greenhill Cottage; beyond, Gwernvale, and 1 $\frac{1}{2}$ *m.* on *r.*, More Park. At Crickhowell are slight remains of castle.

Crickhowell to Brecon or Brecknock ($13\frac{3}{4}$ —167 $\frac{1}{4}$); through Llanvair, 154 $\frac{1}{2}$, Tretower, 155 $\frac{3}{4}$, Bwlch, 159 (keep to *l.*), Lliansaintffraid, 161 $\frac{1}{4}$, Skythrog, 162 $\frac{3}{4}$, and Llanhamlog, 164; still up the Usk valley, with one very steep hill up to and down from Bwlch; bad road.

(*Brecon*: Castle; George; Wellington.)

Beyond Crickhowell, on *l.*, Glan Usk Park. At Tretower, ruins of the castle. At Bwlch, on *l.*, Buckland *Ho.* At Brecon, ruins of the castle and priory; St. John's and St. Mary's Churches. At Llanhamlog, on *r.*, Peterstone Court.

Brecon to Trecastle ($9\frac{3}{4}$ —178); in Brecon turn to *l.* and up the Usk Valley, through Llanvaes, 168, (keep to *r.*) Llanspyddy, 169 $\frac{1}{2}$, Penpont, 172 $\frac{1}{2}$, and Rhyd-y-Brew, 175 $\frac{3}{4}$.

On *r.*, Penpont *Ho.*

Trecastle to Llandoverly ($9\frac{1}{4}$ —187 $\frac{1}{4}$); now leave *R.* Usk and up a small branch valley, through Llywel, 179, by Halfway *Ho.*, 182 $\frac{3}{4}$, and downhill through Velindre, 186 $\frac{1}{4}$.

(*Llandoverly*: King's Head; North Western.)

Llandoverly to Llandilo (12—199 $\frac{1}{4}$); at Llandoverly cross *R.* Brane and *R.* Towy, then turn to *l.* and through Llwynjack, 188 $\frac{1}{2}$, Croes-ceilog, 191 $\frac{1}{4}$, and Rhoesmaen, 198 $\frac{1}{4}$, down the Towy valley. [Or at Llwynjack turn to *l.* and through Dol-y-carreg, 190 $\frac{1}{2}$, Llangadock, 193 $\frac{3}{2}$, and 1*m.* further rejoining the other road; a little longer.]

[Or from *Trecastle* on *l.* up the Usk Valley for 2 or 3*m.* and then across the hills, through Talsarn, 185 $\frac{1}{4}$, Pontarilleche, 189 $\frac{1}{4}$, 1*m.* further keeping to *l.* and by Penachamawr, 193 $\frac{1}{4}$, and Maneravon, 195 $\frac{1}{2}$, to *Llandilo*, 198 $\frac{1}{4}$.]

(*Llandilo*: Castle; Cawdor Arms; Half Moon; King's Head; Salutation.)

2*m.* beyond Croesceilog, on *r.*, Abermarlais. 1 $\frac{1}{2}$ *m.* before Rhoesmaen, 1*m.* on *r.*, Taliaris. At Llandilo (called also Llandilo-Vaur), Dynevor Park and Castle ruins. 1*m.* beyond Penachamawr., on *l.*, Carreg Cennin, Castle ruins.

Llandilo to Carmarthen ($14\frac{3}{4}$ —214); turn to *r.* and past Dynevor Park, by Rhuradar, 201 $\frac{3}{4}$, Cross Inn, 204 $\frac{1}{4}$, Cothy Bridge, 207 $\frac{3}{4}$, White Mill, 210 $\frac{1}{2}$, and Abergwilly, 212.

Beyond Rhuradar, on *l.*, Aberglasney, and beyond it, Golden Grove. Beyond Cross Inn, on *l.*, Dryslwyn Castle ruins. At Abergwilly, Bishop of St. David's Palace, and Merlin's Cave and Grave.

Carmarthen to St. David's ($46\frac{3}{4}$ —260 $\frac{3}{4}$)—pp. 93-94.

LONDON TO ST. DAVID'S (by Cardigan).

London to Llandoverly (187 $\frac{1}{4}$)—above.

Llandoverly to Lampeter (18—205 $\frac{1}{4}$); through Llandoverly turn to

r., and by Pumsant, $197\frac{1}{4}$, and Lampeter Mountain, $201\frac{1}{4}$; two big hills to cross.

(*Lampeter*: Black Lion.)

2m. beyond Llandoverly, on l., Henllys. At Pumsant, on r., Dolancothi and Brunant, At Lampeter, the R. Teifi is noted for its salmon. Ancient ch. and College.

Lampeter to Newcastle-in-Emlyn ($20-225\frac{1}{4}$); entering Lampeter turn to l. and through Llanwinnen, Llanwenog, by Allt Yr Odyn Arms, $213\frac{3}{4}$, Rhydowen, $215\frac{1}{4}$, and through Llandyfriog, $223\frac{1}{2}$; hilly road.

At Lampeter on r. to *Tregarron* ($11-216\frac{1}{4}$).

(*Newcastle-in-Emlyn*: Emlyn Arms.)

Newcastle is situate amid beautiful scenery on R. Teifi. There are ruins of a castle.

Newcastle-in-Emlyn to Cardigan ($10-235\frac{1}{4}$); at Newcastle turn to l. and cross R. Teifi and then turn to r.; through Kenarth, $228\frac{1}{4}$ (where recross R. Teifi), by Stradmore Ho., $229\frac{3}{4}$, Llechrhyd, $232\frac{1}{4}$, and Llangoedmore, 234 ; the road keeps close to the river as far as Llechrhyd, and is almost level; delightful ride through fine scenery. [Or at Newcastle keep straight on instead of crossing the river, and long ascent and descent to Pont Hirwen, $229\frac{1}{4}$, again ascent out of it and more or less down to Llangoedmore.]

(*Cardigan*: Black Lion.)

At Llechrhyd, on l., across R. Teifi, Castle Mal-gwyn; 2m. farther (8m. from Newcastle-in-Emlyn) is the pretty village of Kilgerran, with the ruins of its castle. Cardigan is a small seaport near the mouth of R. Teifi. Ancient ch. and ruins of castle dismantled by the Parliamentarians.

Cardigan to Newport ($10\frac{1}{2}-245\frac{3}{4}$); in Cardigan turn to l., cross R. Teifi and turn to r., through St. Dogmael's, $236\frac{1}{2}$, and Velindre or College, $242\frac{3}{4}$.

(*Newport*: Queen's, B.T.C.)

At St. Dogmael's, remains of abbey.

Newport to Fishguard ($7-252\frac{3}{4}$).

(*Fishguard*: Commercial; Great Western.)

Fishguard to St. David's ($14\frac{3}{4}-267\frac{1}{2}$); about 2m. out of Fishguard keep to r. and through Mathry, $258\frac{3}{4}$, Penlan, $260\frac{1}{2}$, and Hendre, $265\frac{1}{2}$.

LONDON TO CARDIGAN (by Carmarthen).

London to Carmarthen (214)—p. 111.

Carmarthen to Conwyl-Elfed ($7-221$); in Carmarthen turn to r. (if coming from Llanelly way it is the 2nd turn after crossing R. Towy), and it is a good macadam road by Llan-newydd or Newchurch, $217\frac{1}{2}$; there is a slight but barely perceptible rise all the way to Conwyl-Elfed, otherwise Conwil-in-Elvet.

Conwyl-Elfed to Llangeler ($7\frac{3}{4}-228\frac{3}{4}$); keeping to r. at the bifurcation, the road now runs up the valley and is good and nearly level to Cwndeant or Dolau-Saison, $223\frac{3}{4}$, then uphill, rather too steep to be ridden, to Blaen-Bargoed, $225\frac{1}{4}$, on the top of a bleak mountain; the descent of the other side begins immediately after, and continues more or less gradual by Bwlch-clawdd, $226\frac{1}{2}$, and Croes-fford, $227\frac{1}{2}$ (keep to l.), ending with a steep pitch of 100 yards, where the road is cut through the solid rock.

Llangeler to Newcastle-in-Emlyn ($5\frac{1}{2}$ — $234\frac{1}{4}$); by Heallan, $230\frac{1}{2}$, Pentre-cagyl, 232, and Aber-arad, $233\frac{3}{4}$, the road follows the left bank of the *R. Teifi*, and is slightly on the fall all the way, with one steeper hill about $\frac{1}{2}$ *m.* long, though it can be ridden down with safety.

[Or from Conwyl-Elfed by the left hand road, and keeping to *r.* about $3\frac{1}{2}$ *m.* farther on, to Pentre-cagyl, a little shorter.]

Or keep to *l.* at Conwyl, and again to *l.* $3\frac{1}{2}$ *m.* further, by Pont-y-bwlch (keep to *r.*) to Aber-arad.]

Newcastle-in-Emlyn to Cardigan (10 — $244\frac{1}{4}$)—*p.* 112; join the Cardigan road just before Newcastle, and keep straight on instead of going through the town. [Or at Pont-y-bwlch keep to *l.* straight to Kenarth, $235\frac{1}{2}$, and Cardigan, $242\frac{1}{2}$. Or from *Carmarthen* by *Llanelnwlth ch.*, $217\frac{1}{2}$, The County Stone, $226\frac{3}{4}$, Kilrah Kilrhedyn, 228, Velindre Mill, $230\frac{1}{2}$, and Bridell, 237, to *Cardigan*, 240.]

LONDON TO NEWPORT (by Monmouth.)

London to Monmouth ($130\frac{3}{4}$)—*p.* 110.

Monmouth to Raglan (8 — $138\frac{3}{4}$); through Monmouth turn to *r.* and shortly after to *l.*; through Wonastow, $133\frac{1}{2}$ (a little further keep to *l.*) is a good macadam road, rather hilly. [Or out of Monmouth turn to *l.* and shortly after to *r.* and through Mitcheltroy, joining the other road a little further, past Wonastow.]

At Raglan, ruins of the once magnificent castle, dismantled in the Civil War

Raglan to Usk ($5\frac{1}{4}$ — 144); take second turn to *l.* $\frac{1}{4}$ *m.* past the Beaufort Arms; there is the long ascent of Lancayo Hill to mount, followed by a run down for the last 2 *m.*; not so good road as the preceding.

(*Usk*: Three Salmons.)

Usk was the birthplace of Richard III. and Edward IV.; ruins of ancient castle. *R. Usk* is famous for its salmon.

Usk to Caerleon (7 — 151); after crossing the *R. Usk*, turn to *l.*, and it is a capital undulating road, but more down than up, through Llanbadock, $144\frac{1}{2}$, Llangibby, $146\frac{1}{2}$, and Llanhennock, $149\frac{3}{4}$.

Near Llangibby are the ruins of Llangibby Castle. Caerleon was a Roman city, and there are many remains of it still to be seen. In the vicinity are large tin mines and works.

Caerleon to Newport (4 — 155); cross *R. Usk* and it is a hilly but good road through Christchurch, $152\frac{1}{2}$, when you join the New Passage and Chepstow road.

LONDON TO MONMOUTH (by Coleford).

London to Newnham ($115\frac{1}{2}$)—*p.* 109.

Newnham to Littledean (2 — $117\frac{1}{2}$); turn sharp to *r.* in Newnham; it is a fair but uphill road. [A shorter way is by turning off to *r.* 1 *m.* beyond Westbury, $112\frac{1}{4}$ —*p.* 109, saving nearly 2 *m.*]

Just before Littledean is an ancient camp.

Littledean to Coleford ($6\frac{3}{4}$ — $124\frac{1}{2}$) through the Forest of Dean, by

Cinderford, 119, Speech House, 120 $\frac{1}{4}$, and Winnett's Hill, 122 $\frac{3}{4}$, is not a very good road, and rather hilly.

(*Coleford*: Angel.)

Coleford to Monmouth (5—129 $\frac{1}{4}$); a considerable rise out of Coleford, and another before Stanton, 126 $\frac{1}{2}$, then a very steep and dangerous descent through splendid scenery. [There is another road, turning to *l.* $\frac{1}{2}$ *m.* out of Coleford and through High Meadow, 125 $\frac{1}{4}$, to Upper Redbrook, 127, on the *R. Wye*, thence up the river side; same distance.]

LONDON TO MONMOUTH (by Mitcheldean.)

London to Huntley (111)—p. 110.

Huntley to Mitcheldean (4 $\frac{3}{4}$ —115 $\frac{3}{4}$) by the left hand road and past Longhope station, 113 $\frac{1}{2}$; hilly, but good road. Good scenery.

Mitcheldean to Coleford (8—123 $\frac{3}{4}$); turn sharp to *l.* in Mitcheldean, and up a steep hill; the road goes through the Forest of Dean by Drybrook, 117 (keep to *l.* and shortly after to *r.*), Camomile Green, 120, and Mile End, 122 $\frac{3}{4}$; very hilly road.

Coleford to Monmouth (5—128 $\frac{3}{4}$)—above.

LONDON TO ABERYSTWITH.

London to Ross (120 $\frac{1}{4}$)—p. 110.

Ross to Hereford (15—135 $\frac{1}{4}$); keep straight through Ross, cross *R. Wye*, and at Wilton *Tg.*, 121, take the middle road; through Peterstow, 123 $\frac{1}{4}$, by Harewood End Inn, 126 $\frac{1}{4}$, Llandinabo, 127 $\frac{1}{4}$, and Much Birch, 128 $\frac{3}{4}$, to Cross-in-Hand *Tg.*, 130 $\frac{1}{2}$, is a good road, with some rather long hills, but none which cannot be ridden up; then a long and heavy hill to descend down Callow Pitch, and rough road through Callow, 131 $\frac{1}{4}$; the streets of Hereford are macadamised. Returning, keep to *l.* near top of Callow Pitch. [Or $\frac{1}{2}$ *m.* past Wilton *Tg.*, on *r.*, through Pig's Cross, 123 $\frac{1}{2}$, Hoarwithy, 125 $\frac{1}{2}$, Little Dewchurch, 127 $\frac{1}{2}$, and Aconbury, 129, it is not near so hilly, joining the other road just before *Hereford*, 133 $\frac{1}{2}$.] Fine scenery.

(*Hereford*: Green Dragon; Mitre, *Hqrs.*; Nelson Inn.)

At Hereford there are slight remains of the old walls and the castle; it was a diocese in British-Roman times. The cathedral was erected in the 11th century; it has been recently restored, and contains many old monuments. A triennial musical festival is held here in conjunction with the choirs of Gloucester and Worcester. The town was besieged twice in the Parliamentary War. David Garrick was born here. Beyond Peterstow, on *r.*, Pengethly; on *r.*, Harewood Park. On Aconbury Hill, top of Callow Pitch, on *r.*, an ancient camp; also Dindor or Dynedor Hill, on which are remains of an ancient camp, 2*m.* on *r.* before Hereford.

Hereford to Norton Canon (9 $\frac{1}{2}$ —144 $\frac{3}{4}$); in Hereford turn to *l.*, and by White Cross, 136 $\frac{1}{4}$, King's Acre, 137 $\frac{3}{4}$ (keep to *r.*), Stretton, 138 $\frac{1}{2}$, Creden Hill, 140, Mansell Lacy, 142, and Yazor, 143 $\frac{1}{2}$; good road.

Note the elegant White Cross. At Stretton, cross line of Roman way. At Creden Hill, 2*m.* on *l.* the site of Roman station, Kenchester, where many remains are to be seen. On *r.*, an entrenched camp on Creden Hill.

Norton Canon to Kington (10—154 $\frac{3}{4}$); by left hand road through Eccles Green, 146, Sarnesfield, 147 $\frac{1}{2}$, Woonton, 149, Holmes Marsh, 151, Lyonshall, 152 $\frac{1}{4}$, and Penrhôs, 153 $\frac{1}{4}$; good road.

[Or at White Cross, on *r.* through Cross Elms, 137 $\frac{1}{2}$, keep to *l.*, Tillington, 140 $\frac{1}{4}$, Burghill, 139 $\frac{1}{4}$, Brinsop Court, 141 $\frac{1}{2}$, Wormesley, 143 $\frac{1}{2}$, over Wormesley Hill, through *Weobley*, 146 $\frac{3}{4}$, to Sarnesfield, 148 $\frac{3}{4}$.

Or at Norton, on *r.* to *Weobley*, 147 $\frac{1}{4}$, and thence direct to Lyonshall, 153 $\frac{1}{4}$.]

(*Kington*: Oxford Arms.)

1*m.* before *Weobley*, between the two roads, Garnstone Castle. Past Lyonshall, on *r.*, Castle Woore or Weir; on *l.*, Moor Court.

Kington to New Radnor (7 $\frac{1}{4}$ —162) is a splendid road, rather undulating, passing close to Old Radnor on *l.* about halfway.

(*New Radnor*: Eagle.)

2*m.* before New Radnor, on *l.*, Harpton Court; 1*m.* further, on *r.*, Downton Hall.

New Radnor to Rhayader (19—181); turn to *l.* and there is a long pull uphill through and for 3*m.* beyond Llanfihangel-Nant-Melan, 165 (just beyond keep to *r.*), then a similar run down through Llandegley, 169, to Pen-y-bont, 171, and undulating but chiefly on the rise to Nantmel, 175, and then downhill. Returning, keep to *r.* at Pen-y-bont; very good road.

(*Rhayader*: Lion; Lion and Castle.)

Pretty scenery. Before Llanfihangel, 1*m.* on *r.*, the cascade of Water-break-its-neck. On *r.*, Pen-y-bont Court; on *l.*, Pen-y-bont Hall.

Rhayader to Devil's Bridge (18 $\frac{1}{4}$ —199 $\frac{1}{4}$); leaving Rhayader cross *R. Wye*, and the road then goes over the mountains: chiefly uphill for about 4*m.*, with descent into the Afon Elan valley, which follow up for 4 or 5*m.* farther, then down the Ystwith valley by Cwm Ystwith, 192 $\frac{1}{4}$, to Pentrebrunant ("Fountain" Inn), 195 $\frac{1}{4}$; here bear to *r.* out of the Ystwith valley, a stiff ascent followed by long downhill to Devil's Bridge in the Rheidol valley; the surface is very rough and scarcely rideable, and much walking will be necessary; very wild and rugged scenery. [Or in Rhayader turn to *r.* and run up the valley of the *R. Wye*, by Severn Arms and Llangurig for about 17*m.* to Steddfor-gurig Inn, at the foot of Mount Plynlimmon, and downhill, more or less, for 7 or 8*m.*, by Ysptyty Cynfyn to Devil's Bridge, in some parts too steep to ride.]

At Devil's Bridge, the Falls of Mynach and Devil's Punchbowl; 2*m.* up the Rheidol Valley, Parson's Bridge. 8*m.* S. are the ruins of Strata Florida Abbey, past Hafod mansion and park.

Devil's Bridge to Aberystwith (11 $\frac{1}{2}$ —210 $\frac{3}{4}$); the road is rather on the rise for 2 $\frac{1}{2}$ *m.*, then commencing at the 9*th ms.* from Aberystwith (971*ft.* high) it is a gradual downhill with scarcely a break, winding along the hill sides on the left bank of the Rheidol valley, by Eskynald, 202 $\frac{1}{4}$, and through Piccadilly, 208 $\frac{3}{4}$ (where on return journey keep to *l.*); good road.

(*Aberystwith*: Bellevue; Queen.)

2*m.* before Piccadilly, on *l.*, Nanteos Park. At Aberystwith, ruins of the castle, founded 1277, and dismantled by Cromwell; there are library, theatre, assembly rooms, baths, &c. Many pretty walks in the neighbourhood: Plas-crug, Pen-dinas, Pen-glais, Vale of Clarach, Gogerddan Park, Tan-y-castell, Crosswood Park or Trawscoed, &c. Excellent sea-bathing. There are many lead mines in the neighbourhood.

LONDON TO HEREFORD (by Ledbury).

London to Gloucester ($103\frac{1}{4}$)—p. 109.

Gloucester to Newent ($8\frac{1}{2}$ — $111\frac{3}{4}$); turn to *r.* at the *P.O.* down a slight descent, then cross canal and *R.* Severn, and along an avenue of trees, through Over, $104\frac{3}{4}$, to Highnam Court, $105\frac{1}{2}$ (where turn to *r.*), and through Highnam, 107, and Highleadon Green, $109\frac{1}{4}$, the road is rather hilly and very dusty and ruddy on account of coach traffic; oolite surface, slippery in wet weather and requiring careful riding.

At Newent are remains of an ancient priory.

Newent to Ledbury (8 — $119\frac{3}{4}$); long hill to mount out of Newent to Hill End, $113\frac{3}{4}$, followed by a corresponding descent to Dymock, $115\frac{3}{4}$, and then nearly level to Ledbury, the streets of which are paved. Returning, a mile out of Ledbury keep to *l.*

(*Ledbury*: Feathers; New Commercial; Royal Oak.)

Ledbury is a small old-fashioned town; the *ch.* was originally Saxon, but from numerous alterations is now mostly Norman, with detached tower and fine altar-piece. On *r.*, near Ledbury, is Eastnor Castle, the elegant residence of Earl Somers.

Ledbury to Hereford ($15\frac{3}{4}$ — $135\frac{1}{2}$); $\frac{1}{2}$ *m.* out of Ledbury turn to *l.*, and through Ledbury Mills, $120\frac{3}{4}$, Trumpet, $123\frac{3}{4}$, Pool End, $124\frac{3}{4}$, Tarrington, 127, Stoke Edith, 128, Dormington, $129\frac{1}{2}$ (keep to *r.*), Bartestree, 131, Lugwardine, $132\frac{1}{2}$, and Tupsley, 134; undulating all the way, nowhere dangerous or difficult, except a $\frac{1}{2}$ *m.* hill to walk down at Lugwardine; generally a bad road.

Beyond Ledbury, on *l.*, Wall Hill Camp. At Trumpet, on *r.*, Mainstone Court. On *l.*, pass Stoke Edith Park, Sufton Court and Hom-Lacey, where Pope wrote his "Man of Ross." At Lugwardine, on *r.*, New Court. At Bartestree, on *l.*, Hagley Park and Longworth Court.

LONDON TO BRECON (by Hereford).

London to Hereford ($135\frac{1}{4}$)—p. 114.

Hereford to Hanmer's Cross ($10\frac{1}{2}$ — $145\frac{3}{4}$); in Hereford turn to *l.*, and by White Cross, $136\frac{1}{4}$ (keep to *l.*), King's Acre (Green Man), $137\frac{3}{4}$ (keep to *l.*), Sugwas Pool, $139\frac{1}{4}$, New Ware, $140\frac{1}{4}$, Bridge Sollers, $141\frac{1}{2}$, and Portway, 144.

At Sugwas Pool, on *r.*, the site of the Roman Station of Kenchester, where many remains are to be seen. At Sugwas Pool, on *l.*, Sugwas Court. At Hanmer's Cross, on *l.*, Moccas Park.

Hanmer's Cross to Hay (9 — $154\frac{3}{4}$); keep to *l.* over Tin Hill and cross *R.* Wye to Bredwardine, $147\frac{3}{4}$, and through Clockmill, $150\frac{3}{4}$, and Hardwick Green, $152\frac{3}{4}$. [Or by the right hand road through Letton, 147, Willersley, 149 (keep to *l.*), Winforton, 150, Whitney, 152 (just beyond cross *R.* Wye), and Clifford, $154\frac{1}{4}$, to Hay, $156\frac{1}{2}$.]

(*Hay*: Blue Boar.)

On *l.*, Letton Court. Beyond Clockmill, on *r.*, ruins of Clifford Castle. On *l.*, Hardwick Court and The Moor; on *r.*, Whitney Court. At Hay, the castle.

Hay to Brecon ($15\frac{1}{4}$ —170); just out of Hay keep to *r.* and through Glasbury ("Cock" Inn), $158\frac{1}{4}$, Bronllys, $162\frac{1}{4}$, and Vellinvach, $165\frac{3}{4}$. [Or

beyond Hay keep to *l.* and through Talgarth, 162 $\frac{3}{4}$, where turn to *r.*, to Bronllys, 163 $\frac{3}{4}$.]

At Glasbury, on *r.*, across *R.* Wye, Maeslough and Tregoyd. At Bronllys, on *r.*, Pontywall; on *l.*, Tregunter *Ho.*

LONDON TO KNIGHTON.

London to Hereford (135 $\frac{1}{4}$)—p. 114.

Hereford to Stretford Bridge (11—146 $\frac{1}{4}$); in Hereford turn to *l.*, and by White Cross, 136 $\frac{1}{4}$ (keep to *r.*), Cross Elms, 137 $\frac{1}{2}$ (keep to *r.*), Portway, 139 $\frac{3}{4}$, and Bush Bank, 143 $\frac{3}{4}$.

Note the elegant White Cross. 1 $\frac{1}{2}$ *m.* past Portway, on *l.* Burghill Lodge.

Stretford Bridge to Presteign (12—158 $\frac{1}{4}$); by left hand road, through Ridge Cross, 148 $\frac{3}{4}$, Pembridge, 150 $\frac{1}{2}$ (turn to *r.*), Byton Lane, 154, and Cwm or Combe, 156.

(*Presteign*: Castle.)

At Cwm, on *l.*, an ancient camp.

Presteign to Knighton (7—165 $\frac{1}{4}$); out of Presteign keep to *r.*, and through Norton, 161 $\frac{1}{4}$, and over Llanwen Hill. Returning, out of Knighton keep to *r.*, and 1*m.* further to *l.*, before crossing Llanwen Hill.

Beyond Presteign, on *r.*, Boultibrook. About 3*m.* N. of Knighton, on Stow Hill, is an ancient entrenchment, called *Caer Caradoc*, by some supposed to be the scene of the last battle fought by Caractacus against the Romans.

LONDON TO LEDBURY (by Stanton).

London to Gloucester (103 $\frac{1}{4}$)—p. 109.

Gloucester to Stanton (9—112 $\frac{1}{4}$); a mile out of Gloucester, after the railway and before crossing the *R.* Severn, turn to *r.* from the Highnam Court road, then cross the *R.* Severn 1*m.* further on, and through Maisemore, 105 $\frac{3}{4}$ (4*m.* further keep to *l.*), is a rather hilly but good road; Bristol stone.

Stanton to Ledbury (7 $\frac{3}{4}$ —120) is more hilly; steep ascent into Redmarley, 115 $\frac{1}{4}$, and then hilly through Little London, 117; Malvern stone; good scenery.

LONDON TO TEWKESBURY.

London to Cheltenham (94 $\frac{1}{4}$)—p. 108.

Cheltenham to Tewkesbury (9—103 $\frac{1}{4}$); keep straight on through Cheltenham, and then level by Bedlam, 96, and Uckington, 97, to Piff's Elm, 98 $\frac{1}{4}$, when there is a short ascent to mount at Comb Hill to Swan Inn, 99 $\frac{1}{4}$, where join the Gloucester road and keep to *r.*, and after this it is undulating, but no steep hills; good road all the way; Bristol stone.

(*Tewkesbury*: Anchor; Hop Pole; Swan.)

Tewkesbury, at the junction of the Severn and Avon, is pleasantly situated; the parish *ch.* was formerly part of an abbey founded by the Saxons, and contains many fine monuments. In the neighbourhood was fought a bloody battle in 1461, when Edward IV. totally defeated the Lancastrians.

SECTION V.

From Marble Arch and General Post Office; North Western Roads (North West Middlesex, West Herts, Buckinghamshire, Oxfordshire, Worcestershire, Shropshire, South Northamptonshire, Warwickshire, Staffordshire, South Cheshire, and North Wales).

LONDON TO BARMOUTH.

London to Oxford (54)—p. 107.

Oxford to Woodstock (8—62); at the further end of Oxford, instead of crossing the *R.* Isis turn to *r.*, and the road is level past the Observatory, through Summerstown, 55½, and by Wolvercot, 56½, and Yarnton *Tp.*, 58, to Begbrook, 59½, from which there is a long rise and gentle fall into Woodstock; bad macadam road, rough and bumpy all the way, and in wet weather greasy.

(Woodstock: Bear; King's Arms, *B.T.C.*)

On *l.*, near Wolvercot, the ruins of Godstow Nunnery. On *l.* at Begbrook, on Worton Heath Hill, an old camp called Round Castle. Woodstock was a residence of several English sovereigns, from Alfred downwards: here Henry II. wooed the fair Rosamond. The palace stood in Blenheim Park, which was presented by the nation to the Duke of Marlborough, and the modern stately pile since erected was designed by Sir John Vanbrugh.

Woodstock to Enstone (7—69); the road continues bad past Slape Bridge, 64½, to Over Kiddington, 66½, after which it is slightly better, but becomes greasy and heavy with the least wet; stiff pull out of Woodstock, the rest undulating with rough and stony descent into Enstone.

1½ *m.* beyond Woodstock, the line of the old Roman road, Akeman Street, crosses the road. A little further, on *l.*, are extensive remains of ancient earthworks, under the name of Grime's Dyke, and Callow Hill. Close to, is Ditchley Park, Earl of Normanton. On *r.*, Glympton Park and Kiddington House; in the grounds of the latter is a baptismal font, said to be that in which Edward the Confessor was baptized.

Enstone to Chipping Norton (4½—73½); first a short stiff rise, followed by a gentle incline for nearly a mile up Broadstone Hill, and then level; rough road to the toll-bar, 72½, where turn to *l.*, and the rest is good smooth road to Chipping Norton.

On *r.*, Heythrop Park, the elegant mansion of the Duke of Beaufort. At Chipping Norton, fine ancient *ch.*, with many old monuments; slight remains of a castle erected in the reign of Stephen.

Chipping Norton to Moreton-in-the-Marsh (8¼—81¾); the road gradually improves through Salford, 75½, Salford Hill (or Cross Hands), 76½, and over Chastleton Heath to Four Shire Stone, 80, where take left hand road.

At Salford, on the hill on *l.*, is Cornwell *Ho.* On Chastleton Heath is an

ancient camp. At Four Shire Stone the counties of Oxford, Gloucester, Warwick, and Worcester meet. Here Edmund Ironside defeated the Danes in a severe battle.

Moreton-in-the-Marsh to Broadway ($8\frac{1}{4}$ —90); good road to Bourton-on-the-Hill, $83\frac{1}{2}$, but again becomes worse and is all rather hilly to Broadway Quarry on the top of Broadway Hill, which is a very long and winding descent, and should not be ridden down except with a good brake, into Broadway.

(*Broadway*: Lygon Arms.)

At Bourton, on *l.*, Seizincote Park; on *r.*, Batsford (Lord Redesdale). Fine views of the Avon and Severn Valleys are obtained from Broadway Hill. Before Broadway is Northwick Park. On *r.*, at Broadway Hill, Farmcombe Abbey; on *l.*, Spring Hill.

Broadway to Bengeworth ($5\frac{1}{4}$ — $95\frac{1}{4}$) by Wickhamford Bridge, $93\frac{1}{4}$, is a fairly level and good road.

At Bengeworth, $\frac{1}{4}$ *m.* on *r.*, across *R.* Avon, is *Evesham*, $95\frac{1}{2}$, into which is a stiff descent.

(*Evesham*: Cross Keys; Crown; Northwick Arms; Rose and Crown; Star; Railway.)

Evesham is pleasantly situated on the *R.* Avon, in the midst of a beautiful and fertile tract of country, called the Vale of Evesham; a magnificent abbey formerly existed here, but only a few remains are now to be seen, the fine bell tower of St. Laurence's *ch.*, erected 1533, having belonged to it, but was spared at the dissolution. Near the town Prince Edward in 1265 defeated Simon Montfort, who was slain with his son.

Bengeworth to Pershore ($6\frac{3}{4}$ —102); turn to *l.* in Bengeworth; the road follows down the valley of the Avon through Great Hampton, $96\frac{1}{4}$, and is chiefly on the fall to the Avon Bridge at Wick, 101, where turn to *r.*; good surface. Pershore is paved.

(*Pershore*: Angel; Three Tuns.)

At Pershore, fine old abbey *ch.* There are ruins of a large Benedictine Abbey. Pretty scenery. Good bathing to be had in the *R.* Avon.

Pershore to Worcester (9—111); long steep hill out of Pershore, and three more steep hills to climb at short intervals to Stoulton, $106\frac{1}{4}$, and the rest undulating and pretty good road through Whittington, $108\frac{3}{4}$: descent at Redhill.

[From *Bengeworth* there is another road through Evesham, down the right bank of the *R.* Avon, turning to *l.* at Red House, $96\frac{1}{2}$, and by Chedbury Farm, Fladbury Station, and Moore to Wyre Piddle, 102, a mile beyond which on *l.* to *Pershore*, $103\frac{1}{2}$, or straight on by Stonebow Bridge, $104\frac{3}{4}$, Egdon Hall, Spetchley Station, $107\frac{1}{2}$, and Swineshead, $109\frac{1}{2}$, to *Worcester*, $111\frac{1}{2}$.]

(*Worcester*: Bell, *Hqrs.*; Crown; Hop Market; Pinkett's; Punchbowl; Railway, *B.T.C.*; Star; Talbot Commercial; Unicorn; Watton.)

At Worcester are remains of the castle and walls, erected by the Normans; fine early English cathedral (1218-1386) originally a priory *ch.*, containing many monuments, and recently restored. There are numerous public buildings. The chief manufactures are porcelain and stone-china and leather gloves. Here Charles II. was defeated by Cromwell in 1651.

Worcester to Hundred House Inn (11—122); in Worcester turn to *l.*, cross *R.* Severn and turn to *r.*, then running near *R.* Severn and through Hallow, $113\frac{3}{4}$, to Holt Heath, $117\frac{1}{2}$ (where turn to *l.*), and through Witley, $119\frac{1}{2}$, and past Witley Park.

2m. out of Worcester, on *l.*, Henwick Ho. At Hallow, on *r.*, Hallow Park; a little farther on *l.*, Thorngrove Lodge. On *r.*, Holt Castle; on *l.*, Witley Court.

Hundred House Inn to Tenbury ($10\frac{3}{4}$ — $132\frac{3}{4}$); keep to *r.* and 1m. farther to *l.*, and through Stockton, $124\frac{1}{2}$, Eardistone, 126, Lindridge, $127\frac{1}{2}$, and Newnham, $129\frac{1}{4}$; for last 6 or 7m. the road runs near to *R.* Teme.

[Or from Worcester turn to *l.* about $1\frac{1}{2}$ m. after crossing *R.* Severn, and through Peachley, $114\frac{1}{2}$, Martley, $118\frac{1}{4}$, over Ham Bridge, $119\frac{1}{2}$ (*R.* Teme), through Clifton-upon-Teme, $121\frac{1}{4}$, by High House, $123\frac{1}{4}$, Broad Heath, $125\frac{1}{4}$, Round Oak, $126\frac{1}{2}$, and Wood Park, $128\frac{1}{2}$, to Tenbury, $130\frac{1}{2}$.]

(Tenbury: Swan.)

At Hundred House Inn, on *l.*, Woodbury Hill, an ancient encampment; on *r.*, Abberley Lodge. At Stockton, on *l.*, across *R.* Teme, and at High Ho., on *r.*, Stanford Court. At Ham Bridge, on *r.*, Ham Castle. At Broad Heath, on *r.*, Hanley Court. On *r.*, Eardistone Ho. Tenbury lies on *S.* side of *R.* Teme.

Tenbury to Brimfield Cross (4 — $136\frac{3}{4}$); through Burford, $133\frac{3}{4}$, and Little Hereford, $135\frac{1}{2}$ (just beyond cross *R.* Teme.)

At Little Hereford, on *r.*, Easton Court. On *l.*, Brimfield Court. On *l.*, Burford House.

Brimfield Cross to Ludlow (5 — $141\frac{3}{4}$); turn to *r.* and it is pretty level and fair going, except a steep ascent into Ludlow from *R.* Teme, through a narrow archway, dangerous to ride down. [Or at Little Hereford turn to *r.* to Ludlow, $140\frac{3}{4}$.] Returning, out of Ludlow, after crossing *R.* Teme, keep to *l.* at the *Tj.*

(Ludlow: Angel; Feathers.)

About half-way, on *l.*, Ashford Hall and Moor Park. Before Ludlow, on *l.*, Ludford Ho. and Ludford Park. At Ludlow, ruins of castle; fine *ch.*, containing many ancient monuments.

Ludlow to Newton Green. Guide Post (8 — $149\frac{3}{4}$); about $1\frac{1}{2}$ m. from Ludlow keep to *l.* and through Bromfield, $144\frac{1}{4}$ (keep to *r.*), and Onibury, $146\frac{3}{4}$, and Stoke Say, 149, on the rise most of the way, being up the Teme valley; rather rough road.

At Bromfield, on *l.*, Oakley Park; and 4m. beyond it, Downton Castle. On *l.*, Stoke Castle; on *r.*, Norton Camp. The Guide Post enumerates the distances of 48 cities and towns.

Newton Green to Bishop's Castle, M.II. (9 — $158\frac{3}{4}$); keep straight on to New Inn, $150\frac{1}{4}$, where turn to *l.*, and by Basford *Tj.*, $153\frac{1}{4}$, Edgeton Farms, $153\frac{3}{4}$, and Red House Farm, $155\frac{1}{4}$ (keep to *r.*); very hilly road, especially a very steep hill to go over between Red House Farm and Bishop's Castle. [Or at Red House Farm keep to *l.*, and through Lydbury and Brocton, avoiding the hill, 1m. longer. Or at Newton Green turn to *l.*, and by the new road through Aston, $152\frac{3}{4}$, Brampton, $153\frac{3}{4}$, keep to *r.* for Kempton, $154\frac{3}{4}$, Lydbury or Walcot Park, $155\frac{3}{4}$, Brocktor, $157\frac{1}{4}$, and Bishop's Castle, $159\frac{3}{4}$.]

(Bishop's Castle: Castle.)

About $1\frac{1}{2}$ m. past Newton Green, between the two roads, Sibdon Castle. At Red House, on *r.*, Plowden Hall; on *l.*, 1m., Walcot Park, *W.* of which, on Tongley Hill, are some remains of extensive British earthworks, called Bury Ditches.

Bishop's Castle to Montgomery (9 — $167\frac{3}{4}$); by Bishop's Moat, $160\frac{3}{4}$, and Red Court House, $163\frac{1}{2}$. [Or beyond Bishop's Castle keep to *r.*, and through Snead and Church Stoke to Red Court House, $164\frac{1}{2}$.]

(Montgomery: Dragon.)

Beyond Bishop's Castle, on *r.*, Oakley Ho. At Snead, on *r.*, Boveries Ho., and beyond it, Castle Ring, an ancient entrenched hill. At Red Court Ho., on *l.*, Millington Hall; 1*m.* farther, on *r.*, Brompton Hall. Before Montgomery, on *r.*, Lymore Lodge and Park. At Montgomery, ruins of the castle, and near to it, on a hill, a large fortified camp.

Montgomery to Welshpool ($8\frac{1}{4}$ —176); through Forden, $171\frac{1}{2}$, and (keeping to *l.*) cross *R.* Severn 2*m.* further. [Or at Church Stoke turn to *r.*, and through Cherbury, joining the other road a little beyond Forden; about $1\frac{1}{2}$ *m.* shorter.]

(*Welshpool*: Mitre; Royal Oak; Star.)

At Forden, on *r.*, Nantfribba Hall; 1*m.* farther, on *l.*, Edderton Hall. At Severn Bridge, on *r.*, Leighton Hall. Before Welshpool, on *l.*, Powis Castle and Park.

Welshpool to Llanfair ($7\frac{1}{2}$ —183 $\frac{1}{2}$); in Welshpool turn to *l.*; $4\frac{1}{4}$ *m.* farther, at the bifurcation, keep to *l.*, the road on *r.* being $2\frac{3}{4}$ *m.* longer.

[Or from *Montgomery*, leaving by the Old Castle, turn to *r.* 2*m.* beyond the town, and through Garthmyl, $169\frac{3}{4}$, to Eifelfach $\frac{1}{2}$ *m.* farther, turn to *l.* to Berriew; leaving this by the *l.* to Castle Caereinion, $175\frac{1}{2}$, and 1*m.* farther join the other road to *Llanfair*, $179\frac{3}{4}$.]

(*Llanfair*: Fox's.)

Beyond Welshpool, on *r.*, Llanerchydol. At the fork roads. 1*m.* on *r.*, Gyfronydd; on *l.*, Dolerddyn Hall. At Llanfair, interesting old *ch.* Before Berriew, on *r.*, Glan Severn.

Llanfair to Cann Office Inn (7 — $190\frac{1}{2}$); through Llanerfyl, $188\frac{1}{2}$. At Llanerfyl, on *r.*, Llyssin. Near Cann Office Inn, on *l.*, a large tumulus.

Cann Office Inn to Dinas Mawddwy (13 — $203\frac{1}{2}$); a little farther than the Inn keep to *l.*, and for about 6*m.* the road gradually rises up a valley, followed by similar downhill to Mallwyd, $202\frac{1}{2}$, where turn to *r.* (*Mallwyd*: Pencarth Arms.)

Dinas Mawddwy to Dolgelly (9 — $212\frac{1}{2}$); turn to *l.* and it is nearly half uphill and half down, passing through a wild and mountain district.

(*Dolgelly*: Golden Lion; Royal Ship; Ship.)

S. of Dolgelly is Cader Idris Mountain.

Dolgelly to Barmouth ($9\frac{1}{2}$ —222); in Dolgelly turn to *r.*, cross river, and then to *l.*, and again to *l.* at Llanelltid, 214, whence the road runs close to *R.* Mawddach, through Glandwr, 220; pretty fair road.

(*Barmouth*: Arthog Hall; Barmouth, *B. T. C.*; Cousygedol Arms; Kynoch's; Lion.)

Beyond Dolgelly, on *r.*, Hengwit Hall, Cymmer Abbey and Nannau Hall. Barmouth is a small town and watering place at the mouth of the *R.* Mawddach. There is a castle built by Edward I.

LONDON TO KNIGHTON (by Worcester).

London to Worcester (111)—p. 119.

Worcester to Bromyard (14 — 125); in Worcester turn to *l.*, cross *R.* Severn, and through Cotheridge, 115, Broadwas, 117, Doddenham Lane, 118, and over Knightsford Bridge, $119\frac{3}{4}$.

(*Bromyard*: Falcon; Hop Pole.)

2*m.* out of Worcester, on *l.*, Crownest; on *l.*, Cotheridge Court. At Knightsford Bridge, on *r.*, Whitbourne Court; on *l.*, Gaines. 2*m.* farther, on *r.*, Brockhampton Park; on *l.*, Clater Park.

Bromyard to Leominster (12—137); steep ascent to Bredenbury, 128 $\frac{1}{4}$, and by New Inn, 129 $\frac{1}{4}$, Blatchley Green, 130, Docklow, 131 $\frac{3}{4}$, Steen's Bridge, 133, Trumpet, 134, and Eaton Bridge, 136.

On *r.*, Bredenbury Ho. At Docklow, on *l.*, Buckland.

Leominster to Mortimer's Cross (6 $\frac{1}{4}$ —143 $\frac{1}{4}$); 1*m.* out of Leominster keep to *r.*, and again at Cholstry, 139 $\frac{1}{2}$, and by Cobden's Ash, 140 $\frac{1}{2}$, and through Kingsland, 141 $\frac{1}{4}$.

At Leominster, on *l.*, Ryelands. At Mortimer's Cross was fought the last battle in which Edward IV. defeated the Lancastrians. 1*m.* N., Yatton Court. On E., in Croft Park, remains of Croft Castle and a British entrenchment. 4*m.* N., are Wigmore Hall, and ruins of the castle, a very ancient building. 2*m.* beyond it, Aldferton Abbey ruins and Brandon Camp.

Mortimer's Cross to Presteign (8—151 $\frac{1}{4}$); turn to *l.*, and through Shobden, 145, Byton Lane or Cross, 147, and Cwm or Combe, 149.

On *r.*, Shobden Court.

Presteign to Knighton (7—158 $\frac{1}{4}$)—p. 117.

[Or at *Mortimer's Cross* keep straight on through Aymestrey, 144 $\frac{1}{4}$, Wigmore, 147 $\frac{1}{4}$, Aldferton, 149, *Walford*, 150, turn to *l.* and then to *r.* and through Brampton Bryan, 151 $\frac{1}{2}$, to *Knighton*, 157 $\frac{1}{4}$.]

On *l.*, Brampton Bryan Park; on *r.*, Brampton Hall; on *r.*, at Coxwall Knoll, an old British hill fortress. 2 $\frac{1}{2}$ *m.* before Knighton, on *l.*, Stanae Park.

LONDON TO TOWYN.

London to Bishop's Castle (158 $\frac{3}{4}$)—p. 120.

Bishop's Castle to Newtown (16—174 $\frac{3}{4}$); by Bishop's Moat, 160 $\frac{3}{4}$, and Red Court House, 163 $\frac{1}{2}$, and 1 $\frac{1}{4}$ *m.* farther turn to *l.* and through Kerry, 171 $\frac{3}{4}$.

[Or from *Montgomery*, 167 $\frac{3}{4}$ —p. 120; here turn to *l.*, and there is a steep unrideable hill to mount and walk down into Llandyssil, 169 $\frac{3}{4}$, whence it runs close by the *R.* Severn, and is almost level and fairly good to *Newtown*, 176 $\frac{1}{4}$.]

(*Newtown*: Bear's Head, *B.T.C.*; Bear; Elephant; Unicorn.)

At Kerry, on *r.*, Dolforgan Hall.

Newtown to Talerthig (14—188 $\frac{3}{4}$); through *Newtown* cross *R.* Severn, then turn to *l.* and the road is more or less on the rise through *Aberhavesp*, 177 $\frac{3}{4}$, *Llanwnnog*, 181 $\frac{3}{4}$, and *Carno*, 185 $\frac{3}{4}$.

On *r.*, *Aberhavesp* Hall.

Talerthig to Machynlleth (14—202 $\frac{3}{4}$); keep to *r.*, and downhill through *Capel*, 190 $\frac{3}{4}$, to "Wynnstay Arms," 191 $\frac{3}{4}$, then 3 or 4*m.* uphill and down through *Pen-y-goes*, 200 $\frac{3}{4}$.

[Or from *Mallwyd*, 202 $\frac{1}{2}$ —p. 121; then turn to *l.* down *Dovey Valley* and through *Cemmes*, 206 $\frac{1}{2}$, joining the above road 1 $\frac{1}{2}$ *m.* farther, and to *Machynlleth*, 213.]

2*m.* before *Pen-y-goes*, on *r.*, *Aber-gwidol*; farther on, on *r.*, *Dolguog*.

Machynlleth to Towyn (12—214 $\frac{3}{4}$); in the former turn to *r.*, cross *R.* *Dovey* or *Dyfi*, and turn to *l.* through *Pennal*, 206 $\frac{1}{4}$.

(*Towyn*: *Brewyn*; *Cambrian*; *Corbet*; *Temperance*.)

At *Pennal*, on *l.*, *Telgarth*. 1*m.* before *Towyn*, on *r.*, *Bodtalog*. 1*m.* N., *Ynysmaengwyn*.

LONDON TO CARNARVON.

London to Dolgelly (242½)—p. 121.

Dolgelly to Maentwrog (18—230½); in Dolgelly turn to *r.*, cross river, and then turn to *l.*, and at Llanelltid, 214, keep to *r.* up the Mawddach valley, by Pont-ar-garfa, 218, and Pontdelgofyilia, 220½, and through Trawsfynayd, 225½.

Maentwrog to Beddgelert (9—239½); cross the river, and at Tan-y-Bwlch Inn, 231½, keep to *r.*, and by the old *Tp.* road and up the Pass of Aberglassllyn and over Pont-Aberglassllyn, 238, is a wretched road, very rough and stony; this road cannot be recommended for bicycling, in some parts quite unrideable. [A better road is to go round by *Tremadoc*, 240, to Beddgelert, 246.]

(*Tremadoc* : Maddock Arms.—*Beddgelert* : Goat; Prince Llewellyn; Saracen's Head.)

On *r.*, Tan-y-Bwlch Hall. Fine scenery.

Beddgelert to Carnarvon (12—251½); keep to *l.* and it is uphill for 3*m.*, then downhill through Bettws Garmon, 246½. [Or from *Tremadoc* through Penmorfa, 240½, Dolbenmaen, 244½, Llanllyfni, 250½, Llanwnda, 255½, to *Carnarvon*, 258½.]

LONDON TO TEWKESBURY (by Stow-on-the-Wold).

London to Burford (72¼)—p. 108.

Burford to Stow-on-the-Wold (10—82¼); in the middle of Burford turn to *r.* past the *ch.*, and a short distance farther out of the town keep to *l.*; beginning with a ¼*m.* mile walk out of the town, it is an almost continual ascent for 7*m.*, then the surface improves, and there is a mile run down to the railway, followed by a mile walk up into Stow.

(*Stow* : Talbot, *B.T.C.*; Unicorn.)

Stow is built on the top of a hill, and in a bleak and exposed situation; the *ch.* was erected at different periods of the 14th and 15th centuries.

Stow-on-the-Wold to Stanway (9¾—92); steep descent from Stow to Upper Swell, 83¼, and thence through Ford, 89, and Coscomb Cross, 90.

Stanway to Tewkesbury (10½—102½); level road by Toddington, 93½, Alderton, 95¾, Little Washburn, 96½, to Isabel's Elm, 99½, after which is a long and gradual decline through Ashchurch, 100½, down to Tewkesbury; rutty road, very rough and bumpy.

On *r.*, Toddington *Ho.*, and on *l.*, Toddington Park.

LONDON TO ENSTONE (by Islip).

London to Wheatley (48½)—p. 107.

Wheatley to Islip (7½—56); turning to *r.* at the entrance of Wheatley, and ½*m.* beyond keep again to *r.*, leaving the Oxford road; after a little uphill, presently there is a sharp descent to Forest Hill, 50, then the road is level by Stanton, 51½, and for some distance past New Inn, 52, when a stiff and stony descent occurs, followed after another mile by a tolerable rise with a sharp drop into Islip; the road gradually deteriorates, and after New Inn is rather rough and rutty, and inclined to be greasy when wet.

At Forest Hill is a pretty old *ch.*, surrounded by fine yew trees. Islip is a village on the *R.* Ray.

Islip to Enslow Bridge ($4\frac{1}{2}$ — $60\frac{1}{3}$); straight through Islip is but a narrow lane, so very steep and rough as to be utterly unrideable; to avoid this, after crossing the bridge turn to *l.* through the lower part of the village, then to *r.*, when the ascent is much easier; from the top the road is slightly undulating and tolerably good, crossing the Oxford and Bicester road at 57, and through Bletchington, $58\frac{3}{4}$, to Enslow Wharf, 60, where there is a short but sharp and loose descent into Cherwell valley, across which, overcanal and *R.* Cherwell, it is rough, and, when wet, greasy.

On *r.*, Bletchington Park, and beyond it, Kirtlington Park.

Enslow Bridge to Enstone (8— $68\frac{1}{2}$); a stiff rise, rather rough and bumpy, leads out of the valley (care should be taken in descending it, as there is a *Tg.* at the bottom and also a sharp turn to the *r.*); from the top it is undulating for about 2*m.*, crossing the Oxford and Banbury road at 61*m.* and the Woodstock and Banbury road at the *Tg.*, $61\frac{1}{2}$ *m.*, then there is a steep crooked descent, best walked down, to Dornford Cottage, $62\frac{3}{4}$, followed by a long and rather stiff hill to grind up, and again a little level past the Killingworth Castle, $63\frac{1}{2}$, with another steep winding descent, very awkward to ride down, to Glympton, $64\frac{1}{2}$; here turn sharp to *l.*, and directly after the road curves sharp round again to *r.* up a steep ascent (dangerous to ride down) which gradually becomes easier and soon turns to level, joining the main Oxford road just before Over Kiddington, $65\frac{3}{4}$, and the rest undulating, with a rough and stony descent into Enstone; surface inclined to be rough and greasy when wet.

Dornford, on the Dorne Brook, and Glympton, on the *R.* Glyme, are two pretty hamlets. At Glympton is Glympton Park, and further on, Kiddington Park, where is preserved a font in which Edward the Confessor is said to have been baptized.

LONDON TO HOLYHEAD.

London to Enstone (69)—p. 118.

Enstone to Chapel House ($3\frac{3}{4}$ — $72\frac{3}{4}$); a short stiff rise is followed by a gentle incline for nearly a mile up Broadstone Hill, and then level: rough road to the toll-bar, $72\frac{1}{2}$, where keep to *r.* (the Chipping Norton road to *l.*) and the rest is good and smooth.

On *r.*, pass Heythrop Park, the elegant mansion of the Duke of Beaufort.

Chapel House to Long Compton ($4\frac{1}{4}$ —77) is a hilly ride; keeping to *r.* at the bifurcation $\frac{1}{2}$ *m.* past Chapel House Inn, there are three moderate ascents in the first mile, then a considerable descent, with two turns in it and rather loose and stony, but not very steep, into a narrow valley, up the opposite side of which is a stiff pull of nearly a mile through a deep cutting to the top of Bright Hill, followed by a long run down into Long Compton; pretty good surface on the whole.

On Bright Hill, a short distance on *l.*, are the Rollerich Stones, locally known as the King, King's Men, and Five Knights; they are supposed to be remains of a Druidical Temple.

Long Compton to Shipston-on-Stour ($5\frac{3}{4}$ — $82\frac{3}{4}$); at the toll-bar at the end of Long Compton keep to *l.* and through Burmington, $80\frac{3}{4}$, and Tidmington, $81\frac{1}{2}$, is a capital undulating road, with several sharp rises, but nothing difficult either way; easier going than returning. Pretty country.

(*Shipston*: Bell; George; White Horse.)

On *r.*, Weston Ho.; on *l.*, Tidmington Hall.

Shipston-on-Stour to Stratford-upon-Avon ($10\frac{1}{2}$ — $93\frac{1}{4}$); rough and lumpy with several small hills through Tredington, $84\frac{3}{4}$, to Newbold, $86\frac{3}{4}$, and thence nearly all downhill or level; the surface improves gradually to Alderminster, $88\frac{3}{4}$, and the rest is fairly good going. Cross R. Avon just before entering Stratford. (This road has been very much cut up by a traction engine, but it is improving again.)

(*Stratford*: Falcon, Hqrs.; Golden Lion; Red Horse; Red Lion; Shakespere, Hqrs., B.T.C.; Washington Irving's.)

Beyond Tredington, cross the old Roman Fosse Way. On *r.*, Honington Hall, and Lower Eatington Park at Newbold. Beyond Alderminster, on *l.*, Alscot park. Stratford-upon-Avon is chiefly famous as being the birth-place of Shakespeare; the house in which he was born is dedicated to the nation; he was buried in the parish *ch.*, which also contains many fine monuments. The scenery of the Avon valley is very beautiful.

Stratford-upon-Avon to Alcester (8 — $101\frac{1}{4}$); for the first 4*m.* it is a little lumpy, and there are three long slopes to pull up, to top of Red Hill, $97\frac{1}{4}$, which is a steep hill to go down, smooth surface and safe with a good brake, after which it is a capital road, mostly level or gentle downhill into Alcester.

(*Alcester*: Swan, B.T.C.)

Alcester contains many old houses, and has a fine old *ch.*

Alcester to Headless Cross ($6\frac{1}{2}$ — $107\frac{3}{4}$); capital smooth road and level, except a short hill at Coughton, $103\frac{1}{4}$, through Sperrall Ash, $104\frac{1}{2}$ (keep to *l.*; the right hand road leads to Birmingham), to Littlewood Green, 105, after which are two long hills, the second one roughish and barely rideable, at the top of which is Crab's Cross, $106\frac{3}{4}$, and the rest not very good.

[There is another route to Crab's Cross, taking the left hand fork just outside Alcester, and by the Droitwich road to New Inn, which is hilly and roughish, then to *r.* along the Ridge Way, very good; longer and not so good as the other route.]

At *Headless Cross* on *r.* to *Redditch* (1 — $108\frac{3}{4}$), all downhill, and sharp descent into the town.

(*Redditch*: Crown; Unicorn; Warwick Arms, B.T.C.—*Headless Cross*: White Hart, B.T.C.)

On *l.*, Coughton Park; on *r.*, Coughton Court; on *r.*, Studley Castle and Priory. Redditch is the chief seat of the needle and pin manufacture.

Headless Cross to Bromsgrove ($6\frac{3}{4}$ — $114\frac{1}{2}$); good road, with two stiff hills to pull up, through Webb Heath, to Tardebigge, $111\frac{1}{4}$, then not so good, being rather rough and hilly, two of the descents also being generally very loose; long stiff downhill, loose and rough, approaching Bromsgrove, and a narrow street leads into the town; turn to *l.* in the main street.

(*Bromsgrove*: Crab Mill Inn.)

At Tardebigge, on *r.*, Hewell Grange. Bromsgrove is the centre of the nail and button trades, which are also carried on in the surrounding villages; the parish *ch.* is situated on an eminence, and is approached by 50 steps; it has a fine tower.

Bromsgrove to Kidderminster ($9\frac{1}{2}$ —124); turn to *r.* up a narrow turning out of the main street of Bromsgrove, and then through Chaddesley Corbett, $119\frac{1}{2}$, Winterfold, $120\frac{3}{4}$, and Stone, 122, is a very undulating road,

with scarcely any level stretches in the whole distance; all the hills, however, are rideable, though one or two are stiffish; entering the town is a very bumpy, but not very steep descent over the railway bridge.

Kidderminster is noted for its carpets.

Kidderminster to Bridgenorth ($13\frac{3}{4}$ — $137\frac{3}{4}$); the first half is hilly, with two very stiff and long ascents to walk, but a moderate surface through Frainch, $124\frac{3}{4}$, and Shatterford, 128, to Allum (or Alam) Bridge, $131\frac{1}{2}$, then it is easier riding through Quatt, $133\frac{3}{4}$, over a good smooth road with a gradual fall towards Quatford, $135\frac{3}{4}$; thence take the left hand road by the side of the *R. Severn*, which is fairly level into Bridgenorth though somewhat shaky; the other road to the right is hilly.

(*Bridgenorth*: Crown and Royal.)

At Frainch, on *r.*, Sion Hill; on *l.*, an ancient earthwork, Warshill Camp. Across the *R. Severn* is the Forest of Wyre. Past Quatt, on *l.*, Dudmaston *Ho.* Bridgenorth is said to resemble ancient Jerusalem; many of the houses are built on the rock. The Saxons erected a fortress here, and there are still remains of a castle.

Bridgenorth to Much Wenlock ($8\frac{1}{4}$ —146); cross *R. Severn*: before a mile is traversed a stiff hill has to be mounted, and the road continues hilly and on the rise most of the way through Morville, $140\frac{3}{4}$, and by Muckley Cross, $142\frac{3}{4}$.

Past Morville, on *r.*, Aldenham Hall. At Much Wenlock are remains of an abbey, founded in 680, including the chief part of the *ch.*, a fine Gothic building of the 13th century.

Much Wenlock to Shrewsbury (12—158); a mile out of Wenlock a stiff hill begins, which ends on the top of Wenlock Edge; having crossed the summit there is a steep descent through a deep cutting, down which it is not safe to ride, as it is long, very rough, and stony, into Harley, 148; from here (keeping to *r.*) the remainder, through Cressage, 150, Cound, 152, Brompton, 154, Weeping Cross, $154\frac{1}{4}$, St. Giles, $156\frac{3}{4}$, and Abbey Foregate, $157\frac{1}{2}$, except a short hill into Cressage, is good riding through an undulating and pretty country; enter the town over English Bridge, from the suburb of Abbey Foregate.

[At Shrewsbury we join the Holyhead Road proper—the old coach road—the first part of which is described *infra*, pp. 137-140. The above route to Shrewsbury is better travelling.]

(*Shrewsbury*: Eagle; Raven.)

At Cressage, on *r.*, across *R. Severn*, is the Wrekin Mountain. At Cound, across the *Severn*, are the remains of the Roman city of Uriconium, now Wroxeter. It was on the decay of this that Shrewsbury was founded in the 5th century by the British Princes of Powysland. There are remains of Shrewsbury town walls built in Henry III's reign, also of the old castle; the Benedictine Abbey, founded in 1083, and part of which is incorporated in the *ch.* of Holy Cross, noted for its handsome window. There are several old churches and many fine public buildings. N. of the town, at Battlefield, is the scene of the great battle between Henry IV. and Hotspur, in 1403.

Shrewsbury to Nesscliff ($8\frac{1}{2}$ — $166\frac{1}{2}$); leave the town by Welsh Bridge, over *R. Severn*, and through the suburb of Frankwell, then through Shelton, 160 (keep to *r.*), over Montford Bridge, $162\frac{1}{2}$ (recross *R. Severn*), and by Ensdon House, 164, is good riding, though rather hilly, and chiefly on the rise.

At Shelton, Berwick *Ho.*, Great Berwick and Down Rossall. At Nesscliff, Great Ness.

Nesscliff to Oswestry ($9\frac{1}{2}$ —176); through West Felton, $171\frac{1}{4}$; and Queen's Head *Tg.*, 172 (keep to *l.*), is not quite so hilly as the last stage; surface still keeps smooth and good.

(*Oswestry*: Bell; Boar's Head; Cross Keys; George; Osburne; Queen's; Wynnstay Arms.)

On *l.*, on the Breiddin Hills, see Lord Rodney's Pillar. At Aston, pass Aston Hall. Oswestry had formerly a castle and walls, a mound marks the site of the former, and the latter have disappeared. About 3*m.* E. are the ruins of Whittington Castle.

Oswestry to Chirk ($5\frac{1}{4}$ — $181\frac{1}{4}$); through Gobowen, $178\frac{1}{2}$ (keep to *l.*), is a good road, nearly level; railway crossing at Gobowen.

[From Queen's Head *Tg.* on *r.*, a shorter and better road goes direct through Whittington to Gobowen, instead of through Oswestry; it passes through a lower country, and is more level; 1*m.* shorter.]

(*Chirk*: Hand.)

On *l.*, pass old Oswestry, Mount Sion, and Pentre-pont. 2*m.* before Chirk, on *r.*, Belmont. At Chirk, on *l.*, Chirk Castle, and on *r.*, Brynkinalt. Pretty country.

Chirk to Llangollen ($6\frac{3}{4}$ —188); at Whitehurst *Tg.*, 183, the road turns to *l.* and enters the valley of the *R. Dee*, called also the Vale of Llangollen; it is undulating with one or two stiff hills in the first half, then mostly downhill: good smooth road.

There is not a hill between Shrewsbury and Llangollen that cannot be ridden.

(*Llangollen*: Bridge End; Hand; Royal.)

Beautiful scenery. On *r.*, at Llangollen the ruins of *Caer Dinas Bran*, or *Crow Castle*, formerly a place of great strength. At the entrance of the *Dee Valley*, on *r.*, *Wynnstay Park*, and farther on, *Trevor Hall*. On *l.* of Llangollen is *Plas Newydd*.

Llangollen to Corwen ($10\frac{1}{4}$ — $198\frac{1}{4}$); continuing up the valley of the *Dee* past *Carrog Station* and *Llansaintffraid Tg.*, $195\frac{3}{4}$, through *Glyn Dyfrdwy*, the road consists of a series of very long but gradual slopes up and down, mostly the former, especially in the first half, but the surface is very good. Splendid scenery.

(*Corwen*: Owen Glyndwr; Queen.)

Beyond Llangollen, on *r.*, *Dinbryn Hall*. 1*m.* farther on the road to *Ruthin* is the picturesque ruin of *Valle Crucis Abbey*, founded 1200; beyond it, *Eliseg's Pillar*, and the remains of *Owen Glendwr's Palace*. 1*m.* farther, on the banks of the *Dee*, is *Llandysilio Hall*, Before *Corwen*, on *r.*, *Caer Drewyn*, an ancient fortification. Beyond Llangollen, on *l.*, *Craig-y-Gadd*, an old encampment.

Corwen to Cerrig-y-Druidion (10— $208\frac{1}{4}$); out of *Corwen* take right hand road, and cross *R. Dee*; the road now leaves the valley of the *Dee* and goes up the *Alwen valley*; it is good past *Druid Inn*, $201\frac{1}{4}$ (keep to *r.*), with a moderate rise to the *Goat Inn* at *Maes Mawr*, $203\frac{1}{4}$, then leaving the *Alwen valley* on *r.* is a long and trying ascent up the pass of *Aber Geirw*, and except in dry weather an indifferent road. [There is another and better way by going up the *Alwen valley*, $1\frac{1}{2}$ *m.* out of *Corwen*, and joining the road from *Ruthin*.]

(*Cerrig-y-Druidion*: Lion, *B.T.C.*)

Pretty scenery. $1\frac{1}{2}$ *m.* past *Maes Mawr*, on *l.*, on the top of a hill, see *Glyn Diffwys bridge* and pretty waterfall. $\frac{1}{2}$ *m.* before *Cerrig*, on *r.*, is *Pen-y-Gaer*, an ancient entrenchment.

Cerrig-y-Druidion to Pentre Voelas ($5\frac{1}{4}$ — $213\frac{1}{2}$); long drag uphill

for about 5m. till the summit of the pass is reached at Cernioge Mawr, 211½, and then it is level or slightly downhill, with capital surface.

Pentre Voelas to Bettws-y-Coed (7¼—220¾) is a splendid smooth road all level or downhill, following the valley of the *R.* Conway, but nearing Bettws it requires careful riding, as the road has very sudden turns and corners. Just before Bettws turn to *l.* and cross *R.* Conway.

(*Bettws*: Glan Ober; Gwyder; Royal Oak; Waterloo.)

Beyond Pentre Voelas, on *r.*, Voelas Hall and Lima Hall. 1m. before Bettws, on *l.*, the Conway Falls, and Bridge over *R.* Conway. Pretty scenery: also Fairy Glen before Bettws.

Bettws-y-Coed to Capel-Curig (5—225¾); turn to left out of Bettws and it is a good road, but slightly on the rise all the way, running up the valley of the Llugwy, a tributary of the *R.* Conway: keep to the *r.* at Capel-Curig.

(*Capel-Curig*: Royal; Tan-y-Bwlch.)

About 2m. beyond Bettws, on *r.*, the Waterfall of Rhaiadr-Wennol, or Swallow Falls, and just beyond the road crosses to the *l.* bank of the river at Miner's Bridge.

Capel-Curig to Bangor (15—240¾); keeping to *r.* at the *Tp.*, the road ascends a fairly easy incline for nearly 4m. up the Llugwy valley, then it is downhill past Ogwen Lake (Llyn Ogwen), 230, from the bottom end of which a long and rather steep descent runs down the Ogwen valley, here called the pass of Nant Francon, partly winding through woods, with 2 or 3 ups and downs past Ogwen Bank, 235¼, to Bethesda, 236; thence the road falls to Llandegai, 239, with good surface: long narrow street through Bangor.

(*Bethesda*: Douglas Arms, *B.T.C.*—*Bangor*: British; Castle; George; Penrhyn Arms; Railway.)

On *l.*, about 2m. before Bethesda, the celebrated Penrhyn Slate Quarries, of tremendous extent, and employing some 7000 men. At Llandegai, on *r.*, Penrhyn Castle, built in the reign of Henry VI.; also Lime Grove. At Bangor, the cathedral.

Bangor to Menai Bridge (2½—243¼); turn to *r.* before the station up a hill, and then a gentle descent to the bridge, which can be ridden over; 1d. toll to pay. On *r.* to Beaumaris, 4m.

Menai Bridge is 560 feet between the points of suspension, and 100 feet high, it was built by Telford, 1819—1826. 1m. on *l.* is the remarkable Britannia Tubular Bridge, 1513 feet long; it was erected by Robert Stephenson, and opened in 1860.

Menai Bridge to Holyhead (21½—264¾); through Llanfair, 245¼, Gaerwen, 248¼, Pentre Berw, 249¾, across Malldreath Marsh to Llangristiolus, 251, Cefn Cymyd, 251¾, Caea Mona Inn, 252¾, Gwalchmai, 254¾, Ceirchiog, 256¼, Bryn, 257, Caer-Caeliog (ceiliog?), 260, and across Stanley Sands, 262, is a good straight road right across Anglesea Island; rather hilly, but nothing difficult, the chief inclines being ½m. and 7m. from Menai Bridge.

(*Holyhead*: Marine; Royal.—*Beaumaris*: Liverpool Arms, *B.T.C.*)

LONDON TO SHREWSBURY (by Ironbridge.)

London to Bridgenorth (137¾)—p. 126.

Bridgenorth to Broseley (6½—144¼); turn to *r.* in Bridgenorth, then a fair undulating road through Norley, 140, over Norley Common, and through Linley, 141¾ (just beyond which keep to *r.*), and a long ascent to Broseley.

1*m.* before Norley, on *r.*, Stanley Hall. On *l.*, Linley Hall, and beyond it, Willey Hall.

Broseley to Buildwas ($3\frac{1}{4}$ — $147\frac{1}{2}$); in Broseley keep to *r.* and there is a long rough descent to Iron Bridge, $145\frac{1}{4}$, which must be carefully ridden as the road is also crossed at intervals by tram lines belonging to brick and tile works; $\frac{1}{2}$ *d.* toll across Ironbridge (*R.* Severn), then turn sharp to *l.* and a moderately good but somewhat hilly road leads to Buildwas alongside the river.

At Buildwas, on *l.*, the abbey.

Buildwas to Shrewsbury ($12\frac{1}{2}$ —160); moderately good but somewhat hilly road, running near *R.* Severn, through Leighton, $150\frac{1}{4}$, and over Tern Bridge, $155\frac{1}{4}$, where join the Watling Street road from Wolverhampton, to Atcham, 156 (cross *R.* Severn), and keeping to *r.* the rest is an excellent road into Shrewsbury, through St. Giles, $158\frac{3}{4}$.

At Iron Bridge, on *r.*, near Coalbrookdale, are large ironworks. On *l.*, Leighton Hall, and 2*m.* on *r.*, the Wrekin mountain, on which is an ancient camp; splendid view. Below it, Neves Castle. Before Tern Bridge, on *l.*, at Wroxeter, are the remains of the Roman town of Uriconium. At Atcham, on *r.*, Allingham Hall and Longnor Castle and Hall.

LONDON TO HOLYHEAD (by Banbury).

Marble Arch (Oxford street) to **Edgware** (8); wood pavement for nearly a mile along Edgware road, through Paddington, $\frac{3}{4}$, then a bad macadam road, rough and shaky all the way; level as far as Kilburn, $2\frac{3}{4}$, whence there is a stiff rise up Shoot-up Hill, 3, and it continues hilly, and chiefly on the rise, by Cricklewood, 4, past the "Welsh Harp" at Hendon, $5\frac{1}{4}$ (Brent Bridge), and The Hyde, $6\frac{1}{4}$; very heavy traffic for first 3*m.*, and the surface generally heavy and greasy, but after Hendon it improves somewhat, with tolerable riding at the sides.

(Hendon : Welsh Harp.—Edgware : Bald Faced Stag, *rec. C.T.C.*)

Edgware to Watford ($6\frac{3}{4}$ — $14\frac{3}{4}$); the road continues lumpy and uphill through Little Stanmore for a mile beyond Edgware, then turn to *l.* at the fork, and it is level but loose and not very smooth going to Great Stanmore, $10\frac{1}{4}$, through and out of which (keeping to *r.*) is a hill, a mile long to mount, rather stiff at first, but rideable (it should be ridden *down* with care); then good almost level run for a couple of miles, over Bushey Heath, followed by the steep descent of Clay Hill, generally very loose, stony and rough, and requiring great care in riding down, to Bushey, $13\frac{1}{4}$, and beyond that is another long but moderate downhill, and the last mile level; except Clay Hill, it is a good gravel and flint road from Stanmore. Watford is a long (1*m.*) straggling town, nearly all on a gentle rise.

(Stanmore : (half way up the hill), Abercorn Arms; Crown, *rec. C.T.C.*—Watford : Clarendon; Essex Arms, *C.T.C.*; George; Green Man; Rose and Crown.)

Beyond Edgware, on *l.*, Canons Park; beyond Stanmore, on *l.*, Bendley Priory; 1*m.* distant is a line of ancient earthworks. At Bushey, Hartsbourne Manor Ho., Bushey Manor Ho. and Aldenham Abbey.

Watford to Two Waters ($7\frac{1}{4}$ —22); after leaving Watford it is a splendid level road, partly skirting Cashiobury Park, to Upper Highway, 18, then it crosses the valley by Hunton Bridge, $18\frac{1}{4}$, to the left, and is on a

gradual rise through King's Langley, $19\frac{3}{4}$, to within a mile of Two Waters, then undulating; good smooth surface on the whole, but sometimes sandy between Upper Highway and King's Langley.

On *l.*, Cashiobury Park, Grove Park and Langley Bury.

Two Waters to Berkhamstead ($4\frac{1}{4}$ — $26\frac{1}{4}$); through Box Moor, $23\frac{1}{4}$, and Bourn End, $24\frac{1}{4}$, is gently undulating; capital smooth going.

(*Berkhamstead*: Goat Inn; King's Arms.)

On *r.*, Berkhamstead Castle (remains of), Monte Cavallo, and Berkhamstead Place; on *l.*, Ashlyns Hall and Haresfoot. At Berkhamstead the poet Cowper was born. The *ch.* is Gothic and contains many ancient monuments.

Berkhamstead to Tring (5 — $31\frac{1}{4}$); level to Northchurch, $27\frac{1}{2}$, whence it is all uphill for nearly $3m.$, ending with a rather stiff pull opposite Tring Park, and the rest is a gentle fall into Tring; splendid smooth road.

(*Tring*: Rose and Crown, *B.T.C.*; Royal.)

Past Berkhamstead, on the hill, on *l.*, are the remains of an ancient earthwork, called Græme's Dyke. At Tring, ancient *ch.*, with some old monuments.

Tring to Aylesbury (7 — $38\frac{1}{4}$); three short rises in the first mile or so out of Tring, followed by a long descent, rather steep but perfectly safe and good, to near Aston Clinton, $34\frac{1}{4}$; the rest is level to Aylesbury, with a short pull up just in the town; splendid smooth surface all the way: the middle of Aylesbury is paved.

(*Aylesbury*: Crown, *B.T.C.*; George; Greyhound; Red Lion; Star.)

From near Watford the road follows a low valley right through the Chiltern Hills, which are crossed between Berkhamstead and Aston Clinton. Aylesbury is situate in a fertile tract of country, called the Vale of Aylesbury, and regarded as the dairy of England; the town is irregularly built, but has some fine public buildings, county hall, corn exchange, infirmary, St. Mary's *ch.*, &c. Chief manufactures are lace and straw plait, and the vicinity produces large numbers of ducks and geese for the London market.

Aylesbury to Winslow ($10\frac{1}{2}$ — $48\frac{3}{4}$); turn to *r.* in Aylesbury opposite the George Hotel, and when beyond the paving (keeping to *r.* again) there is a sharp hill to go down out of the town, then fair and almost level road to Hardwick, $41\frac{3}{4}$, shortly after which is the long rise of Holborn Hill, rather stiff towards the top, and generally very rough, being loose and stony, up to Whitchurch, 43 ; $\frac{1}{2}m.$ beyond this village is a rather steep but not long descent, with a turn in the middle and loose and stony at the bottom, and the rest is an easy undulating ride, with a stiffish hill to mount just before reaching Winslow, through which is rough and bumpy; capital road on the whole.

(*Winslow*: Bell Inn.)

At Whitchurch, on *l.*, is the site of an old castle.

Winslow to Buckingham ($6\frac{3}{4}$ — $55\frac{1}{2}$); a fair level road to within $\frac{1}{2}$ a mile of Padbury, $52\frac{3}{4}$, into which is a gradual rise and a sharp descent out of it, then nearly $1m.$ level and $1\frac{1}{2}m.$ chiefly of a moderate uphill, followed by a short but steepish fall to the bridge over the *R. Ouse* entering Buckingham, whence keep to *r.* into the square; fairly good surface on the whole: macadam through Buckingham.

(*Buckingham*: Swan and Castle; Whale; White Hart, *Hqrs.*, *B.T.C.*)

At Buckingham was formerly a castle, but its site, an artificial mound, is now occupied by the *ch.*, a large and handsome structure. About $3m.$ N. is Stowe,

the beautiful seat of the Duke of Buckingham, the road to it being along an avenue of lofty trees.

Buckingham to Aynho-on-the-Hill ($11\frac{1}{4}$ — $66\frac{1}{4}$); leave the Square by Castle street on *l.*, down a short hill, and turning to *r.* at the bottom over the bridge (*R.* Ouse), it is up and down hill, but good and easy riding till having mounted the hill beyond Tingewick, 58, then almost level, with capital gravel surface past Fimmere, $59\frac{1}{4}$, to Monk's House, $61\frac{3}{4}$, after that the road begins to be undulating again and changes to limestone, hard but rather shaky, past Barley Mow, 63, to Croughton, $64\frac{1}{4}$, out of which is a sharp fall followed by a similar rise, both very rough, and thence good and undulating to Aynho.

At Fimmere, the old Roman way through Bicester crosses; 2m. further, on *r.*, near Mixbury, is Beaumont, supposed to be a Roman remain; 1m. N. of Barley Mow, is an ancient entrenched camp, also another a mile N.E. of Aynho, called Rainsborough Camp. At Aynho, on *l.*, Aynho Park.

Aynho to Banbury ($6\frac{1}{4}$ —73); keeping to *r.* there is a long descent winding through and out of Aynho into Cherwell valley, then except a short rise beyond Nett Bridge, $68\frac{1}{4}$ (over *R.* Cherwell and canal), it is a nearly level and good road by Adderbury, $69\frac{3}{4}$, and Weeping Cross, $71\frac{1}{4}$, to Banbury, entering the town by a rather steep descent, which should be ridden down carefully.

[There is another road from Buckingham through Brackley to Banbury, $1\frac{3}{4}$ m. shorter, but not so good and more hilly—*vide infra*, p. 136.]

(Banbury : Crown; George and Dragon Inn; Red Lion; Crown Inn; White Horse, *B.T.C.*; White Lion, *Hqrs.*, *B.T.C.*)

Banbury *ch.* was rebuilt in 1790. At the bottom of the hill is the famous cross. A castle of great strength formerly existed, but after sustaining two sieges in the Civil War, it was demolished, and only very slight remains of it are left. At Banbury are some good baths.

Banbury to Upton ($7\frac{1}{4}$ — $80\frac{1}{4}$); keep straight on through Banbury, then turn to *l.*, and after Neithrop, $73\frac{1}{2}$, the road rises gently to Drayton, 75, out of which is a sharp descent and ascent to Wroxton, 76, and then there is a long but gradual hill to mount past New Inn, $78\frac{1}{4}$, to the verge of Edge Hill at Upton; good surface. On Edge Hill is a B.U. "Danger" board.

On *l.*, Wroxton Abbey: beyond it, on the hill, is an old entrenchment. On *l.* Upton *Ho.*

Upton to Upper Eatington ($7\frac{1}{4}$ — $87\frac{1}{2}$); take the left hand road at the sign post, and from the "Rising Sun," on the top of Edge Hill, 81, there is a tremendously steep hill to descend, about a mile long, and very loose and rough, down which it is impossible to ride; from the bottom the road is level, but with a wretched surface the whole distance, through Pillerton Lazer, 84, and Pillerton Priors, $85\frac{1}{2}$; the road is made with ironstone, and when wet, forms into ruts, and prevents quick riding.

From the top of Edge Hill a fine view can be obtained. On the *r.*, in the plain below, 2 or 3m. distant, is the scene of the battle of Edge Hill, on 23rd October, 1642, the first in the Civil War.

Upper Eatington to Stratford-upon-Avon (5 — $92\frac{1}{2}$); long gradual downhill through Goldicote, 89, to the *Tg.* 2m. before Stratford, and then undulating to Bridge Town, 92, where the Oxford road is joined; poor surface.

Stratford-upon-Avon to Holyhead (171 $\frac{1}{2}$ —264)—pp. 125-8.

[On the whole the above route to Stratford-upon-Avon is better and easier than that through Oxford; it can be shortened 1 $\frac{1}{2}$ m. by going from Buckingham through Brackley to Banbury.]

LONDON TO BANBURY (by Bicester).

London to Aylesbury (38 $\frac{1}{4}$)—p. 130.

Aylesbury to Waddesdon (5—43 $\frac{1}{4}$); turn to *r.* in Aylesbury, opposite the George Hotel, and when clear of the paving, keep to *l.* at the bifurcation, and there is a moderate downhill out of the town; then it is a fair road, pretty level to Fleet Marston, 41, and thence rather hilly to Waddesdon.

Waddesdon to Bicester (10 $\frac{3}{4}$ —54); the road continues fair through Ham Green, 46, to Sharp's Hill, 47, which is a long rise, followed by a descent on the other side; after this it gets rapidly worse, and then is very bad, being nothing more than a cart track, and traverses a very wild and desolate tract of country for about 6m., over Blackthorn Heath, 51 $\frac{1}{4}$, whence there is a stiff ascent up Blackthorn Hill, and on through Wretchwick, 52 $\frac{3}{4}$, to Bicester.

(*Bicester*: Crown, *B.T.C.*; King's Arms; King's Head; White Lion.)

This road partly follows the line of the Roman Akeman Street. At Ham Green, 1m. on *l.*, Wotton Ho.; at Blackthorn Hill on *l.*, Ambrosden Park. Bicester was a Roman station and is situate near the junction of several Roman roads; about 1 $\frac{1}{2}$ m. S.W., are the traces of the ancient city of Alchester. The *ch.* was erected about 1200, and contains many old monuments.

Bicester to Aynho-on-the-Hill (8 $\frac{3}{4}$ —62 $\frac{3}{4}$); keep to *r.* in Bicester, and at the *Tg.* outside the town to *l.*; the road is very hilly, through Caversfield, 55 $\frac{3}{4}$, Baynard's Green, 58 $\frac{3}{4}$, past Souldern, 60 $\frac{3}{4}$, and joining the Buckingham road $\frac{1}{2}$ m. before Aynho; very steep descent and ascent just before Baynard's Green; bad road, rough and bumpy, very little better than the last stage.

On *r.* Caversfield Ho.; farther on *l.*, Bucknell Ho., and Swift's Ho. At Souldern on *l.* is an ancient entrenchment called Ploughley Hill; from here, stretching in S. and S.W. direction, is a line of entrenchment 7 or 8 miles long, extending to the old Akeman Street, near Kirtlington; it is known variously as Ashbank, Wattlebank, or Avesditch, and overlooks the valley of the Cherwell.

Aynho-on-the-Hill to Banbury (6 $\frac{1}{4}$ —69)—p. 131.

LONDON TO AYLESBURY (by Uxbridge).

London to Uxbridge (15)—p. 106.

Uxbridge to Chalfont St. Peters (5 $\frac{1}{2}$ —20 $\frac{1}{2}$); the macadam ends with Uxbridge, out of which is a short dip, and then two bridges to go over (*R.* Coln and Grand Junction Canal); after that the road is level, but not very smooth, to the foot of Red Hill, 17 $\frac{1}{4}$, which though rather rough and generally loose and heavy, can be mounted by an ordinary rider, as it is not steep; thence it is undulating to Tatling End, 18, where leave the Oxford road and turn to *r.*, and directly after there is a rather steep fall with loose surface and a turn at the bottom; then the road is shaky and

stony for a mile, owing chiefly to the traffic of some brick and tile works at Oak End, 19, and after passing them it gets better, and is undulating all the way, but no other difficult hill; in dry weather very loose and sandy for first 3*m.*; ford to cross in Chalfont.

At Red Hill on *l.*, Denham Mount; 1*m.* before Chalfont on *r.*, Chalfont *Ho.* From Tatling End the road runs up a narrow valley nearly all the way to Wendover, through the Chiltern Hills.

Chalfont St. Peters to Amersham ($5\frac{1}{2}$ —26); hill out the former, then the road is a series of short stiff rises and falls, running along the right hand hill-side of the valley, with a gentle descent into Amersham; good road to Chalfont St. Giles, $22\frac{1}{2}$, then rather sandy.

(*Amersham*: Crown Inn; Griffin.)

At Chalfont St. Giles, (which lies a little to the left of the road) Milton resided during the great plague, and here he finished "Paradise Lost." Amersham *ch.*, in the middle of the town, contains some old monuments: the town hall was built in 1612.

Amersham to Wendover ($9\frac{1}{2}$ —35 $\frac{1}{2}$); first-rate smooth gravel road through Little Missenden, $28\frac{3}{4}$, and Great Missenden, 31; for about 8*m.* level and gently rising ground alternate, with a few moderate undulations, the only one of any consequence being a sharp descent out of Great Missenden; the last $1\frac{1}{2}$ *m.* into Wendover are downhill.

Beyond Amersham on *l.* Shardeloes; a mile past Little Missenden on *l.*, Little Missenden Abbey. On *r.* Great Missenden Abbey, of which part of the old cloisters still remains; 3*m.* W., up a side valley, is Hampden *Ho.*, where John Hampden was born, and near which he is buried. Wendover is a small old fashioned town.

Wendover to Aylesbury (5—40 $\frac{1}{2}$); is almost level and a good road but in dry weather rather sandy; from Walton *Tg.*, (entrance of Aylesbury 40, it is paved into and through Aylesbury, which is entered from the south, and crossed through the market place.

LONDON TO AMERSHAM (by Harrow).

Marble Arch to Harlesden (or Holsden) Green ($4\frac{1}{2}$); wood pavement along the Edgware Road for $\frac{1}{2}$ *m.*, then turn to *l.* along the Harrow Road, and the rest is macadam: level through Paddington Green, $\frac{3}{4}$ *m.*, and Westbourne Green, $1\frac{1}{2}$, to Kensal New Town, $2\frac{1}{4}$, whence it is on a gradual rise past Kensal Green, 3, over Honeypot Hill and past Willesden Station, 4.

(*Harlesden Green*: Royal Oak.—*Willesden*: Junction Arms.)

Harlesden Green to Harrow-on-the-Hill ($5\frac{1}{2}$ —10); pretty good road over Stone Bridge, $5\frac{3}{4}$, to the top of the hill by Oakington Farm, $6\frac{1}{4}$, and then both rough and hilly to the "Swan" at Sudbury Green, $8\frac{1}{4}$, where keep to *l.*, and there is a steep winding hill up into Harrow. [There is another road avoiding the steep hill into and out of Harrow, by taking the right hand road at Sudbury Green, and passing by Harrow on *l.*, turn to the *l.* again beyond it into the road for Pinner.]

(*Harrow*: King's Head.—*Roxeth*: 1*m.* on *l.*, Three Horse Shoes.)

At Stone Bridge on *l.*, Twyford Abbey; 2*m.* farther, 1*m.* on *r.*, Wembley Park: before Harrow on *r.*, Sudbury Grove, and on the Hill, The Hermitage. Δ Harrow is the celebrated school,

Harrow-on-the-Hill to Pinner (3—13); dangerous winding descent out of Harrow, then level over Hooking Green, 12, and a steep but not long ascent into Pinner.

Pinner to Rickmansworth (5—18); [instead of going through Pinner, there is an easier route by taking the left hand road just before the village, going by Pinner Marsh, and joining the main road at the bottom of the hill through Pinner;] an awkward rough descent in Pinner by the church; then undulating road through Pinner Green, 13½, and over Ruislip Common, with a rather steep hill, loose and stony, to descend at North Wood, 15¾, after which the road is pretty level and good through Batchworth Heath, 16½, and skirting the west side of Moor Park, and a very bad hill leading down into Rickmansworth, which is best walked. [At Batchworth Heath, permission may be obtained at the lodge, to pass through Moor Park, but beyond the mansion there is a loose and steep hill to go down, with a gate at the bottom.]

(*Rickmansworth* : Swan.)

Beyond Pinner, 1*m.* on *l.*, Ruislip Park. Moor Park was formerly the residence of Cardinal Wolsey, and also of the Duke of Monmouth; it now belongs to Lord Ebury.

Rickmansworth to Green Street, before Cheney's (3¼—21¼); passing the *ch.* on *l.* take the new road for Chesham, as the hill leading to the old one is unrideable; there is a stiff hill to mount, and at the top is a very good and fairly level road over Chorleywood Common, 20, to Green Street. At Green Street, ¼*m.* on *r.*, is Cheney's, 21½, whence is a steep descent into the valley of *R. Chess*, up which a fairly level road leads to *Chesham*, 26½.

(*Chesham* : Crown, *B.T.C.*)

Green Street to Amersham (4½—25¾); take the left hand road, which is undulating for nearly 2*m.*, when there is a steep and very rough hill, which requires careful riding down, to Loudhams, 23¼; then very good and level over Amersham Common for 1¼*m.*, where turn to *l.* by a small inn, and there is a capital run down to Amersham. Returning, ¾*m.* out of Amersham, turn to *l.*

LONDON TO ENSTONE (by Bicester).

London to Bicester (54)—p. 132.

Bicester to Middleton Stoney (3¼—57½); keep to *l.* in the middle of Bicester, and nearly ½*m.* further on to *l.* again, and shortly after that to *r.*; it is a fair road, slightly uphill.

Just beyond Middleton Stoney is Middleton Park.

Middleton Stoney to Hopercroft's Holt (4¾—62¼); skirting the north side of Middleton Park the road continues level to Lower Heyford, 60½, into and through which is a long decline to the *R. Cherwell*, followed by a rise again to Hopercroft's Holt, on the Oxford and Banbury road; bad surface.

Just past Middleton Park, cross the Avesditch, and ½*m.* farther on the Port Way. Beyond Lower Heyford on *l.*, Rousham Park.

Hopercroft's Holt to Church Enstone (5¾—68); rather hilly road till clear of Westcot Barton, 64¼, then fair and almost level through Gagingwell, 66¼: ¼*m.* beyond Church Enstone, after a short descent and

like ascent, join the road from Oxford on *l.* just outside Enstone. This road should be ridden only in dry weather, as in wet weather and winter time it is mostly covered with mud and water, and is inclined to be rutty and greasy.

LONDON TO WORCESTER (by Alcester).

London to Stratford-upon-Avon ($92\frac{1}{2}$)—p. 131.

Stratford-upon-Avon to Alcester ($8-100\frac{1}{2}$)—p. 125.

Alcester to Flyford Flavel ($8\frac{1}{2}-109$); mostly on the rise for the first mile through Arrow, $101\frac{1}{4}$, to Ragley Park, at the end of which turn sharp to *r.* uphill, and it continues hilly to Dunnington, $103\frac{1}{2}$ (where turn to *r.* at the sign post and take left hand road nearly a mile farther on), and then good with a few small hills through Abbots Moreton, 106, and Radford, $107\frac{1}{4}$; gravel surface.

Flyford Flavel to Worcester ($9-118$); over Grafton Bridge, 110, and through Upton Snodsbury, $111\frac{1}{2}$, and Spetchley, $114\frac{1}{2}$, is a good undulating road with a long run down, followed by a steep descent into the town, rideable with a good brake.

LONDON TO CARNARVON (by Llanberis).

London to Stratford-upon-Avon ($92\frac{1}{2}$)—p. 131.

Stratford-upon-Avon to Capel Curig ($132\frac{1}{2}-225$)—pp. 125-8.

Capel Curig to Pen-y-gwryd ($4\frac{1}{4}-229\frac{1}{4}$); taking the left hand road at the turnpike and past Royal Hotel, it is an almost continuous ascent with several steep and rough pitches up the narrow valley of Nant-y-gwryd; the surface is rough and abounds in loose stones. The country is very wild and open. From near Pen-y-gwryd the ascent of Mount Snowdon can be made.

(Pen-y-gwryd Hotel.)

Pen-y-gwryd to Llanberis ($6\frac{3}{4}-236$); keeping to *r.* there is a stiff ascent of $\frac{3}{4}m.$ to the summit of the pass of Llanberis at Gorphwysfa (the Resting Place), 231, then the descent of the pass begins and is steep, rough, and stony for about $\frac{1}{2}m.$, when it improves, and though still downhill it is not so steep, and can be ridden with safety. For the last $2m.$ it skirts the shores of Llyn or Lake Peris.

(Llanberis: Castle; Dolbadarn, *B.T.C.*; Padarn Villa; Pen-y-pass; Royal Victoria; Snowden Valley.)

The road skirts the foot of Mount Snowdon all the way, the summit being 3 or 4*m.* from Gorphwysfa: there is another road from Llanberis by Ceunant Maur, where is a fine waterfall. Before Llanberis on *r.* below Llyn Peris is Dolbadarn Castle.

Llanberis to Carnarvon ($8-244$); one steep hill up past Glyn Peris Hotel, 237, otherwise easy road, but rough and bumpy, and after heavy rain very loose, as Lake Padarn, which it skirts for $3m.$, overflows: from Cwm-y-Glo, 240, the country becomes more open and the road is rather better, though much up and down through Llanrug.

(Carnarvon: Arvonja, *Hqrs.*; Castle; Prince of Wales; Queen's; Royal: Royal Sportsman, *B.T.C.*)

Just beyond Llanberis on *l.*, is a large slate quarry, employing 3,000 men. Carnarvon is an ancient town and is surrounded by a wall with round towers, the streets are narrow: the chief building is the castle erected by Edward I., and is that in which Edward II. was born; it was 12 years in building. About a mile from the town are remains of the Roman town of Segontium.

LONDON TO BANBURY (by Brackley).

London to Buckingham ($55\frac{1}{2}$)—p. 130.

Buckingham to Brackley ($7\frac{1}{4}$ — $62\frac{3}{4}$); through Westbury, $60\frac{1}{4}$, is a hilly road, but all the hills are rideable; a mile before Brackley is a stiff descent, followed by a long and very stiff pull up into the town. The greater part of the road is generally rough.

(*Brackley*: Cross Keys; Crown; Wheatsheaf.)

On *r.* 2m. N. is Stowe, the magnificent seat of the Duke of Buckingham.

Brackley to Banbury, Cross ($9\frac{3}{4}$ — $72\frac{1}{2}$); through Farthingho, $66\frac{3}{4}$, and Middleton Cheney, $69\frac{1}{4}$, is a rather undulating road, but not so hilly as the last stage, though nearing Banbury there are one or two stiffish hills to mount, followed by a run down for nearly $1\frac{1}{2}$ m. Indifferent surface for first few miles, then very good.

[This road is not used so much as that by Aynho.]

LONDON TO STRATFORD-UPON-AVON (by Kineton).

London to Upton ($80\frac{1}{4}$)—p. 131.

Upton to Kineton (5 — $85\frac{1}{4}$) keep to *r.* at the guide post, and at Edge Hill, 81, there is a long and very steep descent, which is loose and unrideable; after that it is a rather rough road, slightly down hill at first, then level.

(*Kineton*: Oxford Arms.)

On *l.*, just under Edge Hill, the beautiful residence of Radway. On *r.* on the top of the hill, is an old entrenchment called Nadbury Camp. Beyond Edge Hill the road skirts the field of the Battle of Edge Hill, which on the 23rd October, 1642, began the Civil War. Kineton or Kington, was once a royal residence, and there was a castle said to have been built by King John.

Kineton to Wellesbourne Hastings ($4\frac{1}{4}$ — $89\frac{1}{2}$); leaving Kineton, there are two rather stiff hills to mount and then an extremely pretty road through Compton Verney Park and Compton Verney, $87\frac{1}{4}$, a mile beyond which is a very steep and rather rough hill (Friz Hill) to ride down, and nearing Wellesbourne Hastings the road becomes very good.

Wellesbourne Hastings to Stratford-upon-Avon (5 — $94\frac{1}{2}$); by Alveston, $92\frac{1}{2}$, and through Tiddington, 93, and Bridge Town, 94, is a good, fairly level road, with gravel surface, but in wet weather becomes soft and heavy: for the last 3m, it runs close to *l.* Avon.

On *r.* pass Charlecote Park.

LONDON TO BRIDGENORTH (by Stourbridge).

London to Alcester ($100\frac{1}{2}$)—p. 135.

Alcester to Bromsgrove ($13\frac{1}{4}$ — $113\frac{3}{4}$)—p. 125.

Bromsgrove to Stourbridge ($9\frac{1}{2}$ — $123\frac{1}{4}$); crossing the main street, a little to the *r.*, keep straight on through Bromsgrove, and then through Barnsley, $115\frac{3}{4}$, Forfield, $116\frac{3}{4}$, Gost, $117\frac{3}{4}$, Hollow Cross, $118\frac{3}{4}$, Clent, $119\frac{1}{2}$, Hagley, 121, Pedmore, $121\frac{3}{4}$, and Old Swinford, $122\frac{1}{2}$; there are several stiff and loose hills to mount in the first half, in the rest nothing difficult; otherwise good road. Through Stourbridge is macadam.

(*Stourbridge*: Bell; Talbot, *C.T.C.*; Vine.)

On *r.* is the range of the Lickey Hills; on *r.* Hagley Park, and Hollow or Holy Cross.

Stourbridge to Bridgenorth (14 — $137\frac{1}{4}$); through Stewponey, $125\frac{3}{4}$, Stourton, $126\frac{1}{4}$ (cross Canal and *R.* Stour), Enville, $128\frac{3}{4}$, Broad Oak, $131\frac{1}{2}$, and St. James's, $136\frac{1}{4}$, where cross *R.* Severn; hilly road. Returning, at St. James's turn first to *r.*, then to *l.*

At Stewponey, $1m.$ on *r.*, Prestwood Ho.; on *r.* remains of Stourton Castle; on *l.* Enville Hall; at Broad Oak on *r.* Gatacre Park.

LONDON TO HOLYHEAD (by Coventry).

(The old Parliamentary and mail coach road. This road after Dunstable to Daventry is not a favourable one for quick travelling, especially with a light machine.)

London (General Post Office) to **Highgate Archway** ($4\frac{1}{4}$); wood pavement for $\frac{1}{2}m.$ along Aldersgate Street, then granite paving with tramway along Goswell road, past the "Angel" Islington, $1\frac{1}{4}$, along High street and Upper street, a short distance down which the paving gives way to ordinary macadam, and along Holloway road; the tramway extends to the Archway. There is a moderate rise up to the "Angel," otherwise level: heavy traffic for first $1\frac{1}{2}m.$, and road generally bad for bicycling. At the "Archway" Tavern, $\frac{1}{4}m.$ before the Archway, keep to *r.*, that to *l.* over the hill being the old road through Highgate town.

Highgate Archway to Barnet (7 — $11\frac{1}{4}$); undulating road, with two rather stiff descents at East End Station, $5\frac{3}{4}$, and past the St. Pancras Cemetery, to the "Green Man," Brown's Wells, 7, then undulating over Finchley Common and through Whetstone, $9\frac{1}{4}$, and Greenhill Cross, $10\frac{1}{4}$, and a long stiff and rough ascent to Barnet; the macadam continues, bad and shaky, to Finchley Common, then the road gradually improves, and is generally fair riding.

(*Whetstone*: Bull and Butcher, *C.T.C.*—*Barnet*: King of Prussia; Old Salisbury; Red Lion; Salisbury Arms, *C.T.C.*—*Chipping Barnet*: Lion.)

A short distance beyond the Archway, on Muswell Hill, $1m.$ on *r.* Alexandra Palace. Just N. of Barnet on *r.* an obelisk marks the site of the last battle of the Wars of the Roses in 1471, when the Earl of Warwick was defeated and slain. Barnet *ch.* was erected in 1400, and contains many old monuments.

Barnet to St. Albans ($9\frac{1}{2}$ — $20\frac{3}{4}$); instead of taking the old road from Monken Hadley, and turning off at the Obelisk (which is not now much used and in bad condition) turn to left (second turning) in the middle of Barnet, $\frac{1}{2}m.$ before reaching the Obelisk, and a good road runs direct to South Mims, $14\frac{1}{2}$, thus saving $\frac{1}{2}m.$; then the road continues good, with a long gradual rise to the top of Ridge Hill, $15\frac{3}{4}$, the northern slope of which is a steep descent, generally somewhat rough and loose, and thence it is fairly good and nearly level through London Colney, $17\frac{1}{2}$, to St. Albans, with a long hill up into the middle of the town.

(*South Mims*: Green Man Inn; Wheatsheaf.—*St. Albans*: Bell Inn; Cock; Cross Keys; Crystal Palace, *Hqrs.*, *rec. C.T.C.*; George; Peahen.)

2m. beyond Barnet on *l.* Derham Park; at London Colney on *l.*, Colney Ho., on *r.* Tittenhanger Park. St. Albans is noted for its abbey *ch.*, lately restored after being long in ruins. A short distance west of the town is the site, with some slight vestiges of the old Roman town of Verulamium.

St. Albans to Dunstable ($12\frac{1}{2}$ — $33\frac{1}{4}$); turn to *r.* a short distance beyond the cross streets in St. Albans, and out of the town there is a hill to descend, after which it is a capital smooth and gently undulating road, with two long gradual ascents through the villages of Redbourn, 25, and Markyate Street, 29, followed by a long and steeper one—Spittol Hill—just before Dunstable, and a long gradual fall entering the town: red sandstone road.

(*Dunstable*: Red Lion; Saracen's Head, *B.T.C.*; Sugar Loaf.)

2m. out of St. Albans on *l.*, Gorham Bury Park. At Dunstable, the Priory *ch.* is worth a visit; 2m. distant on *l.*, Totternhoe Castle, an extensive ancient British earthwork; also near it Maiden or Madning Bower, a Roman camp. The chief manufacture of Dunstable is straw hats.

Dunstable to Hockliffe ($3\frac{3}{4}$ —37); for 2m, the road continues good and chiefly on a slight fall to the other side of the chalk cutting, when the surface begins to be uneven and rough, and there is a stiff descent over a high embankment; the rest level into Hockliffe.

Hockliffe to Fenny Stratford ($7\frac{3}{4}$ — $44\frac{3}{4}$); long steep hill to mount out of Hockliffe, and the road continues rather hilly, but none of the gradients are steep, though there is a long and rough descent at Brickhill, 43, hill up through Fenny Stratford: the surface is rather shaky for quick riding, and in places is very rough and lumpy, with many loose stones.

Beyond Hockliffe, 1m. on *r.*, Battlesden Park.—(*Fenny Stratford*: Swan.)

Fenny Stratford to Stoney Stratford ($7\frac{1}{4}$ —52) through Shenley, $48\frac{1}{4}$; hilly road, but none of the gradients are steep, though some of them are long; rough and shaky, and in places very rough and lumpy; near Stoney Stratford is a sudden dip in the road which has a double row of flagstones on the left hand side of each ascent, like Reigate Hill.

(*Stoney Stratford*: Bull; Cock Inn, *C.T.C.*; George Inn; Plough.)

$2\frac{1}{2}$ m. W. of Shenley is Whaddon Hall: a little farther, on *r.* Bradwell Abbey.

Stoney Stratford to Towcester ($7\frac{3}{4}$ — $59\frac{3}{4}$); hill out of Stratford, to Old Stratford, $52\frac{3}{4}$, and then there are two stiff and rough hills to Potterspurty, $54\frac{3}{4}$, and in the rest through Heathencote, $58\frac{3}{4}$, there is nothing difficult, but the road continues rough and bad the whole distance.

(*Towcester*: Pomfret Arms, *rec. C.T.C.*; Talbot.)

At Potterspurty on *l.*, Whittlewood Forest and Wakefield Lodge; on *r.* Grafton Park. At Heathencote 2m. on *r.* Stoke Park. At Towcester on *r.*, Easton Park and Ho.

Towcester to Weedon (8— $67\frac{3}{4}$); undulating and easy going to Foster's Booth, $62\frac{1}{4}$, after which there are some long hills up and down, but nothing steep, to the top of the hill above Weedon tunnel, whence there is a capital long run down into Weedon: the surface is much better, but still inclined to be shaky and loose.

(*Weedon*: Globe, *C.T.C.*; Horse Shoe Inn; New.)

At Weedon, called also Weedon-on-the-Street, leave the old Roman Watling Street which keeps straight on, on *r.* to Atherstone, &c., but it is not rideable for a bicycle for about 10m.

Weedon to Daventry ($4\frac{1}{4}$ —72); leaving the former there is a long stiff ascent to climb past the railway and barracks, which most tourists will walk up; then it is a good up and down hill ride, with a stiff pull up into Daventry, which is situate on the top of a hill.

(*Daventry*: Wheatsheaf, *B.T.C.*)

On *l.* 3*m.* distant, Fawsley Park, an old mansion. At Daventry, remains of a Cluniac Priory: near Daventry on *r.*, Danes or Borough Hill, one of the largest encampments in England.

Daventry to Dunchurch ($7\frac{3}{4}$ —79 $\frac{3}{4}$); short but rather steep descent going through and out of Daventry, followed by another hill to mount, then undulating but easy going to Braunston, $74\frac{3}{4}$, into which there is a long stiff descent; thence through Willoughby, $76\frac{1}{2}$, is nearly level, with a stiff ascent into Dunchurch: capital surface: the last 2*m.* under a fine avenue of trees.

(*Dunchurch*: Crown; Dun Cow, *C.T.C.*)

At Braunston, handsome *ch.* and a curious stone cross.

Dunchurch to Ryton ($6\frac{3}{4}$ —86 $\frac{1}{2}$); the road leaves the former village on a slight descent beneath a long avenue of fir trees, and then it traverses Dunsmore Heath to Frog Hall, $84\frac{3}{4}$, and on by Knightlow Cross or Hill, 85, to Ryton, where there is a hill to descend, the first part steep and usually rough; otherwise excellent road.

(*Ryton*: Bull and Butcher.)

At Frog Hall the road crosses the old Roman Fosse Way, and a short distance on *l.* is Stretton-on-Dunsmore. At Ryton, or Ryton-on-Dunsmore, 2*m.* on *r.* Brandon Castle.

Ryton to Coventry ($4\frac{1}{2}$ —91); about a mile beyond Ryton, at the bridge over *R.* Avon, the Southam road joins in, and it is gently undulating through Willenhall, $88\frac{1}{4}$, and over Whitley Bridge, $88\frac{3}{4}$: excellent going at first for 1 or 2*m.*, but the latter part is macadam, rough and bumpy, which continues through Coventry: here the street is rather narrow as far as the cross roads, then there is a longish but gradual fall down Smithford street, at the bottom of which the traveller will see the words "Holyhead Road," directing him up a short rise out of the town.

(*Coventry*: Craven Arms; George, *Hqrs.*; Kenilworth Castle; King's Head; Knight's; Lord Nelson; Pitt's Head; Queen's, *C.T.C.*)

Coventry may be called the headquarters of bicycle manufacturing, and a visit to some of the great bicycle works will prove of interest to the tourist. The chief buildings are St. Michael's *ch.*, Trinity *ch.*, St. John's *ch.*, St. Mary's Hall, &c.; the town was once surrounded by a wall 3*m.* in circuit, which was pulled down by Charles II. At Whitley Bridge on *l.*, Whitley Abbey.

Coventry to Stone Bridge ($8\frac{1}{2}$ —99 $\frac{1}{2}$); after mounting the rise out of Coventry, it is a level road to Allesley, $93\frac{3}{4}$, over rather shaky macadam, but good riding can generally be had at the sides; thence it is a capital smooth road, chiefly on a gentle rise for the next 3*m.*, with a good stiff descent into Meriden, $97\frac{1}{4}$, and the rest undulating.

On *l.*, Allesley Park and Meriden Park; just before Stone Bridge on *r.*, Packington Hall, (Earl of Aylesford). Near Meriden is an obelisk said to be in the exact centre of England.

Stone Bridge to Birmingham ($9\frac{3}{4}$ —109 $\frac{1}{4}$); good undulating road, but not quite so smooth as the last stage, through Wells Green, $103\frac{3}{4}$, to Yardley, $106\frac{1}{2}$, then rough and shaky macadam into and through the town:

short stiff descent at Bordesley, $107\frac{3}{4}$, a suburb of Birmingham, and a steep hill to mount at the Bull Ring, in the town: New street, running nearly east and west, is the central thoroughfare of Birmingham.

(*Birmingham*: Grand, C.T.C.; King's Head; Midland; Queen's; Swan.)

Before Wells Green on *l.*, Elmdon Hall. Birmingham, the metropolis of the Midlands, is celebrated for its manufactures of hardware, guns, plated metals, and other kindred objects. The appearance of the town in general is mean, though it has of late years been much improved, and has some fine buildings; it is very smoky and dirty. For a town it is very hilly and bicyclists had best give it a wide berth.

Birmingham to Wolverhampton ($13\frac{1}{4}$ — $122\frac{1}{2}$); leave the former by the suburb of Soho, $110\frac{3}{4}$, and then through Soho street, $111\frac{3}{4}$, and Sandwell Green, $112\frac{3}{4}$, to West Bromwich, $114\frac{1}{4}$; a mile beyond this keep to *r.*, and by Wednesbury, $117\frac{1}{4}$, Moxley, $118\frac{1}{2}$, and Bilston, $119\frac{3}{4}$; it is a macadam road, and very bad for bicycling, being extremely rough and full of holes; tramway laid, and heavy traffic. [From West Bromwich there is another road to Bilston, keeping to *l.* a mile beyond the former, and through Great Bridge and Horsley Heath, $\frac{1}{2}m.$ longer.]

(*Wednesbury*: Dartmouth.—*Bilston*: Lion; Pipe Hall, C.T.C.; Queen's Arms.—*Wolverhampton*: Commercial Exchange; Corn Exchange; Coach and Horses, C.T.C.; Peacock; Star and Garter; Swan.)

This is a most undesirable road to travel, being through the middle of the "Black Country;" the better way is to go by railway which runs parallel to the road all the way. The country is more or less a desert of blasted fields and furnace heaps, varied by a succession of dirty and dingy towns and villages, intermixed with furnaces and manufactories of all kinds. Just before West Bromwich on *r.*, Sandwell Hall. At Soho is Messrs. Boulton & Watts' extensive manufactory of engines, plated goods, &c., one of the largest in the world. Wednesbury is of great antiquity, and its *ch.* is supposed to have been built in the 8th century; here also are traces of a Saxon fort.

Wolverhampton to Shifnal ($12\frac{1}{2}$ —135); after leaving Wolverhampton keep to *r.*, and it is a good road, being level or downhill for about $1\frac{1}{2}m.$ through Tettenhall, $124\frac{1}{2}$, then Tettenhall Rocks to climb, a stiff ascent of $\frac{1}{2}m.$,—16 ft. in the 100—(best walked *down* on the reverse journey); from the top is a fairly level and good road by the Wergs, $125\frac{3}{4}$ ($1\frac{1}{2}m.$ beyond keep to *l.*), and through Boninghall (or Boningale), $129\frac{1}{2}$, and Upton $134\frac{1}{4}$.

(*Shifnal*: Jerningham Arms, B.T.C.; Star.)

At the Wergs on *l.*, Wrottesley Park, and farther on Pats Hill Park; on *r.* 2m off, Chillington Park. In Shifnal *ch.* is a monument to one Wm. Wakely who is said to have lived to 124 years of age.

Shifnal to Watling Street ($6\frac{1}{2}$ — $141\frac{1}{2}$); through Priors Lee, 138, and past Ketley Iron Works, $140\frac{3}{4}$, is a bad road. [At Watling Street the town of Wellington lies a short distance off on right; $\frac{3}{4}$ — $142\frac{1}{4}$.]

(*Wellington*: Charlton Arms, B.T.C.; Wrekin.)

Beyond Shifnal on *r.*, Haughton Hall and Priorslee Hall; nearly 2m. beyond the Watling street again joins the road. 2m. S. of Wellington is the Wrekin hill, on which is an ancient fortification, and embracing an extensive view.

Watling Street to Shrewsbury, Town Hall ($11\frac{1}{2}$ —153); over Tern Bridge, $148\frac{1}{4}$, and Atcham Bridge, 149, where cross the *R.* Severn, then turn to *r.* and past Lord Hill's column, $151\frac{3}{4}$; the road gradually declines most of the way to Atcham Bridge, and being made with Mount Sorrel

stone has a splendid smooth surface and is always dry: enter Shrewsbury through the suburb of Abbey Foregate and over the *Ī*. Severn by English Bridge.

Shrewsbury to Holyhead ($106\frac{3}{4}$ — $259\frac{3}{4}$)—pp. 126-8.

LONDON TO ST. ALBANS (by Edgware).

London to Edgware (8)—p. 129.

Edgware to Elstree (3—11); the road continues lumpy and uphill through Little Stanmore (keeping to *r.* at the sign-post 1*m.* beyond Edgware) for $1\frac{1}{2}$ *m.*, then up Brockley Hill, 10, and another hill going up into Elstree, both stiff ascents, the crown of each being almost unrideable: tolerably good road.

(*Elstree*: Plough; Red Lion.)

Beyond Edgware on *l.*, Canon's Park. At Brockley Hill on *r.*, have been discovered Roman remains.

Elstree to St. Albans ($8\frac{3}{4}$ — $19\frac{3}{4}$); downhill leading out of Elstree, then hilly, but good give-and-take road through Cobden Hill, Radlet, 14, Colney Street, $16\frac{1}{4}$, Park Street, $17\frac{1}{4}$, and St. Stephen's; there is a loose rough hill at Park Street, and a very steep hill—Holywell Hill—to mount into St. Albans, otherwise capital surface.

On *r.* Kendall Hall, Old Organ Hall, and Old Park Bury.

LONDON TO TOWCESTER (by Buckingham).

London to Buckingham ($55\frac{1}{2}$)—p. 130.

Buckingham to Towcester ($10\frac{1}{2}$ —66); through Maid's Moreton, $56\frac{1}{2}$, Akeley, 58, Lillingston Dayrell, $59\frac{1}{2}$, across Whittlewood Forest and through Whittlebury, $62\frac{1}{2}$, is hilly but an indifferent road; in dry weather it is lumpy, and the least rain makes it very soft and heavy.

LONDON TO STONE BRIDGE (by Banbury).

London to Banbury (73)—p. 131.

Banbury to Gaydon—or Gaydon Inn, (10—83); keep straight on through Banbury, then first turn to *l.*, and through Neithrop, $73\frac{1}{2}$, after which is a gentle rise for about a mile, the road being very smooth, then it is level and a fairly good road, running along the ridge of a hill to Warmington, 78, where is a long and very steep hill to descend, which requires great caution, the first part being crooked; from the bottom it is almost level, one or two short but sharp falls excepted, but most of it rough and rutty to Gaydon.

Gaydon to Warwick (9—92); the road is undulating and rather rough for nearly 2*m.*, when there is a short winding descent, after which it is almost level for 3*m.*, passing Harwood House, $86\frac{1}{4}$, and the surface having changed to gravel, is very good and smooth all the way to Warwick; the last 4*m.* are hilly but nothing difficult, there being 4 descents and 2 ascents, with another stiff pull entering Warwick.

[Or to Wellesbourne Hastings, $89\frac{1}{2}$ —p. 136; thence through Barford,

93 $\frac{1}{4}$, where cross *R. Avon*, and Longbridge, 94 $\frac{1}{2}$, to *Warwick*, 96 $\frac{1}{4}$; level road except sharp ascent to *Warwick*; gravel surface and splendid going.]

At *Warwick*, on *r.* to *Leamington*, (2 $\frac{1}{4}$ —94 $\frac{1}{4}$); a first rate broad and level road, smooth as asphalt. For *Leamington*, see p. 144. Bells are compulsory in *Leamington*.

(*Warwick*: Crown; Globe; *Warwick Arms*; *Woolpack*, *C.T.C.*)

At *Harwood's Ho.* the old Roman *Fosse Way* crosses the road. Pretty country. Before *Warwick*, on *l.*, *Warwick Park*. *Warwick*, on the *R. Avon*, is supposed to be of Saxon origin, and was formerly a walled town. *St. Mary's ch.* is erected over the site of one of the old gates, with the carriage way passing beneath it: contains many interesting monuments and a beautiful lady chapel, dating from 1443. *Leicester's hospital* is a fine specimen of old half-timbered house. The castle is on *l.* entering the town; the interior is splendidly adorned, and there is a valuable collection of paintings, ancient armour, and the *Warwick vase*, &c.

Warwick to Kenilworth (5 $\frac{1}{4}$ —97 $\frac{1}{4}$); at the top of the hill in *Warwick*, turn to *r.*, through the gateway under the *ch.*, when there is a short descent, and at the end of the street keep to *l.* past the station; the road is a little hilly, chiefly on the rise through *Guy's Cliff*, 93, and *Leek Wotton*, 95, and is only indifferent going; loose and dusty in dry weather.

(*Kenilworth*: Globe, *Hqrs.*; *King's Arms*, *C.T.C.*)

On *l.*, nearly half-way, on *Blacklow Hill*, is *Gaveston's Cross*, where *Piers Gaveston* was beheaded in 1312: on *r.* romantic seat of *Guy's Cliff*. *Kenilworth* is noted for the remains of its magnificent castle, built in the reign of *Henry I.*, and chiefly remarkable as belonging to the favourite of *Elizabeth*, the *Earl of Leicester*. It now belongs to the *Earl of Clarendon*, and is open to visitors at a small fee. There are also remains of an abbey.

Kenilworth to Stone Bridge (8 $\frac{3}{4}$ —106); keep to *l.* out of *Kenilworth*, and in the next 2 or 3*m.* there are several stiff rises, rather loose and stony, then a long gradual ascent and the remainder is level past *George-in-the-Tree* (or *Wootton Green*), 101 $\frac{1}{4}$, and *Moulding Bridge*, 105: on the whole it is a good and easy road, but loose and stony in places.

On *r.*, beyond *George-in-the-Tree*, are *Berkswell Ho.* and *Meercot Hall*.

LONDON TO COVENTRY (by Banbury).

London to Banbury (73)—p. 131.

Banbury to Southam (13 $\frac{3}{4}$ —86 $\frac{3}{4}$); keep straight on through *Banbury*, and at the fork just outside the town; nearly a mile beyond is a stiff hill to mount, then almost level for 2 or 3*m.* through *Little Bourton*, 75, after which it is hilly through *Mollington*, 77 $\frac{1}{2}$, and for about 4*m.* beyond but more down than up; several of the falls are steep but nothing dangerous, the last of any moment being over the canal bridge at 81 $\frac{1}{2}$ *m.*, near *Fenny Compton*; then it is level for some distance, and after a little more uphill, the last 2 $\frac{1}{2}$ *m.* are on a gradual slope through *Ladbroke*, 84 $\frac{3}{4}$, to *Southam*: easier going to *Southam* than coming the contrary direction: good surface throughout.

(*Southam*: Bull, *C.T.C.*)

Southam to Princethorpe (6 $\frac{1}{4}$ —93); stiff hill to mount going out of *Southam*, followed by a descent, then nearly level (except sharp fall over a canal bridge at *Long Itchington*, 88 $\frac{3}{4}$), through *Marton*, 91 $\frac{1}{4}$,

(*Princethorpe*: Three Horse Shoes.)

At *Princethorpe* cross the old Roman *Fosse Way*.

Princethorpe to Coventry ($6\frac{1}{4}$ — $99\frac{1}{4}$); mostly uphill for first 2*m.*, then a succession of descents to the junction with the Holyhead road at the Avon Bridge, $96\frac{1}{4}$, from which it is gently undulating through Willenhall, $97\frac{1}{2}$, and over Whitley Bridge, 98: good road for half the distance, and the latter part macadam, rough and bumpy into Coventry.

At the Avon Bridge, 1*m.* on *l.*, Baginton Hall; and beyond, Stoneleigh Park and Abbey.

LONDON TO BIRMINGHAM (by Warwick).

London to Warwick (92)—p. 141.

Warwick to Solihull ($13\frac{1}{4}$ — $105\frac{1}{4}$); keep straight on in Warwick, and then through Hatton, 95, Wroxall, 98, Bedlams End $99\frac{1}{2}$, Chadwick End, 100, Henfield, $101\frac{1}{4}$, Rotten Row, 102, and Knowle, $102\frac{3}{4}$, is a moderate not over good road, being loose and rough in places.

(*Solihull*: George; Saddler's Arms.—*Knowle*: Greswolde Arms, B.T.C.)

On *l.* Wroxall Abbey; 1*m.* on *r.* Camp Ho.; before Solihull, on *l.*, Malvern Hall and Langdon Hall.

Solihull to Birmingham ($7\frac{1}{2}$ — $112\frac{3}{4}$); through Ulverley, $107\frac{1}{4}$, Acock's Green, $108\frac{1}{4}$, Greet or Greet Bridge, $110\frac{1}{4}$, and Spark Brook, $111\frac{1}{4}$, is a fair road to the latter place, then macadam, and shortly after join the Coventry road.

LONDON TO BIRMINGHAM (by Henley-in-Arden).

London to Stratford-upon-Avon ($92\frac{1}{2}$)—p. 131.

Stratford-upon-Avon to Henley-in-Arden (8— $100\frac{1}{2}$), through Hardwick, $95\frac{1}{2}$, past Bearley Cross, $96\frac{1}{4}$, and through Wootton Wawen, $98\frac{1}{2}$, where turn to *r.*, and also $\frac{1}{2}$ *m.* farther on; good undulating road.

(*Henley-in-Arden*: Bear, *rec.* C.T.C.; Hen and Chickens.)

Beyond Stratford, on *r.*, Clopton Ho.; at Bearley Cross, on *r.*, Edstone Hall: on *r.* Wootton Hall. At Henley is an ancient market cross. "Arden" was the name of the forest that formerly overspread the district.

Henley-in-Arden to Birmingham ($15\frac{1}{4}$ — $115\frac{3}{4}$); about 2*m.* out of Henley is the steep ascent of Liveridge Hill, with good surface, thence undulating by "Hockley House" Inn, $105\frac{1}{2}$, Box Trees, $106\frac{1}{2}$, Monksford (or Monkspath) Street, $107\frac{1}{4}$, Shirley Street, $110\frac{1}{4}$, Six Way, 111, and Hall Green, 112, to Spark Brook, $114\frac{1}{4}$, where the macadam begins. [From Wootton Wawen there is another road, keeping to *l.* about $\frac{1}{2}$ *m.* beyond it, and through Ullenhall Street, Ullenhall Cross, Bramstone Cross, by Forshaw Park, over Trumans Heath, Kings Norton Heath, by Holly Wood, Lane End, and Moseley: distance nearly the same.]

Beyond Henley, on *l.*, Beaudesert Park: before Hockley Ho., 1*m.* on *l.*, Umbersdale Park.

LONDON TO WOLVERHAMPTON (by Alcester).

London to Stourbridge ($123\frac{1}{4}$)—p. 137.

Stourbridge to Wolverhampton ($9\frac{3}{4}$ —133); in the middle of Stourbridge is a moderate fall, near the bottom of which an open line of rails crosses the road; long stiff rise out of the town over macadam, which

continues through Wordesley, 125; then it gives way to ordinary flint road but not very good, and it is pretty level through Himley, 127 $\frac{3}{4}$, and Wombourn, 129, to Upper Penn, 130 $\frac{1}{2}$, where there is a steep stony descent, and after a short rise the rest is level and macadam into Wolverhampton.

On *r.* Himley Park, and about a mile farther Wood Ho. and Lloyd Ho.

LONDON TO WARWICK (by Southam).

London to Daventry (72)—p. 139.

Daventry to Southam (10—82); in Daventry take second turn to *l.*, and it is a good hard road; Staverton, 73 $\frac{3}{4}$, is reached up a long winding hill, with a descent on the other side; the rest is undulating through Lower Shuckburgh, 77 $\frac{1}{4}$, but nothing difficult for an ordinary rider.

On Staverton, 1m. on *l.*, Catesby Park; farther, Newbold Grounds and Shuckburgh Park.

Southam to Leamington (7—89); $\frac{1}{2}$ m. out of Southam is a steepish fall, then nearly all uphill to Ufton, 84 $\frac{1}{2}$, from which there is a long descent, sharp at first with a curve; thence two more stiff pulls alternate with easy riding through Radford Semele, 87 $\frac{1}{4}$, and Leamington Priors, 88 $\frac{3}{4}$.

(Leamington: Angel, B.T.C., Hqrs.; Avenue; Bath; Clarendon; Manor House; Regent; Warwick Arms.) *All said to be first.*

At Radford, on *r.*, Offchurch Bury, a fine old mansion. Leamington, or more correctly called, Leamington Priors, fifty or sixty years ago was a village; it is one of the most important inland spas or watering places of England. The springs are chiefly saline. Bells are compulsory at Leamington.

Leamington to Warwick (2 $\frac{1}{4}$ —91 $\frac{1}{4}$) is a first rate broad and level road, smooth as asphalt.

LONDON TO KENILWORTH (by Daventry).

London to Leamington (89)—above.

Leamington to Kenilworth (4—93) is a good but very undulating road by Blakedon Hill and over Chesford Bridge, 91 $\frac{1}{4}$ (*R. Avon*). Pretty country.

On *r.*, at Chesford Bridge, 2m. distant, is Stoneleigh Abbey, and beyond, Stoneleigh Park.

LONDON TO STOURBRIDGE (by Birmingham).

London to Birmingham (109 $\frac{1}{4}$)—p. 139.

Birmingham to Halesowen (7 $\frac{3}{4}$ —117) by the Black Boy Inn, 114 $\frac{1}{2}$, is a good road after first 3m.

Before Halesowen, on *l.*, Leaseowes; beyond, Halesowen Abbey. Pretty country. On *r.* Warley Abbey.

Halesowen to Stourbridge (4 $\frac{1}{2}$ —121 $\frac{1}{2}$); through Cradley, 119, and The Lye, 120 $\frac{1}{2}$, is a pretty good road.

LONDON TO HOLYHEAD (by Chester).

London to Stonebridge (99 $\frac{1}{2}$)—p. 139.

Stonebridge to Coleshill (4—103 $\frac{1}{2}$); turning to *r.* there are three

short but very loose and stony rises in the first mile, and on the last the road forks, here keep to *r.* and it is level and good to Coleshill; steep and stony descent in the main street of Coleshill.

(*Coleshill*: Swan.)

At Coleshill, 1m. on *r.*, Maxstoke Castle and Park and ruins of Maxstoke Priory; on *l.* Coleshill Park.

Coleshill to Bassets Pole (8—111½); about ½m. out of Coleshill the right hand road must be taken, up a steep, rugged and stony hill, impossible to ride up and dangerous to ride down; this is shortly followed by a moderate and smoother fall, then the road is almost level, but bad in places on account of the coal traffic, over Curdworth Bridge, 105½, (*R.* Tame) and a mile beyond, over the Birmingham Canal to Wishaw, 107½, from here (leaving the Fazeley road on *r.* at the guide post, and afterwards bearing first to *r.* and then to *l.* twice) it is chiefly a succession of long gradual inclines for about 2m., the last part rather stiff, then after a little level, a good run down, again a rise and level to the cross roads at Bassets Pole; from Wishaw the surface is not so good, there are many loose and stony patches, and the country is cheerless, lonely and moorlike.

At Curdworth Bridge, 1m. on *r.*, Hams Hall; at Wishaw, on *r.*, Moxhull Hall. At Bassets Pole cross the Birmingham to Tamworth road.

Bassets Pole to Lichfield (7—118½); the road soon improves and from Canwell, 112, there is a grand run down, nearly continuous all the way to Weeford, 114½, with capital smooth surface, and the rest, except a short pull up, is fairly level with good smooth surface, through Swinfen, 116¼ where turn to *r.* and afterwards to *l.*; macadam through Lichfield.

(*Lichfield*: George; Swan.)

On *r.* Canwell Hall and Swinfen Hall. At Weeford, on *l.*, Thickbroom Manor. Lichfield is of great antiquity, and close to is the supposed site of the Roman station of Etocetum at Wall on the Watling Street. The cathedral is a fine early English building, and is worth an inspection. Dr. Johnson was a native of the town, also Addison and Garrick.

Lichfield to Rugeley (7½—126); shortly after leaving Lichfield, there is a sharp descent, upon which the road divides and the left hand fork must be taken; the road is good through Longdon Green, 121¾, and Longdon, 122½, then a stiff ascent over Brereton Hill and a good run down through Brereton, 124½, to Rugeley. [There is another road by keeping sharp to *r.* at the above-mentioned divide, and up a slight hill; then the road winds round to *l.* again with an easy gradient, and at the next fork the left hand road must be taken, and at Handsacre, 124, again keep to *l.* through Armitage, 124½, and after a descent join the other road just before Rugeley; it is a mile longer, but better and not so hilly.]

(*Rugeley*: Shrewsbury Arms.)

On *r.* pass Elmhurst Hall, Lissways Hall, and Armitage Park. At Longdon, 1m. on *l.*, Beaudesert Park, in which is Castle Hill, an ancient encampment; at Rugeley, on *l.*, Hagley Park. On the *l.* Cannock Chase stretches the whole way, formerly covered with oaks.

Rugeley to Stafford (9¾—135¾) is a fair undulating road by Wolseley Bridge, 128¼ (where keep to *l.*), Milford, 132, and Weeping Cross, 133¾; the road runs alongside the *R.* Trent, and afterwards the *R.* Sow.

(*Stafford*: North Western; Pine, *Hqrs.*; Railway Junction; Swan; Vine.)

On *r.* Wolseley Hall; further on Shugborough, on *l.* Brockton Hall. Stafford was formerly walled, but the walls were demolished by Cromwell. It has two

ancient churches. S. of the town are the remains of the Castle, and beyond it, Bury Ring, an old fortified hill.

Stafford to Eccleshall (7—142 $\frac{3}{4}$) through Great Bridgeford, 139, and Walton, 140 $\frac{3}{4}$.

(*Eccleshall* : Crown ; King's Arms ; Royal Oak.)

At Eccleshall the Castle, erected in 1310, and now the Episcopal residence.

Eccleshall to Woore (12 $\frac{1}{2}$ —155 $\frac{1}{4}$), through Pershall, 144 $\frac{1}{2}$, Croxton, 146, Broughton, 148, Muckleston (or Muxton), 151 $\frac{3}{4}$, Knighton, 153 $\frac{3}{4}$, and Dorrington, 154 $\frac{1}{2}$.

On *r.* Broughton Hall.

Woore to Nantwich (9—164 $\frac{1}{4}$) through Bridgemore, 157 $\frac{1}{4}$, Walgherton, 160 $\frac{1}{4}$, and Stapeley, 162.

(*Nantwich* : Crown, *Hqrs.* ; Lamb ; Swan Inn, *Hqrs.*)

At Bridgemore, on *l.*, Doddington Park. Nantwich is in the centre of the Cheshire salt district.

Nantwich to Tarporley (9—173 $\frac{1}{4}$) through Acton, 165 $\frac{1}{4}$, Hurleston, 166 $\frac{1}{4}$, Wardle (or Barbridge), 167 $\frac{3}{4}$, and Highway Side (or Albraham), 170 $\frac{1}{4}$, Tilston Fernall, 171 $\frac{1}{4}$, and Tiresford, 172 $\frac{1}{4}$.

(*Tarporley* : Swan ; 2*m.* off, Tollemache Arms.)

At Tilston, 2*m.* on *l.*, the ruins of Beeston Castle, (erected 1220) ; past Barbridge on *r.* Calveley Hall ; further, Tilston Lodge ; at Tarporley, Eaton Banks.

Tarporley to Tarvin (4 $\frac{1}{4}$ —177 $\frac{1}{2}$) through Clotton, 175, and Duddon, 176.

Tarvin to Chester (6—183 $\frac{1}{2}$) ; turn to *l.* in Tarvin, and up a slight ascent, over bad ground ; on the other side of the hill the road improves, and is good over Stamford Bridge, 179, and by Vicar's Cross, 180 $\frac{3}{4}$, to within 2*m.* of Chester, and the rest is rough through Boughton, 182 $\frac{1}{4}$; entering the town, cross a bridge and turn to *r.* for High street, which is roughly paved with cobble stones.

(*Chester* : Grosvenor ; Liverpool Arms ; Queen.)

Chester is an old-fashioned place, surrounded by walls, which, with the Rows, are most striking to a stranger. Some of the houses are built on excavations in the rock. The castle is said to have been erected by William I. ; St. Werburgh's Abbey and St. John's *ch.*, are supposed to have been founded in the 7th century. The cathedral was built in the 15th century.

Chester to Broughton (5—188 $\frac{1}{2}$) ; turn to *l.* in the middle of Chester and cross the *R. Dee*, then through Handbridge, 184 $\frac{1}{4}$, and Bretton, 188, the road is very hilly but very good, though heavy after rain.

At Handbridge, 3*m.* on *l.*, Eaton Hall, the magnificent seat of the Duke of Westminster.

Broughton to Hawarden (2—190 $\frac{1}{2}$) ; keep to *r.* past the railway, and the road continues good.

On *l.* pass Broughton Hall and Hawarden Castle, the latter the residence of Mr. W. E. Gladstone. On the other side of the town are the ruins of the old castle.

Hawarden to Northop (5—195 $\frac{1}{2}$) through Ewloe, 193.

On *r.* pass the ruins of Ewloe Castle.

Northop to Holywell (6 $\frac{1}{2}$ —202) through Halkin, 198 $\frac{1}{4}$, and Pentre Halkin, 199.

(*Holywell* : Red Lion.)

At Holywell, 1*m.* on *r.*, Basingwerk Abbey ; there is a line of ancient fortifi-

cation running N.E. from the town and known as Watts Dyke. The town derives its name from St. Winifred's Wells, formerly of repute in the cure of diseases.

Holywell to St. Asaph (10—212); about $2\frac{1}{2}m.$ out of Holywell, at the fork at the bottom of a descent, keep to *l.*, and at Travellers' Inn, $207\frac{3}{4}$, to *r.*; a moderate road with one fearful hill to cross.

(*St. Asaph* : Kinnel Arms; Mostyn Arms, *B.T.C.*; Plough.)

Beyond Travellers' Inn (or Brick Kiln) $2m.$ on *l.*, Brynbella. St. Asaph is an ancient but small town; a see was founded here about 540, and the present cathedral is one of the smallest in England or Wales. Pretty scenery. $3m.$ S. Llanerch Park, Wigfair, Ffynnon-y-Capel, and Cefn, where there are some caves.

St. Asaph to Abergele (7—219); after crossing the *R.* Elwy, there is a long rise to mount over Rose Hill, then it is a good road, downhill nearly all the way but nothing difficult, by Cross Foxes, 215, and through St. George or Llan-St. Sior, $216\frac{3}{4}$.

(*Abergele* : Bee; Cambrian.)

On *r.* pass Bodlewyddan Castle and Kinnel Hall. At St. George, on *l.*, Parc-y-Meirch, an old hill fort, and another called Castle Cann, *l.* of Abergele, near which at Cefn-yr-Oge are some stalactite caverns. Abergele is much frequented for its bathing in summer.

Abergele to Conway ($11\frac{1}{2}$ — $230\frac{1}{2}$); rather hilly road through Llandulas, $221\frac{1}{4}$, Colwyn, $224\frac{1}{4}$, and Mochtre, $228\frac{1}{2}$; on the whole not a good road, at Colwyn it is simply execrable for about a mile, and beyond that is very rough and dusty; cross *R.* Conway before entering the town, the railway also crossing alongside by a tubular bridge.

Before crossing to Conway, on *r.* to Llandudno, $3m.$, not a good road and a nasty little hill to cross

(*Colwyn* : Bankes; Colwyn Ray; Station, *B.T.C.*; Pwlycrochan.—*Llandudno* : Adelphi; Imperial; Prince of Wales; Queen; Royal.—*Conway* : Castle; Castle View; Erskine; George.)

Beyond Abergele on *l.* Gwrych Castle. The road runs by the sea nearly the whole distance. Conway, or Aber-Conway, was formerly surrounded by walls, of which most of the towers and four gateways remain. There are remains of a magnificent castle erected by Edward I.

Conway to Aber ($9\frac{1}{4}$ — $239\frac{3}{4}$); following the coast it is an excellent road by Pont Lychnant (or Pendyffryn), 233, to beyond Penmaenmawr, $235\frac{1}{2}$, when a long, rough and very stiff ascent has to be climbed over the headland of that name, followed by a long steep hill to descend on the other side and through Llanfairfechan, $237\frac{3}{4}$, the road becomes very indifferent, but is fairly level.

(*Aber* : Bulkley Arms, *B.T.C.*)

At Aber on *r.*, across the bay, is Beaumaris.

Aber to Bangor ($5\frac{1}{4}$ —245); through Talybont, $242\frac{3}{4}$, and Llandegai, $243\frac{1}{4}$, is an indifferent road, very hard, but no hills; long narrow street through Bangor.

Bangor to Holyhead (24—269)—p. 128.

LONDON TO CHESTER (by Malpas).

London to Wolverhampton ($122\frac{1}{2}$)—p. 140.

Wolverhampton to Newport ($17\frac{3}{4}$ — $140\frac{1}{4}$); after leaving Wolverhampton keep to *r.*, and it is a good road, level or downhill, for about $1\frac{1}{2}m.$

through Tettenhall, 124 $\frac{1}{2}$, then Tettenhall Rocks to climb, a stiff ascent of $\frac{1}{2}$ a mile—16 ft. in the 100—(best walked down on the reverse journey); from the top is a fairly level and good road for 1 $\frac{1}{2}$ m., past The Wergs, 125 $\frac{3}{4}$, where take the right hand fork, and it is a good road, with one or two hills, through Albrighton, 130 $\frac{1}{4}$, Tong, 132, King Street, 136, Bloomsbury, 136 $\frac{3}{4}$, and Woodcote, 137 $\frac{1}{4}$.

(Newport: King's Arms; Victoria.)

Beyond Tettenhall on *l.*, Wrottesley Hall. At Albrighton, 2m. on *r.*, Chillington Park. At Tong, Tong Castle; on *r.* 2m., Boscobel House, with the Royal Oak where Charles II. took refuge after his defeat at Worcester. 2 $\frac{1}{2}$ m. beyond Tong, cross the old Roman Watling Street (Holyhead road), which runs in a straight line E. and W. for many miles; on *r.* Weston Park. At Woodcote, 2m. on *l.*, ruins of Lilleshall Abbey, and near it Lilleshall Hall.

Newport to Tern Hill (12—152 $\frac{1}{4}$); excellent road through Chetwynd, 141 $\frac{3}{4}$, Stanford Bridge, 144 $\frac{1}{4}$, Himstock, 146 (where keep to *l.*), Shakeford, 148 $\frac{1}{4}$, and Sutton Heath, 150 $\frac{1}{4}$.

On *l.* Chetwynd Park and Stanford Hall. At Newport on *r.* Aqualate Hall.

Tern Hill to Whitechurch (9—161 $\frac{1}{4}$); through Bletchley, 153 $\frac{1}{2}$, Sandford, 156 $\frac{1}{4}$, and Great Ash, 159 $\frac{3}{4}$, is not so good as the last stage.

(Whitechurch: Fox and Goose; Victoria.)

At Sandford 2m. on *l.*, Hawkstone, a beautifully situated mansion, with ruins of Red Castle. Whitechurch has a handsome *ch.*, in which are several effigies of the Talbots. 3m. on *r.*, Combermere Abbey.

Whitechurch to Malpas (5—166 $\frac{1}{4}$); good road over Grindley Bridge, 163 $\frac{1}{4}$ (keep to *l.*), and through Bradley, 165.

Malpas to Handley (7 $\frac{1}{4}$ —173 $\frac{1}{2}$); first-rate road through Hampton, 169 $\frac{3}{4}$, Broxton, 170 $\frac{1}{4}$, and Barnhill, 171 $\frac{1}{4}$.

[From Grindley Bridge there is another road, on *r.*, by Bell-on-the-Hill, 164 $\frac{1}{4}$, and No Man's Heath, 166 $\frac{1}{4}$, to Hampton; same distance.]

At Hampton, 3m. on *r.*, Cholmondeley Castle. At Barnhill, 1m. on *r.*, Bolesworth Castle. At Broxton, on *l.*, Carden Hall.

Handley to Chester (7 $\frac{3}{4}$ —181 $\frac{1}{4}$); first-rate road through Milton Green, 174 $\frac{1}{4}$, over Golbourn Bridge, 174 $\frac{1}{2}$, and through Higher Hatton, 176 $\frac{1}{4}$, to Boughton, 180, then rough; entering Chester cross a bridge and turn to *r.* for High street, which is roughly paved with cobble stones.

Beyond Handley, 3m. on *l.*, Eaton Hall, the magnificent seat of the Duke of Westminster.

LONDON TO DENBIGH.

London to Chester (181 $\frac{1}{4}$)—above.

Chester to Broughton (5—186 $\frac{1}{4}$)—p. 146.

Broughton to Mold (7 $\frac{1}{2}$ —193 $\frac{3}{4}$); keep to *l.* when past the railway, and it is a very hilly but good road.

(Mold: Black Lion; Boar's Head; Royal Oak; Star, *B.T.C.*)

Mold is a small neat town; the *ch.* contains some fine monuments. On the hill, Moel Fanmau, 4m. W. is the tower erected on the jubilee of George III.

Mold to Nannerch (6—199 $\frac{3}{4}$) is a good road, following up the course of the *R.* Alyn and Afon Wheeler, but not very hilly.

The railway runs alongside the road all the way from Mold to Denbigh. Beyond Mold on *l.* Rhual, and on *r.*, Gwysaney Hall. Before Nannerch on *l.*, Penbedw; on *r.*, Plas Cilcen.

Nannerch to Bodfary ($5\frac{1}{4}$ —205) is a similar kind of road through Ysceifiog, 261 $\frac{1}{4}$.

2m. N. of Bodfary is Bryn Bella.

Bodfary to Denbigh ($4\frac{1}{4}$ —209 $\frac{1}{4}$); over Pont Ryffydd, 206 (*R. Clwyd*), shortly after which take the left hand road.

(*Denbigh*: Bull, *B.T.C.*; Crown.)

Denbigh is pleasantly situated on an eminence in the vale of Clwyd, and overlooked by the ruins of the castle, founded in the reign of Edward I., and formerly of immense strength. The old town walls are still standing. Beyond Denbigh is Gwaenynog, the seat of the Middletons, one of whom was the Sir Hugh Myddleton who brought the New River into London.

LONDON TO ST. ASAPH (by Mold).

London to Bodfary (205)—above.

Bodfary to St. Asaph ($5\frac{1}{2}$ —210 $\frac{1}{2}$); over Pont Ryffydd, 206 (*R. Clwyd*), shortly after which keep to *r.* and by Trefnant Station and over the *R. Elwy*; it is a good road.

Beyond Trefnant, on *r.*, Llannerch; on *l.*, Ffynnon-y-Capel, Wigfair, and Cefn, near which are some caves on the banks of *R. Elwy*.

LONDON TO ST. ASAPH (by Ruthin).

London to Stratford-upon-Avon ($92\frac{1}{2}$)—p. 131.

Stratford-upon-Avon to Llangollen ($94\frac{3}{4}$ —187 $\frac{1}{4}$)—pp. 125-7.

[The shortest way is by Coventry to Shrewsbury (153m.)—p. 140; thence to Llangollen (30—183)—pp. 126-7]

Llangollen to Ruthin ($13\frac{1}{2}$ —200 $\frac{3}{4}$); cross *R. Dee*, and at Pentrefelin, 188 $\frac{3}{4}$, leave the main valley and proceed up the Valle Crucis and past the ruins of the Abbey and Eliseg's Pillar, shortly after which the road ascends the long hill of Bwlch, and after going down the farther side there is some more hill work, and then enter the vale of Clwyd, and the last 5 or 6m. are more or less downhill through Llanfair-Dyffryn-Clwyd, 198 $\frac{1}{2}$; the road crosses the mountains and is dreadfully bad, being nothing more than a bridle-path, up and down hill, and necessitates a deal of walking. Beautiful scenery.

(*Ruthin*: Castle, *B.T.C.*; Cross Keys; George House; Wynnstay Arms.)

Ruthin stands on a hill, and took its rise and name from the old castle (the Red Castle), built in the reign of Edward I., but which no longer exists, the site being occupied by a modern building. There was formerly a convent here, the choir of which is now represented by the parish *ch.*

Ruthin to Denbigh (8—208 $\frac{3}{4}$) through Llanrhaidr, 205 $\frac{1}{4}$.

Denbigh to St. Asaph ($5\frac{1}{4}$ —214) is a very good bit of road. 2m. before St. Asaph, cross *R. Elwy*.

Beyond Denbigh on *l.*, Plas Heaton; further on Ffynnon-y-Capel, Wigfair, and Cefn, near which are some caves on banks of *R. Elwy*. On *r.* Llannerch Park.

LONDON to CONWAY (by Llangollen).

London to Llangollen [187 $\frac{1}{4}$]—above.

Llangollen to Bettws-y-Coed ($32\frac{3}{4}$ —220)—pp. 127-8.

[The shortest way is by Coventry to Llangollen (183)—p. 149; thence to Bettws-y-Coed ($32\frac{3}{4}$ — $215\frac{3}{4}$).]

Bettws-y-Coed to Llanrwst ($3\frac{1}{2}$ — $223\frac{1}{2}$); cross the *R. Llugwy* over *Pont-y-Pair*, and follow down the *Conway Valley*, by the left bank of the river; for *3m.* the road runs through a wood, twists a good deal and has several sharp ups and downs, with a ruddy surface, to *Gwydir*, 223, where turn to *r.* and cross *R. Conway* to *Llanrwst*.

[Another road is, to keep to the *r.* $\frac{3}{4}m.$ before *Bettws-y-Coed* and follow down the *r.* bank of the *R. Conway*. There is also a shorter way by taking the right hand road at *Pentre Voelas*, $212\frac{3}{4}$, and going direct to *Llanrwst*, $217\frac{1}{4}$, but the road is more hilly].

(*Llanrwst*: *Eagles and Cwyder Arms*; *Victoria*.)

Llanrwst is situate in the midst of charming scenery, and is a favorite resort of tourists, artists, and anglers.

Llanrwst to Conway (13 — $236\frac{1}{2}$); keep to the road on the right side of the river which is much the better one, and with but one hill; it goes by *Tal-y-Cafn*, $230\frac{1}{4}$ and through *Llansantffraid-glan-Conway*, $233\frac{1}{4}$, joining the *Chester* road a mile further on. [For the other road down the left hand or *Conway* side of the river, instead of turning to *r.* for *Llanrwst*, keep straight on at *Gwydir*, 223; the road now improves, being through a little more open country, to *Trefriw*, $224\frac{1}{2}$,* when it becomes good and firm, though occasionally stony, and is fairly level to *Caer Hûn Hall*, $229\frac{1}{2}$, when the hills become numerous and formidable, through *Arianos*, $231\frac{1}{2}$, and there is a steep hill, twisting two or three times and dangerous to ride down, into *Conway*, $234\frac{1}{4}$.]

3m. beyond *Llanrwst* on *r.* bank, the *Abbey*; on *l.* bank *Gwydir* and *Caer Hûn Hall*.

LONDON TO HOLYWELL (by Flint).

London to Chester ($181\frac{1}{4}$); through *Malpas*—p. 148.

[The route through *Lichfield* and *Stafford* to *Chester* is $2\frac{1}{4}m.$ longer ($183\frac{1}{2}$) p. 146.]

Chester to Queensferry, *R. Dec.* (6 — $187\frac{1}{4}$); keep straight on through *Chester*, and turning to *r.* at the archway, a capital going level road thence runs through *Waterloo*, 185, to *Queensferry*, except the last mile.

Queensferry to Flint (6 — $193\frac{1}{4}$); turn to *r.* a short distance past *Queensferry Station*, and then through *Weypre*, $189\frac{1}{4}$, and *St. Marks*, $190\frac{1}{4}$; it is a shocking bad road on account of the coal traffic, but no hills.

[The best road is through *Northop* to *Flint* ($3m.$ — $196\frac{1}{4}$).]

(*Flint*: *Cross*; *George and Dragon*; *Royal Oak*, *B.T.C.*)

Flint is supposed to have been a Roman station from its formation and the numerous antiquities that have been found here. There are ruins of the old castle.

Flint to Holywell ($5\frac{1}{2}$ — $198\frac{3}{4}$); through *St. Mary's*, $194\frac{3}{4}$, and *Bagillt*, $195\frac{1}{2}$, is a rough macadam road; no hills.

* Through *Llanrwst* these distances will be *1m.* longer than here reckoned through *Gwydir* alone.

SECTION VI.

From General Post Office; Midland Roads, (Mid Herts, West Bedfordshire, North Buckinghamshire, Northamptonshire, North Warwickshire, Leicestershire, North Staffordshire, Derbyshire, West Notts, East Cheshire, Lancashire, West Yorks, Westmoreland, and Cumberland.)

 LONDON to LIVERPOOL.

London to Chester ($181\frac{1}{4}$) through Malpas—p. 148.

Chester to Birkenhead ($16\frac{1}{2}$ — $197\frac{3}{4}$); splendid road through Upton, 183, Backford, $184\frac{1}{2}$, Great Sutton, 188, Eastham, $190\frac{3}{4}$, Bromborough, 192, and Great Bebbington, $194\frac{1}{4}$, to Tranmere, $196\frac{3}{4}$.

(*Birkenhead*: Queen's, B.T.C.; Woodside.)

Beyond Great Sutton on *r.*, Hooton Hall. Birkenhead has risen into existence as a seaport town, within the last 50 years. Beyond, at the mouth of the Mersey, is the fort at New Brighton and Leasowes Castle.

Birkenhead to Liverpool ($\frac{3}{4}$ — $198\frac{1}{2}$); by the steamboat ferry across the *R. Mersey*.

(*Liverpool*: Angel, *Hqrs.*; Compton; Havana; Railway; Neptune, B.T.C.; Washington.)

Liverpool, the second city in England, is the great seaport for America; there are immense docks; many fine public buildings.

LONDON to LIVERPOOL (by Knutsford).

London to Rugeley (126)—p. 145.

Rugeley to Sandon ($10\frac{1}{4}$ — $136\frac{1}{4}$); is a fair undulating road by Wolseley Bridge, $128\frac{1}{4}$, (where turn to the *r.* and cross the *R. Trent* and Grand Trunk Canal) to Colwich, 129, whence is a steep ascent and good long descent to Great Haywood, $130\frac{1}{2}$, and at the bottom turn to *r.* through a *Tg.*, then fine road through Shirleywich, 133, and Weston, $133\frac{3}{4}$, running almost level with and alongside the canal.

On *l.* pass Wolseley Park, Shugborough Park, Tixall Hall, and Ingestre Hall. Before Sandon on *r.*, Sandon Hall.

Sandon to Stone ($4\frac{1}{4}$ — $140\frac{1}{2}$); through Stoke, $139\frac{1}{2}$, is continuation of the same kind of road; Stone is cobble paved,

(*Stone*: Bell and Bear; Crown; Talbot; Unicorn.)

At Stone are remains of an Augustinian monastery founded in Saxon times.

Stone to Trentham ($5\frac{1}{4}$ — $145\frac{3}{4}$); out of Stone keep to *l.* and cross the canal, and after crossing *R. Trent* keep to *r.*; the road is good but rather hilly through Darlaston, 142, and by Titensor Mill, 144.

On *l.* Trentham Park, the magnificent seat of the Duke of Sutherland. Pretty country.

Trentham to Newcastle-under-Lyme ($3\frac{3}{4}$ — $149\frac{1}{2}$); from Trentham the road begins to ascend and rapidly deteriorates to Handford, $146\frac{1}{2}$, after which it is bad and hilly through Flask, $147\frac{1}{4}$, in some places very bad, being made with loose cinders and sand; at Flask, after crossing *R. Trent* and the canal, keep to *l.*

(*Newcastle*: Borough Arms; Castle.—*Stoke-upon-Trent*: West End, *Hqrs.*; North Staffordshire.)

The road now passes through the "Potteries" district, a dirty and smoky neighbourhood. *Stoke-upon-Trent* and *Hanley* are distant on *r.* $1\frac{1}{2}m.$ and $2\frac{1}{2}m.$

Newcastle-under-Lyme to Church Lawton ($6\frac{1}{4}$ — $155\frac{3}{4}$); ascent through the town, then a little level, and another long rise followed by a descent and ascent passing through *Chesterton*, $151\frac{1}{4}$; after this it is level past some collieries and *Talk-on-the-Hill*, $154\frac{1}{4}$, and keeping to *r.* further on a very rough and bad descent occurs, then it is level again, and the surface improves nearing *Church Lawton*; this is an extremely rough and very bad road, besides being loose and heavy; in some parts it is scarcely rideable.

(*Talk-on-the-Hill*: *Swan*.)

This is a colliery district, and is full of shafts and furnaces. The village of *Talk-on-the-Hill* lies a little *l.* of the main road, and there is a steep hill to descend out of it.

Church Lawton to Holmes Chapel, or Chapel Hulme (9 — $164\frac{3}{4}$); about a mile beyond *Church Lawton* keep to *r.*; in the first half there are 3 or 4 short undulations, the surface being like good macadam, a little stony but never greasy; after that it is fairly level and smooth through *Brereton Green*, $162\frac{3}{4}$: *Holmes Chapel* is paved.

Beyond *Church Lawton*, on *r.*, *Rode Hall*, and at *Brereton Green*, *Brereton Hall*.

Holmes Chapel to Knutsford ($7\frac{1}{4}$ — 172); sharp stony descent and ascent just out of *Holmes Chapel*, and the road continues rough to the toll-gate a mile further on; at the fork beyond keep to *r.*, and it is level for about $2m.$, then a long gradual rise, shortly followed by a stiff ascent before *Toft*, 170 , and a mile beyond that a sharp descent and stiff ascent: on the whole a tolerable though not very smooth road, being made of material like macadam, but without being greasy or so bumpy as that kind of road near *London*; through *Knutsford* is cobble paved.

(*Knutsford*: *Angel*; *Royal George*.)

About half-way on *r.* Over *Peover Hall*; on *l.* *Toft Hall*.

Knutsford to Warrington ($11\frac{3}{4}$ — $183\frac{3}{4}$); the road is almost level, with fairly good macadam-like surface (out of *Knutsford* keep to *l.*, a little further to *r.*, and at the *Tg.* $1m.$ beyond to *l.*), through *Mere*, $174\frac{3}{4}$, and *Hoo Green*, $175\frac{3}{4}$, to *High Leigh*, 177 ; then through *Kirkman's Green*, 178 , it falls gradually for about $3m.$, ending with a steep and rather rough descent, after which it is nearly level to *Warrington*; at *Grappenhall*, $180\frac{3}{4}$, the road passes under the *Bridgewater canal*, and is very bad and rough; shortly after there is a level crossing, and the last $2m.$ through *Latchford*, $182\frac{1}{2}$, are rough and shaky: cross *R. Mersey* into *Warrington*, the main street of which is narrow and paved.

(*Warrington*: *Patten Arms*; *Red Lion*; *Ring of Bells*.)

Beyond *Knutsford*, on *r.*, *Tatton Park*; on *r.* *Mere Hall*. *Warrington* is an ancient town, and its bridge was for many ages the chief communication across the *Mersey*. The first stage-coach from *Lancashire* to *London* ran from here in

1757, the time of the journey being three days and nights. It carries on cotton, iron, glass, and heavy leather manufactures. The parish *ch.* is of Saxon origin and has many old monuments.

Warrington to Prescot ($9\frac{3}{4}$ — $193\frac{1}{2}$); by turning to *l.* when across the bridge, and bearing to the *r.* by the railway station over a fair macadam road the main paved street is avoided, and the Prescot road is joined in the outskirts of the town: otherwise, turning to *l.* in the middle of the town, it is level but all paved with large square setts to Sankey Bridge, 185, where is a patch of cobble paving, then gently undulating and tolerable macadam road through Great Sankey, 186, and Rainhill, $190\frac{1}{2}$, with a stiff descent into Prescot: this town is paved with square setts.

(*Prescot*: King's Arms.)

Prescot is noted for the manufacture of watch movements and files, &c. N. of the town is Knowsley Park and Hall, the residence of the Earl of Derby.

Prescot to Liverpool (8 — $201\frac{1}{2}$); rather steep descent out of the former, then fairly level and good macadam road to Knotty Ash, $197\frac{1}{2}$, after which it is rather uneven and rough into Liverpool.

LONDON to WARRINGTON (by Northwich).

London to Church Lawton ($155\frac{3}{4}$)—p. 152.

Church Lawton to Sandbach ($6\frac{1}{4}$ —162); follow the Knutsford road for a mile, then turn to *l.*, and it is fairly good through Oddrode, 158, and Dean Hill, 160.

(*Sandbach*: George; Swan and Chequer; Wheatsheaf.)

Sandbach to Middlewich (5 —167); take the middle road, which runs by the side of a canal and affords good and level running, through Boothville or Booth Lane Head, $163\frac{3}{4}$.

(*Middlewich*: Wagings.)

Middlewich to Northwich (7 —174); take the right hand road, (the left going to Nantwich); the surface of the road continues fairly good, but there are several hills, at the top of the first of which one must again keep to the *r.*, and through High Bostock Green, 170, and Davenham, $171\frac{3}{4}$: Northwich is paved.

(*Northwich*: Angel; Crown and Anchor, *B.T.C.*; Lion.)

On *r.* Bostock Hall and Davenham Hall. Northwich is the centre of the Cheshire salt works. 2m. W. of Davenham is Vale Royal Abbey, the residence of Lord Delamere.

Northwich to Warrington ($11\frac{1}{2}$ — $185\frac{1}{2}$); through Great Budworth, 177, Higher Whitley, 180, Stretton, 182, and Wilderspool, $184\frac{1}{2}$.

LONDON to WARRINGTON (by Congleton).

London to Church Lawton ($155\frac{3}{4}$)—p. 152.

Church Lawton to Congleton (6 — $161\frac{3}{4}$); keep to *r.*, and it is an excellent undulating road by Moreton Hall, $158\frac{3}{4}$, and through Astbury, $160\frac{1}{4}$, with one or two sharp hills; long descent into Congleton, rather steep.

(*Congleton*: Bull's Head; Lion and Swan.)

Congleton to Siddington, *Tp.* ($4\frac{3}{4}$ — $166\frac{1}{4}$); after crossing the *R.* Dane outside Congleton, there is a long and severe ascent to be climbed, from the top of which a good macadamised and undulating road runs through Marton, $165\frac{1}{2}$.

Beyond Congleton, on *r.*, Eaton Hall.

Siddington to Knutsford ($9\frac{3}{4}$ — $176\frac{1}{4}$); keep to *l.* at Siddington *Tp.*, and it is an undulating road through Chelford, 171, and by Ollerton or Ollerton Gates, 174, to Knutsford: macadam-like surface, but pretty good going. Pretty scenery.

(*Chelford*: Dixon Arms.)

At Chelford, on *l.*, Astle Hall. Before Knutsford, on *r.*, Booth Hall.

Knutsford to Warrington ($11\frac{3}{4}$ —188)—p. 152.

LONDON TO LICHFIELD (by Hinckley).

London to Hockliffe (37)—p. 138.

Hockliffe to Woburn ($4\frac{1}{4}$ — $41\frac{1}{4}$) is a good but rather hilly road; turn to *r.* in Hockliffe.

At Woburn is a handsome modern *ch.*, the windows all of painted glass, and the great bell weighs three tons; it was erected by the Duke of Bedford, whose magnificent mansion (formerly Woburn Abbey) and park are east of the town.

Woburn to Newport Pagnell ($8\frac{1}{2}$ — $49\frac{3}{4}$); a somewhat hilly road over Wavendon Heath, through Wavendon, $41\frac{3}{4}$, Broughton, $47\frac{1}{4}$, and Tickford End, $49\frac{1}{4}$; rather rough, but good travelling on the whole; the road only goes through the eastern end of Newport Pagnell, which lies to *l.*, on the cross road to Stoney Stratford.

Newport Pagnell to Northampton (16 — $65\frac{3}{4}$); after crossing *R.* Ouse, keep to *l.* out of the town, and through Lathbury, $50\frac{3}{4}$, Gayhurst, $52\frac{3}{4}$ (again to *l.*), Stoke Goldington, $54\frac{1}{4}$, near Horton (on *r.*), $58\frac{1}{4}$, through Hackleton, $59\frac{3}{4}$, and Queen's Cross, $63\frac{3}{4}$; after the first 2*m.* the road is generally loose and rather rough; no hills of any consequence, but steep and rough ascent in the middle of Northampton up to the *M.P.*

(*Northampton*: Angel; Cross Keys, *Hqrs.*, *B.T.C.*; Franklin, *B.T.C.*; George, *Hqrs.*; Peacock; Royal.)

At Gayhurst, on *r.*, across the *R.* Ouse, Tyringham; on *l.* Gayhurst; on *r.* Horton House. At Stoke Goldington, 2*m.* on *l.*, Hanslope Castle, built in the 12th century. Before Northampton, on *r.*, Delapre Abbey, a fine mansion. At Northampton St. Sepulchre's *ch.*, built early in the 12th century by the Knights Templars, is one of the few round churches in the kingdom. All Saints' *ch.* and St. Peter's *ch.* are also fine structures, and St. Giles' *ch.* contains some curious monuments. The hospitals of St. Thomas and St. John were formerly religious houses. Of the old castle only some earthworks now remain. Northampton is celebrated for its horse fairs. The chief manufactory is boots and shoes, &c.

Northampton to Welford ($14\frac{1}{2}$ — $80\frac{1}{4}$); through Kingsthorpe, $67\frac{1}{4}$ (keep to *l.*), Chapel Brampton, 70, Spratton, $72\frac{1}{4}$, Creaton, $73\frac{1}{2}$, and Thornby, 77, is not a very good road; the only hill of any consequence is a stiff ascent before Spratton.

Beyond Creaton, 1*m.* on *r.*, Cottesbrook *Ho.* At Thornby, 2*m.* on *r.*, Naseby Field, the scene of the defeat of Charles I. by Cromwell. At Welford, 1*m.* on *r.*, Sulby Abbey. Naseby village is regarded by some as the centre of England;

near it rise the three rivers, Welland, Nene, and Avon. To the *l.* of Creaton is Holmby Ho., where Charles I. was imprisoned.

Welford to Lutterworth ($8\frac{1}{2}$ — $88\frac{3}{4}$); keep to *l.* and through North Kilworth, $83\frac{1}{2}$, and Walcote, $86\frac{3}{4}$, the road improves considerably.

(*Lutterworth*: Denbigh Arms; Hind; Stag.)

At Lutterworth is preserved part of the pulpit from which the celebrated reformer, Wycliffe, is said to have preached; also the chair in which he died.

Lutterworth to High Cross (6 — $94\frac{3}{4}$); through Bitteswell, $89\frac{3}{4}$, and Claybrook, $92\frac{3}{4}$, is a good road.

At High Cross is the junction of the two Roman roads, Watling Street and the Fosse Way.

High Cross to Hinckley ($4\frac{1}{2}$ — $99\frac{1}{4}$); follow Watling Street for $\frac{1}{2}$ a mile beyond Smockington, $95\frac{3}{4}$, when turn off it to *r.* and go through Burbage, $98\frac{1}{4}$; fairly good road.

(*Hinckley*: George; Greyhound.)

About 4*m.* N. of Hinckley was fought the battle of Bosworth Field, in 1485, when Richard III. was defeated and slain. There are some slight remains of a castle at Hinckley, and also of a bath supposed to be Roman.

Hinckley to Atherstone (8 — $107\frac{1}{4}$); 2*m.* beyond Hinckley, rejoin Watling Street, which runs in almost a straight line through Witherley, $106\frac{1}{4}$, to Atherstone; good road. [If not calling at Hinckley, keep straight on along Watling Street, just beyond Smockington, joining the Atherstone road as above.]

At Watling Street, 3*m.* on *l.*, Nuneaton, beyond which are ruins of the abbey. Before Witherley the road crosses the site of the Roman station, Manduessedum. 2*m.* on *l.* Oldbury Hall, occupying the site of a Roman camp, and near it Hay's Castle. At Atherstone, on *l.*, Bentley Park.

Atherstone to Tamworth (8 — $115\frac{1}{4}$); through Hall End, $111\frac{1}{4}$, and Wilnecote, $112\frac{3}{4}$, just beyond which turn to *r.* from the Watling Street for Tamworth; or cross the *R.* Tame to Fazeley, $114\frac{1}{4}$, and then on *r.* to Tamworth, $115\frac{1}{2}$; it is somewhat rough, but a comparatively good road. [Or turn to *r.* in Atherstone, $1\frac{1}{2}$ *m.* further to *l.*, and through Grendon, Polesworth, Glascote and Bolehall, to Tamworth, 9*m.*] Enter Tamworth by a narrow awkward old bridge over the *R.* Anker.

(*Tamworth*: Castle.)

At Tamworth is a fine old castle erected by the Normans. On *l.*, at Fazeley, is Drayton Manor, the residence of Sir R. Peel.

Tamworth to Lichfield (8 — $123\frac{1}{4}$) through Hopwas, $117\frac{1}{2}$.

LONDON TO TAMWORTH (by Coventry).

London to Coventry (91)—p. 139.

Coventry to Over Whitacre (9 — 100); in Coventry turn to *r.* at the cross streets, and straight on with a steep descent through the town; then hilly through Radford, 92, Kersley (or Carsley) Green, $93\frac{1}{4}$, Corley, $95\frac{1}{2}$, out of which is a stiff hill to mount and another to descend through Corley Ash, $96\frac{1}{4}$, and then through Fillongley, 97; it is not a very good road, heavy and muddy when wet.

At Corley, on *l.*, 2*m.* off, Titbury Castle. At Fillongley, on *l.*, Castle Yard; 2*m.* on *r.* Astley Castle.

Over Whitacre to Tamworth ($9\frac{3}{4}$ — $109\frac{3}{4}$); very hilly road through Nether Whitacre, $102\frac{1}{2}$, and Kingsbury, $104\frac{3}{4}$; some of the ascents steep; $3\frac{1}{4}m.$ beyond Kingsbury cross Watling Street and join the Atherstone road. [It is a better road from Coventry to go by Nuneaton, Atherstone, and the old Roman Watling Street, and not so hilly—*vide infra*.]

LONDON TO NORTHAMPTON (by Stoney Stratford).

London to Stoney Stratford (52)—p. 138.

Stoney Stratford to Northampton ($13\frac{3}{4}$ — $65\frac{3}{4}$); after crossing the *R.* Ouse turn to *r.* at Old Stratford, $52\frac{1}{2}$, and through Cosgrove, $53\frac{1}{2}$, Yardley Gobion, $54\frac{3}{4}$, Grafton Regis, $56\frac{1}{4}$, Stoke Bruern, $57\frac{3}{4}$, Roade Lane, $58\frac{3}{4}$, Wootton Bridge, $62\frac{1}{4}$, and by Queen's Cross, $63\frac{3}{4}$; this is rather unfavourable for bicycling, there are some long hills, and the road is made of soft stone and has a very uneven surface; in wet weather it is very bad.

Queen's Cross is one of the crosses erected in memory of Queen Eleanor by Edward I.

LONDON TO BURTON-UPON-TRENT.

London to Coventry (91)—p. 139.

Coventry to Nuneaton ($8\frac{1}{2}$ — $99\frac{1}{2}$); turn to *r.* at the cross streets in Coventry, through the market place, from which is a sharp descent partly paved; then take the second turn on *r.*, and through Longford, $93\frac{3}{4}$, Bedworth, $95\frac{3}{4}$, Griff, $97\frac{1}{4}$, and Chilvers Coton, 99, is a bad road, loose and shaky, on account of the coal traffic; one or two short hills.

(*Nuneaton*: Newdegate Arms.)

At Griff, $1m.$ on *l.*, Arbury Hall, and beyond it Astley Castle. Near Nuneaton are remains of the abbey and also of the castle.

Nuneaton to Atherstone ($5\frac{1}{2}$ —105); keep to *l.* through Nuneaton, and a mile beyond to *r.*; it is a good road, though somewhat rough in parts. (*Atherstone*: Angel; New Swan; Red Lion; White Hart.)

Atherstone to Burton-upon-Trent ($18\frac{1}{2}$ — $123\frac{1}{2}$); turn to *r.* in Atherstone and again $1\frac{1}{2}m.$ further on, and it is a nice road, but hilly through Sheepy, 108, Twycross, $110\frac{1}{4}$ (just beyond take the left hand road), Norton, $111\frac{3}{4}$, Appleby, $113\frac{1}{4}$ (beyond which again to *l.*), Stretton-en-le-Field, $115\frac{1}{4}$, Crickett's Inn, $116\frac{1}{4}$, Over Seal, $117\frac{3}{4}$, Castle Gresley, $119\frac{3}{4}$, Stanton, $121\frac{3}{4}$, and Stapenhill, $122\frac{3}{4}$. [There is another road from Twycross on *r.* through Snareston, $113\frac{3}{4}$, and Measham (Union Inn), $115\frac{1}{4}$, to Crickett's Inn, $117\frac{1}{4}$.]

(*Burton-on-Trent*: Queen.)

At Twycross, on *r.*, Gopsal Hall. Burton is chiefly known for its breweries: there are remains of a large abbey founded in 1002: the *R.* Trent is crossed by a remarkable old bridge.

LONDON TO BURTON-UPON-TRENT (by Hinckley).

London to Hinckley ($99\frac{1}{4}$)—p. 155.

Hinckley to Ashby-de-la-Zouch ($16\frac{1}{4}$ — $115\frac{1}{2}$); good but hilly road through Stapleton, $102\frac{1}{4}$, Cadeby, $104\frac{3}{4}$, Osbaston, $106\frac{1}{2}$, Nailstone, $107\frac{3}{4}$, Ibstock, $110\frac{1}{4}$, and Ravenstone, $112\frac{1}{2}$ (just before that turn to *l.*); it is a cross country road, and difficult to follow on account of the turnings.

(Ashby: Queen's Head; Royal.)

Before Cadeby, on *l.*, Bosworth Field, where Richard III. was defeated and slain in 1485. At Ravenstone, 3*m.* N.E., Whitwick Castle on the borders of Charnwood Forest; 2*m.* further N. are the ruins of Grace Dieu Abbey. Ashby is celebrated for its castle (now in ruins), where Mary, Queen of Scots, was imprisoned. Handsome ancient *ch.*

Ashby-de-la-Zouch to Burton-upon-Trent (9—124½); very hilly road by Butt House, 119, Midway Houses, 120½, and Bretby Park, 121¾; macadam all the way.

[Or from Cadeby through Market Bosworth, 106¼, Carlton, 107½, Barton-in-the-Beans, 108½, Oldby, 109½, Newton Burgoland, 112½, Nethercote, 113, Cross Lane, 114, Measham, 116½, and through the Wolds to Butt House, 121½.]

North of Ashby, 4*m.* off, is Calke Abbey.

LONDON to GLASGOW.

London to Warrington (183¾)—p. 152.

Warrington to Newton (5—188¾); after leaving the former it is an indifferent road by Langford Bridge, 184¾, to Holme (or Hulme) 186¼, then it is paved most of the way and almost unrideable except with a stout machine, through Winwick, 186¾.

(Newton: Legh; Pied Bull.)

On *l.*, Winwick Hall. According to tradition, Winwick was the residence of Oswald, King of Northumbria, and near the *ch.* an ancient building with many monuments, is pointed out as the spot where he fell, fighting against the pagans of Mercia, in 642; near to it is St. Oswald's Well. At Newton (called Newton-in-Makerfield, and Newton-le-Willows), is an old hall, said to have been a royal residence.

Newton to Wigan (7¼—196); the paving continues almost without intermission through Ashton-in-Makerfield, 191¼, and Goose Green, 193¾, and for the last mile into Wigan is a line of tramway, at the end of which, in the centre of the town, is a short ascent followed by a very steep descent, all paved; the main street is 1½*m.* long.

(Ashton: King's Head.—Wigan: Eagle and Child; Railway; Victoria.)

Wigan is an ancient town; there is a tradition that the Saxons were defeated here by the Britons, while numerous remains have been found in the vicinity. It is in the centre of the Lancashire coalfield, and here is the deepest mine in England, if not in the world, Rose Bridge Main, 808yds; at the bottom the temperature is 93½ degs. At Ashton, on *l.*, New Hall; on *r.*, Haydock Lodge.

Wigan to Chorley (8—204); long steep hill to ascend out of Wigan, the lower part of which is paved, and the remainder is a good hard and fairly smooth road; at 198*m.* keep to *r.* at the bifurcation, and the road continues good, but there are one or two steep and crooked hills, until ½*m.* before Yarrow Bridge, 202¾, where, join the old coach road from London through Manchester; this is paved for half the width but the other half affords pretty fair riding.

(Chorley: Royal Oak.)

About half way on *r.*, Adlington Hall, and before Yarrow Bridge, on *r.*, Duxbury Hall. Beyond Wigan, on *r.*, Haigh Hall.

Chorley to Preston (9¼—213¼); through Whittle-in-the-Woods, 206¼, Clayton, 208, Bamber Bridge, 209½, and Walton-le-Dale, 211½, is fair riding

over a good hard road: cross *R.* Ribble, $\frac{3}{4}m.$ beyond Walton-le-Dale, and then steep ascent entering Preston: pretty scenery.

[There is another road from Wigan, keeping to *l.* 2*m.* beyond and through Standish, 199, Welch Whittle, 202, Bolton Green, 204, and Euxton, 205 $\frac{1}{2}$, to Bamber Bridge, 209; it is a good hard road, tolerably smooth with no very difficult hills.]

(*Preston*: Bull; Castle; Victoria.)

At Whittle-le-Woods, on *l.*, Shaw Hall; at Bamber Bridge, on *l.*, Cuerden Hall. Preston is a very ancient town, a seaport, and a large portion of its population is engaged in the cotton trade; there are remains of a monastery of Greyfriars.

Preston to Garstang ($11\frac{1}{4}$ — $224\frac{1}{2}$) is a fairly level road, with good surface, by Cadley Moor, 215 $\frac{3}{4}$, Broughton Bridge, 217, Four Lane Ends, 217 $\frac{3}{4}$, Barton, 219 $\frac{1}{4}$, Bilsborough, 220 $\frac{1}{4}$, Brocks Bridge, 221 $\frac{1}{2}$, and Claughton *Tp.*, 222 $\frac{1}{2}$.

(*Garstang*: Eagle and Child; King's Arms; Royal Oak.)

On *r.*, Broughton Hall and Tower, and Claughton Hall. At Garstang are the remains of Greenhalgh Castle.

Garstang to Lancaster ($11\frac{1}{4}$ — $235\frac{3}{4}$); the road is fairly level through Cabus, 226 $\frac{1}{2}$, Hole of Ellel, 229 $\frac{3}{4}$, over Galgate Bridge, 231 $\frac{1}{4}$, and by Borough, 233 $\frac{1}{4}$, to Scotforth, 234 $\frac{1}{4}$, whence there is a long descent to Lancaster; rather rough and shaky, very bad in wet weather. Pretty scenery.

(*Lancaster*: County; Feathers, *B.T.C.*; Queen's; Royal County.)

Beyond Garstang, a few miles on *r.*, are Bleasdale Moors; on *l.*, Lancaster Bay. At Lancaster, the principal object is the castle, founded before the Conquest, and enlarged by Edward III.; it is now the county gaol: the principal *ch.*, St. Mary's, is an ancient edifice with carved stalls, screens and monuments. At Borough, on *l.*, Ashton Hall (Duke of Hamilton).

Lancaster to Carnforth (6 — $241\frac{3}{4}$); after crossing the *R.* Lune the road presently skirts the shores of Morecambe Bay, the estuary of the *R.* Kent, and becomes rather hilly through Slyne, 238 $\frac{3}{4}$, and Bolton-le-Sands, 239 $\frac{3}{4}$, the ascents being rather sharp, and the surface is not very good.

(*Carnforth*: Grange.)

Near Bolton-le-Sands is a large cavern, called Dunal Mill Hole.

Carnforth to Burton-in-Kendal (5 — $246\frac{3}{4}$); over Keer Bridge, 243 $\frac{3}{4}$, is a pretty good road and not so hilly; at Carnforth keep to *r.*

Burton to Kendal ($10\frac{3}{4}$ — $257\frac{1}{2}$); good road with some stiff hills, through Farlton Lane, 248 $\frac{3}{4}$, End Moor, 252, Barrow Green, 254 $\frac{1}{2}$, and Mill Beck, 256 $\frac{1}{4}$. [Or keep to *l.* beyond *Burton* and go through Holme, 248 $\frac{1}{2}$, Milnthorpe, 251 $\frac{1}{4}$, Heversham, 252 $\frac{1}{4}$, Levens Hall, 253 $\frac{1}{2}$, and Syzergh, 255 $\frac{1}{2}$, to *Kendal*, 259 $\frac{1}{2}$; a very pleasant road, but with one or two severe ascents; from Heversham it follows the valley of the *R.* Kent, and after the least rain the road becomes sticky and heavy.]

(*Kendal*: Commercial; Railway; Railway and Commercial.)

On *l.*, near Heversham, is Levens Hall, which contains some rich carvings; Syzergh Hall, the ancient seat of the Stricklands. At Kendal, on *r.*, Abbot Hall. Kendal, otherwise Kirkby-in-Kendal, is situate in a valley. There are remains of the castle, and on the opposite side of the town is Castlelow Hill. 1*m.* S., are traces of the Roman station Concangium.

Kendal to Shap ($15\frac{3}{4}$ — $273\frac{1}{4}$); for the first mile or so the road is bad.

and soon after leaving Kendal the ascent up to Shap Fells begins, and continues for some 10*m.*; it is not difficult to Otter Bank, 260 $\frac{3}{4}$ (whence a capital view can be obtained of Kendal), and then it becomes more or less steep—many parts too steep to be ridden up, and too dangerous to be ridden down in the reverse direction—passing Gate Side post office, 262 $\frac{1}{2}$, Banisdale Bridge, 263 $\frac{3}{4}$, then down a dangerous hill to High Barrow Bridge, 265 $\frac{1}{2}$, and again up a very steep ascent under Bretherdale Bank to Demmings, 267 $\frac{1}{2}$, and for a mile or so on to and over the top of Shap Fells, the highest point of which is 1,304 feet above sea level; then the descent begins, part of it very steep, and with one break in it of about $\frac{1}{2}$ *m.*, where there is a slight ascent; in descending either side great care should be taken. The greater part of this stage is very bad, some of it being overgrown with grass and covered with loose stones, so that it is no better than a mere mountain track for miles, especially so after High Barrow Bridge to within 2*m.* of Shap, when it is much better, though still rather rough, and the descent is easy.

(*Shap*: Greyhound; King's Arms.)

The scenery on the road is very fine. About 4*m.* before Shap, on *r.*, is Shap Wells Hotel, possessing a medicinal spring similar to that of Leamington, and much resorted to. About 2*m.* farther on, by the roadside, on *r.*, are two rows of huge unhewn granite blocks, called Karl Lofts; 1*m.* N.E. of Shap, at Gunnerskeld Bottom is a circle of large stones; both are supposed to be Druidical remains. 1*m.* E. of Shap, on the banks of the *R.* Lowther, are ruins of Shap Abbey; Hawes Water lies 6*m.* W.

Shap to Penrith (10 $\frac{1}{4}$ —283 $\frac{1}{2}$) is a tolerable road with some more hills, but nothing difficult through Thrimby, 276 $\frac{1}{2}$, Hackthorpe, 279, and Clifton, 281, over Lowther Bridge, 282 (then turn to *r.*), and Eamont Bridge, 282 $\frac{1}{2}$, whence there is a short but stiff hill to mount into Penrith.

(*Penrith*: Agricultural; Crown; Fish; George, *C.T.C.*; Gloucester Arms; New Crown; Old Crown; White Hart.)

There are some splendid views on this road; Helvellyn and Saddleback are visible. At Clifton, on *l.*, Lowther Park and Castle, the magnificent seat of Earl Lonsdale; also Clifton Hall, an old turreted mansion. At Lowther Bridge, 1*m.* on *r.*, Brougham Castle, a fine ruin, is supposed to occupy the site of a Roman station; before Eamont Bridge, down a lane on *l.*, King Arthur's Round Table, and Mayborough. At Penrith are the ruins of the castle, dismantled by the Parliamentarians; also the Beacon, Giant's Grave, Giant's Caves, etc. Ulleswater is 5*m.* S.W.

Penrith to High Hesket (9 $\frac{1}{4}$ —292 $\frac{3}{4}$); the first mile or so is uphill, then the road is undulating to Salkeld Gate, 288, and thence rather hilly (one or two of the gradients each way being very sharp), with a long ascent to High Hesket; capital hard and smooth surface, not much affected by rain.

6*m.* N.E. of Penrith, near Little Salkeld, and passing Eden Hall, is a Druidical remain, a large circle of 67 stones, bearing the name of Long Meg and her Daughters. At Old Penrith, 5*m.* N.W., are the remains of a Roman station, Voreda. Near High Hesket is Armathwaite Hall; also ruins of Castle Hewin.

High Hesket to Carlisle (8 $\frac{3}{4}$ —301 $\frac{1}{2}$); beyond High Hesket is a long steep hill to go down, which is generally rather rough, to Low Hesket, 294 $\frac{1}{4}$, followed by a hill to climb out of the village, and then it is easy riding over an undulating road, through Carleton, 299, and Harraby, 300, whence it is more or less downhill to Carlisle; after leaving Low Hesket,

It is a capital, smooth, hard road; the streets of Carlisle are paved with square setts, but rideable.

(*Carlisle*: Bush; County; Great Central; Crescent, *Temp.*; Jenk's; Red Lion, *C.T.C.*; Turf.)

Carlisle was early fortified by the Romans; a small portion of the old Norman wall remains, but the most striking feature of the town is the castle, founded by William Rufus. The cathedral, restored in 1856, is a venerable building of red freestone, some parts dating from Norman times.

Carlisle to Gretna Green ($9\frac{1}{4}$ — $310\frac{3}{4}$); after crossing the bridge over the *R.* Eden there is a stiff hill to mount going through Stanwix, $302\frac{1}{4}$, a suburb of Carlisle; here the road to Newcastle must be passed on the right and a mile farther on keep again to the *l.*, and through Todhills, $305\frac{1}{2}$, Floriston, $306\frac{3}{4}$, over the Metal Bridge, $307\frac{3}{4}$, through Lennoxton, $309\frac{1}{2}$, and across *R.* Sark into Scotland, 310, is a fair road almost level.

Gretna Green to Ecclefechan ($9\frac{3}{4}$ — $320\frac{1}{2}$); fair road, but rather hilly by Newtown Inn, or Kirkpatrick, $314\frac{3}{4}$, Woodhouse Inn, $315\frac{3}{4}$, and Kirtle Bridge, $317\frac{3}{4}$; rough for about a mile on either side of Kirtle Bridge.

About $\frac{3}{4}$ *m.* before Gretna Green cross the small *R.* Sark and enter Scotland. On *l.*, Solway Firth. Gretna Green was famous many years ago as the scene of runaway marriages, now illegal. At Ecclefechan are shown the birthplace and tomb of Thomas Carlyle; *1m.* on *l.*, Hoddam Castle and the Tower of Repentance, or Tower of Trailtrone.

Ecclefechan to Dinwoodie Green (11 — $331\frac{1}{2}$); long ascent out of Ecclefechan, and fall into Lockerbie, $326\frac{3}{4}$, whence undulating through Nethercleugh, 330; easy going and good road.

At Lockerbie, on *r.* Lockerbie *Ho.*; at Dinwoodie Green, on *l.*, Jardine Hall. $1\frac{3}{4}$ *m.* beyond Ecclefechan, on *l.*, Castlemilk *Ho.*

(*Ecclefechan*: Bush, *C.T.C.*—*Lockerbie*: Blue Bell, *rec. C.T.C.*)

Dinwoodie Green to Beattock, Bridge Inn ($9\frac{1}{2}$ — 341); is a good undulating road, chiefly on the rise up the valley of the *R.* Annan; at Dinwoodie, 333, keep to *l.*, and a mile beyond cross to the right bank of the *R.* Annan.

At Beattock, *1m.* on *r.*, Moffat town, and near it Marsdale Park; on *l.*, Cragielands. Beyond Dinwoodie, on *r.*, ruins of Lethan Hall.

Beattock to Crawford (16 — 357); leaving the main Annan valley on *r.*, the road follows up that of its tributary, Evan Water, past Longbeddom, $343\frac{1}{2}$, Greenhill, Raecleugh, 347, Howcleugh and Bedhouse, for about 10 miles to Little Clyde, where the top of the hill is reached, and there is a long descent down the valley of the *R.* Clyde, past Newton and Elvanfoot Inn, $354\frac{1}{2}$, to Crawford; generally speaking it is a good undulating road, but rough in places.

Before Newton, on *r.*, Bodsbury Camp; a Roman road runs on the *r.* here for several miles. At Crawford, on *r.*, ruins of castle. At Raecleugh, *2m.* on *r.*, source of *R.* Tweed and Deil's Beef Tub. Beyond Beattock, on *l.*, Auchen Castle. At Little Clyde, on *r.*, source of *R.* Clyde.

Crawford to Douglas Mill, Inn (12 — 369); through Abington, 360, hilly road, leaving the Clyde valley on *r.* and going over some very high moorlands, with long and severe gradients, rough in places; long descent to Douglas Mill.

1m. beyond Crawford, on *r.*, Roman camp, and further on a Roman road. *Abington Ho.* *1m.* on *l.*, Douglas Castle and the old castle ruins beyond.

Douglas Mill to Hamilton ($17\frac{1}{4}$ — $386\frac{1}{4}$); cross the moors from Fauld House to Lesmahagow, $375\frac{1}{4}$, and again to Larkhall, $382\frac{1}{2}$; hilly but not so difficult as the last stage; fair road.

At Lesmahagow, about 3m. on *r.*, are the falls of the *R. Clyde*, Corra Linn, etc. 3m. further, on *r.* 2m., Craignethan Castle. Before Hamilton, on *l.*, Chatelherault with its deer park; ruins of Cadzow Castle; ruins of Woodhouse with park of old British cattle. At Hamilton, on *r.*, the Palace (Duke of Hamilton).

(*Hamilton*: Commercial, *C.T.C.*)

Hamilton to Glasgow (11 — $397\frac{1}{4}$); cross the *R. Clyde* at Bothwell Bridge, 388, and then through Bothwell, 288 $\frac{1}{2}$, Uddingston, 390, and Broomhouse, $391\frac{3}{4}$, is rather rough and hillier than the last stage.

(*Glasgow*: Grand, *C.T.C.*; McLean's; Victoria.—*Uddingston*: Royal.)

Bothwell Bridge is the site of the battle in 1679, between the Covenanters and the Duke of Monmouth. At Bothwell, on *l.*, Bothwell Castle.

LONDON TO BLACKPOOL.

London to Preston ($213\frac{1}{4}$)—p. 157.

Preston to Freckleton ($7\frac{1}{2}$ — $220\frac{3}{4}$); through Ashton, $216\frac{1}{4}$, and across the marshes is quite level, and in fair weather a good hard road.

Freckleton to Lytham ($4\frac{1}{2}$ — $225\frac{1}{4}$); through Warton, $222\frac{1}{2}$, is a first rate road.

(*Lytham*: Clifton Arms, *C.T.C.*; Market and Commercial; Ship and Royal.)

Lytham is a small watering-place, pleasantly situated on the north side of the Ribble; beyond is Lytham Hall.

Lytham to Blackpool (8 — $233\frac{1}{4}$); through Hey Houses, The Folds, and Blown Sands is a very fair road on the whole, but varies with the time of the year.

(*Blackpool*: Bailey; Beach; Imperial; Royal; Victoria, *C.T.C.*)

Blackpool, on the shore of the Irish Sea, is a large watering-place, and has greatly increased of late years; it may, indeed be called the Brighton of Lancashire and the North; fine pier and aquarium.

LONDON TO WIGTON (by Keswick and the Lakes).

London to Carnforth ($241\frac{3}{4}$)—p. 158.

Carnforth to Milnthorpe ($7\frac{1}{4}$ — 249); from Carnforth keep to *l.* and through Hale, $246\frac{3}{4}$, to Beetham, $247\frac{3}{4}$, is very level, but owing to its not being much used is very bad and loose, being nothing but cart ruts, after that it is better to Milnthorpe. [After crossing the *R. Keer* just beyond Carnforth there is another road on *l.* through Warton and Yealand to Milnthorpe, $250\frac{1}{2}$.]

(*Milnthorpe*: Cross Keys.)

At Milnthorpe, 1m. on *l.* Dallam Tower.

Milnthorpe to Levens Hall ($2\frac{1}{4}$ — $251\frac{1}{4}$); long rise to ascend from Milnthorpe, and good road through Heversham, 250.

On *r.*, Levens Hall.

Levens Hall to Lindale (7 — $258\frac{1}{4}$); after crossing the *R. Kent* leave the Kendal road and turn sharp to *l.*, and it is level but a very loose road through Underbarrow Beck *Tr.*, $252\frac{3}{4}$, to Town End (Derby's Arms), $255\frac{1}{2}$, after which it begins to be hilly but good across *R. Winster*, $257\frac{1}{4}$, to Lindale.

At Lindale, on *l.*, Castle Head *Ho.*; $3\frac{1}{4}$ m. *l.* of Lindale is Cartmel.

Linsdale to Staveley ($5\frac{1}{2}$ — $263\frac{3}{4}$); very long steep hill to climb to Upper Allithwaite and Newton, 260, (from the top of which is obtained a beautiful view of Morecambe Bay and the surrounding country,) and then a long gentle descent, over good roads, through Hayside to Staveley and Newby Bridge: grand scenery.

(*Newby Bridge*: Swan.)

Staveley and Newby Bridge are at the foot of lake Windermere, the largest and most beautiful of the English lakes.

Staveley to Bowness ($8\frac{1}{2}$ — $272\frac{1}{4}$); the road now follows the eastern shore of Lake Windermere; it undulates considerably, and there are several short sharp pitches; good going.

(*Bowness*: Crown; Lake; Royal.)

3m. before Bowness, on l., Storr's Hall. Pretty scenery.

Bowness to Ambleside ($5\frac{1}{2}$ — $277\frac{3}{4}$); continuing along the shore of the lake, about $\frac{3}{4}$ m. beyond Bowness the road ascends a steep hill, and then pursues a level course to Cook's House, $273\frac{1}{2}$, where the Kendal road joins in; thence it is undulating over Troutbeck Bridge, $274\frac{1}{4}$, past Low Wood Inn, $275\frac{3}{4}$, and Waterhead, 277, to Ambleside; good road, but heavy in wet weather.

(*Low Wood Inn*.—*Ambleside*: Commercial; Queen; Salutation; Waterhead; White Lion)

Beyond Bowness on l., Rayrigg Ho., and at Troutbeck Bridge, Calgarth: before Waterhead, on r., Dove's Nest. On l., see Bowfell, Scawfell and Langdale Pikes, &c. Fine scenery. Ambleside is prettily situated 1m. above the head of the lake, surrounded by fine scenery of mountain, dale, lake, and stream. On l., Loughrigg Fell, on r., Wansfell Pike and Stockgill Force.

Ambleside to Grasmere, Town End ($4\frac{3}{4}$ — $282\frac{1}{2}$); the road is good and undulating through Rydal, 279, and winding round the wooded shores of Rydal Water and Grasmere Lake. Grasmere village lies a short distance on l.

(*Grasmere*: Lake; Hollins and Lowther; Prince of Wales; Swan, B.T.C.)

On r., Rydal Hall and Rydal Mount, the latter formerly the residence of the poet Wordsworth; he also lived at Allan Bank, Grasmere, and at Town End; and lies buried in Grasmere churchyard. In Rydal Park are the celebrated Falls. On r., is Knab Sear.

Grasmere to Keswick ($11\frac{1}{4}$ — $293\frac{3}{4}$); there is a long steep hill to climb from Grasmere, very steep for the first $\frac{1}{2}$ m., ending in the pass of Dunmail Raise, $283\frac{1}{2}$, which reaches an elevation of 720 feet, then a long run down through Wytheburn, 285, to the head of Thirlmere Lake, 286, which lies at the foot of Helvellyn, the scenery here being very wild; alongside the lake it is a good undulating road to Smalthwaite Bridge, 289, from which is steep hill to climb, then downhill to Causeway Foot, $291\frac{3}{4}$, where another stiff bit to walk up intervenes, and there is an exceedingly steep and unrideable descent leading into Keswick.

(*Keswick*: Borrowdale; Keswick; King's Arms; Lake; Queen's; Royal Oak, B.T.C.; Skiddaw, temp.)

This is a lovely ride, new views of scenery opening out at every mile. 2m. before Keswick, on l., Castle Rigg Hill; also 1m. on r. of it, remains of a Druidical temple; near the town Castle Hill. 3m. N. is Skiddaw mountain; 1m. on Penrith road is Greta Hall. S. are the pretty lake of Derwent Water, Lodore Falls, Borrowdale, &c., &c.

Keswick to Uldale ($10\frac{1}{4}$ —304): very poor and rather hilly road, scarcely fit for cycles, through Crossthwaite, $294\frac{1}{2}$ (keep to *r.*), Little Crossthwaite, $297\frac{3}{4}$, and High Side, $299\frac{3}{4}$, to Castle Inn, $301\frac{1}{2}$, and another hill up and down to Uldale. [Or to Pheasant Inn, $300\frac{3}{4}$, as at p. 176, a fairly good road with no difficult hills, and $\frac{1}{4}$ *m.* beyond keep to *r.*, and a good road over Ouse Bridge (*R. Derwent*), $301\frac{3}{4}$, to Castle Inn, 303.]

For several miles the road skirts the shores of Bassenthwaite Water.

Uldale to Wigton (7—311); turn to *l.* and through Ireby, $305\frac{1}{2}$.

Ireby: Black Lion.—*Wigton*: King's Arms, *C.T.C.*)

LONDON TO AMBLESIDE (by Kendal).

London to Kendal ($257\frac{1}{2}$)—p. 158.

Kendal to Cook's House ($8\frac{3}{4}$ —266 $\frac{1}{4}$); when clear of the houses keep to *l.*, and the very steep ascent of House of Correction Hill has to be climbed (should be *descended* carefully even with a brake), then capital road, rather undulating and with fair surface (keeping to *r.* at 259*m.*) through Staveley (Westmoreland), $261\frac{3}{4}$, and Ings, $263\frac{1}{4}$, nearly a mile beyond which is another steep hill to mount, followed by the very steep descent of Bannerigge Brow to walk down (unrideable both ways) to Windermere, $265\frac{3}{4}$, where bear to *r.*

(*Windermere*: Crown; Ferry; Lowwood; Old England; Queen's; Rigg's; Windermere.)

At Windermere is the railway terminus.

Cook's House to Ambleside ($4\frac{1}{4}$ —270 $\frac{1}{2}$)—p. 162.

LONDON TO GLASGOW (by Dumfries).

London to Gretna Green ($310\frac{3}{4}$)—p. 160.

Gretna Green to Annan (9—319 $\frac{3}{4}$); the road follows the north shore of Solway Firth through Dornock, $316\frac{3}{4}$.

$1\frac{1}{2}$ *m.* from Annan on *l.* Newby Ruins.—(*Annan*: Queensberry Arms, *C.T.C.*)

Annan to Dumfries (17—336 $\frac{3}{4}$); by Cumbertrees, $323\frac{1}{2}$, Ruthwell, $326\frac{1}{4}$, and Mousewald, $330\frac{1}{4}$, is rather hilly but not a bad road.

(*Dumfries*: Commercial, *B.T.C.*; King's Arms; Queensberry Arms.)

At Mousewald, Duke of Buccleugh; 3 *m.* on *l.* Camlungan Castle. *Dumfries* is situate on the *R. Nith*; there is a fine monument here to Burns.

Dumfries to Thornhill (16—352 $\frac{3}{4}$); first rate road up the valley of the *R. Nith*, through Millhead, $340\frac{3}{4}$, Dalswinton, $343\frac{1}{2}$, Forest, $345\frac{1}{4}$, by Algrith Bridge, 346 (cross to left bank of *R. Nith*), Steep Ends, $347\frac{1}{2}$, and Gateside, $349\frac{1}{4}$. Fine scenery.

Beyond Dumfries on *r.*, the Old College of Linncluden ruins; on *l.*, Terregles Ho.; at Dalswinton on *r.*, is the site of the ancient castle of the Cummings; at Gateside on *r.*, the Academy of Closeburn and Closeburn Castle.

Thornhill to Sanquhar (12—364 $\frac{3}{4}$); excellent road, still up the valley of the *R. Nith* and by Carron Bridge, $354\frac{3}{4}$.

At Carron Bridge on *l.*, across the Nith, is Drumlanrig Castle. At Sanquhar on *l.*, are the castle ruins.—(*Sanquhar*: Queensberry Arms, *C.T.C.*)

Sanquhar to Muirkirk (16—380 $\frac{3}{4}$); the road now leaves the valley of the Nith and crosses the hills through Fingland, 370 $\frac{1}{2}$, and Tarkhill, 379.

Muirkirk to Strathaven (13 $\frac{1}{4}$ —394) is a hilly road through picturesque scenery.

At Strathaven on *r.*, castle ruins and waterfall.

Strathaven to Kilbride (8—402); through Chapleton, 397, and Shawton, 399.

Kilbride to Glasgow (8 $\frac{3}{4}$ —410 $\frac{3}{4}$); through Rutherglen, 408.

LONDON TO LEEK.

London to Lichfield (118 $\frac{1}{2}$)—p. 145.

Lichfield to Abbots Bromley (10—128 $\frac{1}{2}$); a mile out of Lichfield keep to *r.*, and 1 $\frac{1}{4}$ *m.* further on to *l.*; very good road through Handsacre, 122 $\frac{1}{2}$, Hill Ridware, 124, and Blithbury, 125 $\frac{1}{2}$; there are a few hills but nothing difficult.

Abbots Bromley to Uttoxeter (6 $\frac{3}{4}$ —135 $\frac{1}{4}$); through Bagots Bromley, 129 $\frac{1}{2}$, and Blount's Green, 134 $\frac{3}{4}$, is a good road.

(*Uttoxeter*: Cross Keys; White Hart)

Beyond Abbots Bromley, on *l.* Blithfield Park, and on *r.* Bagots Park.

Uttoxeter to Cheadle (10 $\frac{1}{4}$ —145 $\frac{1}{2}$); through Stramshall, 136 $\frac{3}{4}$, Beanshurst, 138 $\frac{1}{2}$, Checkley, 140 $\frac{3}{4}$, Lower Tean, 141 $\frac{3}{4}$, and Upper Tean, 142 $\frac{1}{2}$. (*Cheadle*: Royal Oak; Wheatsheaf.)

▲About 4*m.* E. of Cheadle are Alton Park and Towers.

Cheadle to Leek (10 $\frac{3}{4}$ —156 $\frac{1}{4}$); through Kingsley Lane, 147 $\frac{1}{2}$ (a mile beyond to *r.*), Wetley or Wetley Rocks, 150 $\frac{3}{4}$, Cheddleton, 153 $\frac{1}{4}$, and Cornhill, 155 $\frac{1}{2}$. [Or from Cheadle, through Holt, 147 $\frac{1}{4}$, Ipstones, 150 $\frac{1}{4}$, by Bottom House, 152 $\frac{1}{4}$ (keep to *l.*), and Ashtonsitch, 154, to Leek, 156 $\frac{1}{2}$.]

(*Leek*: For hotels and notes see p. 169.)

LONDON TO BURSLEM.

London to Upper Tean (142 $\frac{1}{2}$)—above.

Upper Tean to Stoke-upon-Trent (10—152 $\frac{1}{2}$); through Draycott, 144 $\frac{1}{4}$, Blythe Marsh, 145 $\frac{1}{4}$, Meere (or Meer) *Tp.*, 147 $\frac{3}{4}$, Longton, 148 $\frac{1}{2}$, Lane End, 149 $\frac{1}{4}$, and Lane Delph, 150 $\frac{1}{4}$.

(*Stoke*: North Staffordshire; West End, *Hqrs.*)

For the latter half of the stage, the road traverses the Potteries district.

Stoke-upon-Trent to Burslem (3 $\frac{1}{4}$ —155 $\frac{3}{4}$); through Etruria, 153 $\frac{3}{4}$, (leaving Hanley $\frac{1}{2}$ *m.* on *r.*) and Cobridge *Tp.*, 154 $\frac{1}{2}$.

[Or instead of going through Stoke, keep to *r.* at Lane Delph, and go through *Hanley*, 153, to Cobridge *Tp.*, 154.

Or to Flask, 147 $\frac{1}{4}$, p. 152, then on *r.* to *Stoke-upon-Trent*, 1 $\frac{1}{2}$ —148 $\frac{3}{4}$, and *Hanley*, 2 $\frac{1}{2}$ —149 $\frac{3}{4}$.]

(*Burslem*: Leopard; Marquis of Granby.)

LONDON TO UTTOXETER (by Nuneaton).

London to Burton-upon-Trent (123 $\frac{1}{2}$)—p. 157.

Burton-upon-Trent to Sudbury ($9\frac{1}{2}$ —133); through Horninglow, 125, Tutbury, 128, Foston, 131, and Aston, 132 $\frac{1}{2}$.

Beyond Horninglow on *r.*, Rolleston Hall. At Tutbury, on the *R. Dove*, are ruins of a magnificent castle built by the Normans, besieged and dismantled by the Parliamentarians; there are also remains of a priory.

Sudbury to Uttoxeter ($5\frac{1}{2}$ —138 $\frac{1}{2}$); good undulating road through Doveridge, 136 $\frac{1}{2}$.

[Or from *Burton-upon-Trent* by Henhurst, Anslow Leys, over Coulter Hills, and through Marchington; a little shorter.]

LONDON TO LEEK (by Sandon).

London to Sandon (136 $\frac{1}{4}$)—p. 156.

Sandon to Hilderstone (3—139 $\frac{1}{4}$).

Hilderstone to Meere Tp. (5—144 $\frac{1}{4}$); over Meere Heath (or Barlaston Common) 142 $\frac{3}{4}$, and Shooters Hill, 143 $\frac{1}{4}$.

Meere Tp. to Wetley Rocks ($4\frac{1}{2}$ —148 $\frac{3}{4}$); through Weston Coyney 145 $\frac{1}{4}$ (keep to *r.*), and Cellar Head, 147 $\frac{3}{4}$.

At Cellar Head on *r.*, Wetley Abbey.

Wetley Rocks to Leek ($5\frac{1}{2}$ —154 $\frac{1}{4}$)—p. 164.

LONDON TO MANCHESTER.

London to Siddington Tp. (166 $\frac{1}{2}$)—p. 154.

Siddington to Wilmslow (8—174 $\frac{1}{2}$); keep to *r.* and it is a good undulating road to Alderley Edge Hill where is a long and very steep descent to Alderley, 170 $\frac{3}{4}$, beyond which it is level but lumpy and rough through Chorley, 172 $\frac{3}{2}$, to Wilmslow; in the middle of the latter is a short patch of cobble stone paving.

(*Wilmslow*: Swan.)

Beyond Siddington on *l.*, Capesthorn Hall; on *r.*, Alderley Park and Birtles Hall. The range of hills on the right here is Alderley Edge.

Wilmslow to Cheadle ($4\frac{3}{4}$ —179 $\frac{1}{4}$); descent out of Wilmslow, followed by a short ascent, then level for a mile through Finney Green, 175 $\frac{1}{4}$, and a descent and steep rise to Handforth, 176, whence it is level and fairly good through Hurlbote Green, 176 $\frac{1}{2}$, to Cheadle, except a short fall $\frac{3}{4}$ *m.* before the village.

(*Cheadle*: George and Dragon; White Hart).

Cheadle to Manchester, St. Ann's Square (7—186 $\frac{1}{4}$); $\frac{3}{4}$ *m.* beyond Cheadle cross the *R. Mersey*; the road soon changes to macadam, very rough and bumpy through Didsbury, 181, Withington, 182 $\frac{1}{4}$, and Birch, 183 $\frac{1}{4}$, to Rusholme, 184 $\frac{1}{2}$, which is now a part of Manchester, and whence it is paved and very rough into the town along Oxford road, Moseley street, and Market street; level all the way, tramway from Withington.

For hotels and notes on Manchester, see p. 168.

LONDON TO GLASGOW (by Derby and Manchester).

London to Northampton ($65\frac{3}{4}$)—p. 154 or p. 156.

Northampton to Lamport ($8\frac{1}{2}$ — $7\frac{1}{4}$); long hill out of Northampton, and all up and down hill through Kingsthorpe, $67\frac{1}{4}$, Boughton, 69, Pitsford, 70, and Brixworth, 72; excellent hard road.

(*Lamport*: Lamports Inn.)

On *r.*, Boughton Park; before Lamport on *r.*, Lamport Hall.

Lamport to Market Harborough (9 — $8\frac{3}{4}$); descent out of Lamport, at the bottom of which there is a level railway crossing, and the hill should be descended carefully as the gate cannot be seen from the top; out of this valley is Hopping Hill to climb, not very long but part of it very steep, then excellent but rather hilly road through Maidwell, 76, Kelmarsh, 78, Great Oxendon, $80\frac{3}{4}$, and Little Bowden, $82\frac{1}{2}$; through Market Harborough the sides of the street are paved.

(*Market Harborough*: Angel; George; Hind; Peacock, *C.T.C.*; Three Swans.)

3m. W. of Kelmarsh is Naseby Field, the scene of the defeat of Charles I. by Cromwell; Kelmarsh Hall. Market Harborough is a small old town; many Roman antiquities have been found here; fine *ch.*

Market Harborough to Leicester ($14\frac{1}{2}$ — $97\frac{3}{4}$); through Kibworth, $88\frac{3}{4}$, Great Glen, $91\frac{1}{2}$, and Oadby, $94\frac{1}{4}$, is a first rate undulating road; hill to mount into Oadby, but nothing difficult, and from here is tramway into Leicester, and slightly downhill: most of Leicester is cobble-paved, with tramways through the town.

(*Leicester*: Barley Mow; Bell, *C.T.C.*; Bull's Head; Carlton; Cook's, temp.; George; Stag and Pheasant; Wellington.)

At Kibworth, 2m. on *r.*, Carlton Curliew Hall, a fine old Elizabethan mansion. Leicester is supposed to have been the Roman station *Ratae* or *Ragæ*, which survives in the name of Raw Dykes, a bank outside the town; there are also remains of the old wall; the castle was a most extensive building, and part of it is now the Assize Hall. There are ruins of the abbey, where Cardinal Wolsey died; there are some fine churches and public buildings. The town is celebrated for its hosiery.

Leicester to Loughborough (11 — $108\frac{3}{4}$); tramway through and out of Leicester to Belgrave, $99\frac{1}{2}$ (just before which turn to *r.*), and then a very smooth and hard road, with no hills to speak of, through Birstal, 101, Mount Sorrel, $104\frac{3}{4}$, and Quorndon, $106\frac{1}{4}$.

(*Loughborough*: Bull's Head; Bull & Anchor; King's Head; Red Lion, *C.T.C.*)

On *r.*, Birstal Hall, and $1\frac{1}{2}$ m. further, Wanlip Hall. Mount Sorrel was famous in the Plantagenet period for its fortress of great natural strength, situate on a steep hill overhanging the town, and demolished by Henry III. A few miles on *l.*, lies Charnwood Forest. Quorndon gives the name to the celebrated Quorn Hunt. 2m. on *l.* is Beaumanor Hall.

Loughborough to Kegworth (6 — $114\frac{3}{4}$) is a capital level road through Dishley, $110\frac{1}{2}$, and Hathern, $111\frac{1}{2}$.

(*Kegworth*: Flying Childers.)

At Dishley, 1m. on *l.*, Gavendon Park.

Kegworth to Derby (11 — $125\frac{3}{4}$); cross *R.* Trent at Cavendish Bridge, $118\frac{1}{2}$, and then through Shardlow, $119\frac{1}{4}$, and Alvaston, $122\frac{3}{4}$, is nearly all on the level and capital road till close to Derby.

(*Derby*: Bell; Midland; Royal; St. James', *Hqrs.*, *B.T.C.*; Wheel.)

Before Cavendish Bridge, 2m. on *l.*, Castle Donington. On *r.*, Alvaston Castle. Derby is pleasantly situated, and of late years has greatly improved in its buildings. The chief manufacture is silk, and the first silk mill in England still exists here.

Derby to Belper ($7\frac{3}{4}$ — $133\frac{3}{4}$); rather up and down hill past Darley Chapel and through Allestree, $128\frac{1}{4}$, Duffield, $130\frac{1}{4}$, and Milford, 132 (where cross *R.* Derwent); first 2 or 3*m.* the road is good, then it deteriorates.

(*Belper*: George; Lion; Nag's Head; New Inn; Red Lion, *C.T.C.*; Rose and Crown; White Swan.)

Beyond Derby, 1*m.* on *r.*, Darley Abbey. On *l.*, Allestree Park. Belper owes its prosperity to the large cotton factories of the Messrs. Strutt, employing about 1200 persons.

Belper to Matlock ($10\frac{3}{4}$ — $144\frac{1}{4}$); the road follows close by the *R.* Derwent all the way, through Ambergate, $136\frac{3}{4}$ (keep to *l.*), $2\frac{1}{4}$ *m.* further cross the Derwent and keep to *r.* through Cromford, $142\frac{1}{4}$ (keep to *r.*), and Matlock Bath, $142\frac{1}{4}$; it is nearly level but a rough road; before Matlock cross the Derwent.

(*Matlock Bath*: Bath Terrace; Devonshire Arms; New Bath, *C.T.C.*; Temple; Walker's.—*Matlock*: Midland.)

Beautiful scenery all the way. Beyond Ambergate, on *l.*, Alderwasley Hall. At Cromford is a cotton mill, erected by Sir Richard Arkwright, the inventor of the spinning frame, and now belonging to his descendants. On the *r.* is Willersley Castle, an elegant mansion belonging to the Arkwright's. Matlock is a favourite summer resort of invalids and tourists; the former for the sake of its mineral springs, the latter to visit the beautiful scenery: there are also several natural caverns, and numerous Druidical and other antiquities in the neighbourhood. All the roads round Matlock have a good surface, and afford capital riding, but being hilly a good brake is required. There are some pretty rides to be had; such as through Bonsal Hollow, the Via Gellia, up the hill, and then to the Black Rock and back, a very pretty ride.

Matlock to Rowsley ($5\frac{1}{3}$ — $149\frac{3}{4}$); up the left bank of the Derwent valley, through Darley, $147\frac{1}{2}$, is undulating, but the road still continues rough; just before Rowsley turn to *l.* and cross the Derwent.

3*m.* north of Rowsley, up the Derwent valley is Chatsworth *Ho.* (Duke of Devonshire), which can be viewed any day. $1\frac{1}{2}$ *m.* beyond Rowsley, on the Bakewell road, is Haddon Hall (Duke of Rutland). Pretty scenery. At Stanton, on the *l.*, are rocking stones and a Druidical circle.

Rowsley to Bakewell ($3\frac{1}{4}$ —153); the road now leaves the Derwent valley and runs up that of the *R.* Wye, which it crosses to the right bank at Fillyford Bridge, $150\frac{3}{4}$; pretty level, but the road still continues rough.

(*Bakewell*: Castle and Commercial, *B.T.C.*; Rutland Arms.)

Beyond Fillyford Bridge on *r.*, Haddon Hall. Bakewell is a great resort of tourists and anglers; there are also some warm baths of great repute: fine old *ch.*, partly Saxon, with several curious monuments. Castle Hill.

Bakewell to Buxton (12—165); the road now improves, and for the first 2 or 3*m.* through Ashford, $154\frac{3}{4}$, is pretty level and affords good running, up Ashford Dale, crossing the *R.* Wye twice; at Lees Bottom, $156\frac{1}{2}$, leave the Wye valley on *r.* (Monsal Dale and Miller's Dale) and there is a long, very steep hill to walk up to Taddington, $158\frac{3}{4}$ (this hill has a sharp turn, and bicyclists coming the contrary direction must be careful not to attempt riding down); from beyond Taddington is a long and steep descent with a sharp turn at the bottom, which should not be ridden down without a powerful brake, then following the right bank of the *R.* Wye the road is pretty level for last 3*m.*, but bad again going into Buxton.

(*Buxton*: Burlington; Cheshire Cheese; Crescent; George; Grove Commercial; Lee Wood; Old Hall; Palace; St. Ann's; Station; Shakesperian Commercial; Swan.)

Buxton is surrounded by bleak hills and moors, amongst which is some pretty scenery. It was celebrated for its hot baths in the time of the Romans, and is now greatly frequented in the summer and autumn. In the market place is a curious old cross. The chief objects of interest are Poole's Hole, Diamond Hill and Tower, Chee Tor (4*m.* before Buxton on *r.*), Axe Edge, Marvel Stone, &c.

Buxton to Whaley Bridge ($6\frac{1}{2}$ —171 $\frac{1}{2}$); for 2*m.* out of Buxton there is a steep hill to walk up, then the road winds about amongst the hills, and is downhill for nearly all the remaining 4 $\frac{1}{2}$ *m.* into Whaley Bridge: good hard road.

Whaley Bridge to Disley ($3\frac{1}{4}$ —174 $\frac{3}{4}$); after Whaley Bridge the road becomes rough, but is level.

At Disley, 1*m.* on *l.*, Lyme Park and Hall.

Disley to Stockport ($6\frac{1}{4}$ —181); short ascent out of Disley, then downhill over bad pavement and macadam through Hoo Lane, 176 $\frac{1}{2}$, and Norbury, 177 $\frac{1}{4}$, to Bullock Smithy, 178 $\frac{1}{4}$, whence it is level, but more or less paved through Hazelgrove, 178 $\frac{3}{4}$, to Stockport, into and through which is a long stiff descent.

(*Stockport*: George; Vernon Arms.)

Stockport is a large town on the *R.* Mersey, chiefly engaged in the cotton business.

Stockport to Manchester, St. Ann's Square ($6\frac{3}{4}$ —187 $\frac{3}{4}$); paved through Stockport, and long gradual rise out of the town, then level but nearly all paved, through Heaton Norris, 182 $\frac{1}{2}$, Levenshulme, 183 $\frac{3}{4}$, Longsight, 184 $\frac{3}{4}$, and Ardwick Green, 185 $\frac{3}{4}$, a suburb of Manchester, and along the London road, with a short stiff ascent before Piccadilly, and through that and Market street: tram lines all the way.

(*Manchester*: White Bear, Piccadilly, *Hqrs.*)

Manchester is the great centre of the cotton manufacture, for which it contains mills and warehouses of leviathan proportions. The Cathedral, formerly a collegiate *ch.*, was erected in 1422, and is a handsome edifice. The chief public buildings are the Town Hall, Exchange, Assize Courts, Infirmary, Cheetham's Hospital School, Grammar School, Owen's College, Free Library, &c.

Manchester to Bolton (11—198 $\frac{1}{4}$); in Manchester, at the bottom of Market street, turn to *l.* and along Deansgate, Bridge street, over Albert Bridge (*R.* Irwell) into Salford, 188 $\frac{1}{2}$, then to *l.* along Chapel street, in continuation of which the road rises gradually for half the way to Pendleton, 190, and so far it is all paved; thence it is undulating and nearly all roughly paved through Irlam-on-the-Height, 191 $\frac{1}{4}$ (keep to *r.*), Pendlebury, 192 $\frac{1}{4}$ (keep to *r.* and shortly after to *l.*), Clifton, 193 $\frac{1}{2}$, and Farnworth, 196 $\frac{3}{4}$: this road is not fit for bicycling.

(*Bolton*: Levar's Arms; Swan; Talbot's, temp.; Victoria.)

Bolton, or Bolton-le-Moors, is a large manufacturing town, chiefly engaged in the cotton trade, and is in the midst of a coal-mining district. At Farnworth, on *r.*, Darley Hall.

Bolton to Chorley (11 $\frac{1}{2}$ —210 $\frac{1}{4}$); loose undulating road through Horwich, 203 $\frac{3}{4}$, Smithy Bridge, 204 $\frac{3}{4}$, Duxbury, 207 $\frac{1}{4}$, and Yarrow Bridge, 209.

[There is another and shorter road from Irlam-on-the-Height by turning to *l.* and 1*m.* beyond to *r.*, and then through Swinton, 192 $\frac{3}{4}$, Stanney street, Walkden Moor, 194 $\frac{3}{4}$, Little Hulton, Peel, 195 $\frac{3}{4}$, Middle Hulton, 198 $\frac{3}{4}$, Over Hulton, 199 $\frac{3}{4}$, Wingates (or Win Yate), 201 $\frac{3}{4}$, Blackrod, 205, and

Adlington, 206½, joining the above road at Duxbury, 207, thence through Yarrow Bridge, 208¾, to *Chorley*, 210.]

Beyond Horwich, on *r.*, Rivington Reservoir, which supplies Liverpool with water. On *l.*, pass Hulton Park, Adlington Hall, and Duxbury Hall.

Chorley to Glasgow (193¼—403½); through Preston, 219½, Garstang, 230¾, Lancaster, 242, Carnforth, 248, Burton, 253, Kendal, 263¾, Shap, 279½, Penrith, 289¾, and Carlisle, 307¾—pp. 157-61.

LONDON TO MANCHESTER (by Macclesfield).

London to Derby (125¾)—p. 166.

Derby to Ashbourne (13¼—139); through Mackworth, 128½, Kirk Langley, 130¼, Brailsford, 132¾, Shirley Bridge, 135¾, and Penters Lane, 137, is a capital smooth road but hilly, some of the gradients being very steep; into Ashbourne is a considerable descent, generally loose and stony.

(*Ashbourne*: Green Man; Royal.)

Beyond Derby, on *r.*, Markeaton Hall. At Kirk Langley, 2*m.* on *r.*, Kedleston Hall. Ashbourne is beautifully situated in the valley of the *R. Dove*, which forms the well-known and pretty Dove Dale, 3*m.* north of the town: fine old church built in the 13th century.

Ashbourne to Leek (15—154); cross *R. Dove* at Hanging Bridge, 140¾, and past the Red Lion, 143¾, over Calton Moor, to Winkhill Bridge, 148, through New Street, 148½, Bottom House, 149½, and Ashtonsitch, 151; long hill to climb out of Ashbourne, and for the first 4 or 5*m.* the road passes through a wild, bleak and desolate country; after that it is very pretty, and is all up and down hill, nearly all of which can be ridden, but some of the ascents are very steep, and one or two rather dangerous to ride down in the reverse direction, the surface sometimes being rather stony.

(*Leek*: Buck; George; Swan.)

At Hanging Bridge, 3*m.* on *l.*, Colwich Abbey; 1*m.* on *r.*, is Okeover Hall. Further on is Blore Heath, the scene of one of the battles in the Parliamentary War. At Mayfield, on *l.* is the house where Moore wrote "Lalla Rookh." In Leek churchyard is a curious old cross. Here also are the remains of Dieu la Croix Abbey. In the neighbourhood is some romantic scenery.

Leek to Macclesfield (13—167); out of Leek is a steep hill to descend from the Market place (almost too steep to ride up), then the road ascends more or less all the way for 1½*m.* beyond Pool End, 155½, after which there is a long steady descent for about 3*m.* past Rudyard Lake or Reservoir and Rushton Marsh, 158¾, to Hog or Hug Bridge (*R. Dane*), 160, and the rest is easy riding through Bosley, 161½: good limestone road; through Macclesfield is paved.

(*Macclesfield*: Alcock's; Feathers; George; Macclesfield Arms; Queen's, *B.T.C.*)

Before Macclesfield, on *l.*, Park Ho. Macclesfield is one of the chief seats of the silk manufacture, and is a long straggling town. Beyond Macclesfield, on *r.*, Hurdsfield Ho.

Macclesfield to Stockport (12—179); very good undulating road through Flask, 169, Butley, 170½, Hope Green, 173¼, Poynton, 174¼, Norbury, 175¼ (¾*m.* beyond join the Buxton road), to Bullock Smithy, 176¼, whence it is level, but more or less paved through Hazelgrove, 176¾, to Stockport, into and through which is a long stiff descent.

Stockport to Manchester (6¾—185¾)—p. 168.

LONDON TO MANCHESTER (by Ashbourne and Buxton).

(This is the shortest route to Manchester).

London to Ashbourne (139)—p. 169.

Ashbourne to Buxton ($20\frac{1}{2}$ — $159\frac{1}{2}$); through Sandy Brook, 140, Fenny Bentley, $141\frac{1}{2}$, by New Inn, $144\frac{1}{4}$ (near Alsop-in-le-Dale), Old Bear, Jug and Glass, Newhaven Inn, 148, Hen Moor, 152, Hurdlow House, $152\frac{3}{4}$, and Over Street, $153\frac{3}{4}$; it is continually up and down hill, but a very smooth road.

The road goes through some pretty scenery; for many miles it runs parallel with Dove Dale on *l.*; in the latter half of the stage it follows the line of the old Roman road, and close to it on *l.*, is the old High Peak Mineral Railway. Near Newhaven Inn, on *r.*, is a Druidical circle.

Buxton to Manchester ($22\frac{3}{4}$ — $182\frac{1}{4}$)—p. 168: through Whaley Bridge, 166, Disley, $169\frac{1}{4}$, and Stockport, $175\frac{1}{2}$.

LONDON TO BURTON-UPON-TRENT (by Leicester).

London to Leicester ($97\frac{3}{4}$)—p. 166.

Leicester to Ravenstone (14— $111\frac{3}{4}$) through Grooby, $101\frac{3}{4}$, Markfield, $104\frac{3}{4}$, and Hugglescote, $109\frac{1}{4}$.

On *r.* is Charnwood Forest.

Ravenstone to Burton-upon-Trent (12— $123\frac{3}{4}$); by Ashby-de-la-Zouch, $114\frac{3}{4}$ —pp. 156-7.

LONDON TO DERBY (by Ashby-de-la-Zouch).

London to Ashby-de-la-Zouch ($114\frac{3}{4}$)—above.

Ashby-de-la-Zouch to Derby ($14\frac{1}{2}$ — $129\frac{1}{4}$); by Staunton Harrold, 119, Melbourne, $121\frac{3}{4}$, Swarkestone, $124\frac{1}{4}$, and Osmaston, $127\frac{3}{4}$.

LONDON TO MANCHESTER (by Wirksworth).

London to Derby ($125\frac{3}{4}$)—p. 166.

Derby to Cross Hands Inn ($8\frac{3}{4}$ — $134\frac{1}{2}$) by Kedleston Inn, 129, and Weston-under-Wood, 132; keep to *r.* $\frac{1}{4}$ *m.* before Cross Hands Inn.

On *l.*, Kedleston Park, the magnificent seat of Lord Scarsdale.

Cross Hands Inn to Wirksworth ($5\frac{1}{4}$ — $139\frac{3}{4}$); by the Black Swan at Idridgehay Green, $136\frac{1}{2}$, Bateman Bridge, 138, and Wall Brook Bridge, $139\frac{1}{2}$.

[From Derby there is another road through *Belper*, $133\frac{1}{2}$ (p. 167), and thence by Belper Lane End, $135\frac{1}{4}$, and over Wirksworth Moor to *Wirksworth*, 140.]

(*Wirksworth*: Red Lion.)

Wirksworth is prettily situated in an amphitheatre of hills.

Wirksworth to Cromford (2— $141\frac{3}{4}$); into the latter is a fearful hill to descend, quite impossible to ride down.

Cromford to Manchester ($45\frac{1}{2}$ — $187\frac{1}{4}$); through Matlock, $143\frac{3}{4}$, Rowsley, $149\frac{1}{4}$, Bakewell, $152\frac{1}{2}$, Buxton, $164\frac{1}{2}$, &c.—pp. 167-8.

LONDON TO MANCHESTER (by Chapel-en-le-Frith).

London to Bakewell (153)—p. 167.

Bakewell to Chapel-en-le-Frith ($14\frac{3}{4}$ — $167\frac{3}{4}$); the road now improves and is pretty level, and affords good running to Ashford, $154\frac{3}{4}$, just before which cross *R. Wye*; then keep to *r.* and the road becomes very hilly through Little Longstone, $155\frac{3}{4}$, Wardlow, 158, Wardlow *Tp.*, $158\frac{1}{2}$, Tideswell Lane End, $160\frac{1}{4}$, New Dam, $163\frac{3}{4}$, and Sparrow Pit, $165\frac{3}{4}$.

At Tideswell Lane End on *l.* to *Tideswell* ($\frac{1}{2}$ — $160\frac{3}{4}$).

(*Chapel-en-le-Frith*: King's Arms; Royal Oak.)

A few miles north of Chapel-en-le-Frith is the Peak mountain with Mam Tor, Peak Cavern, Odin Mine, Peak Castle, &c., and more east Eldon Hole.

Chapel-en-le-Frith to Whaley Bridge ($3\frac{1}{2}$ — $171\frac{1}{4}$).

Whaley Bridge to Manchester ($16\frac{1}{4}$ — $187\frac{1}{2}$)—p. 168.

LONDON TO GLASGOW (by Ashbourne and Manchester).

London to Manchester ($182\frac{1}{4}$)—p. 170.

Manchester to Glasgow ($215\frac{3}{4}$ —398); through Bolton, $193\frac{1}{4}$, Chorley, $204\frac{3}{4}$, Preston, 214, Garstang, $225\frac{1}{4}$, Lancaster, $236\frac{1}{2}$, Carnforth, $242\frac{1}{2}$, Burton, $247\frac{1}{2}$, Kendal, $258\frac{1}{2}$, Shap, 274, Penrith, $284\frac{1}{4}$, and Carlisle, $302\frac{1}{4}$ —pp. 168-9.

LONDON TO KENDAL (by Clitheroe).

London to Manchester ($182\frac{1}{4}$)—p. 170.

Manchester to Bury (9— $191\frac{1}{4}$); from the Exchange in Manchester turn to *r.* along Corporation street, then up the long gradual ascent of Cheetham Hill, a suburb of Manchester; it is paved to Cheetham, 184, then (keeping to *l.* and shortly afterwards to *r.*) it is rough macadam through Great Heaton, $186\frac{1}{4}$, to Whitefield (or Stand), $188\frac{3}{4}$, whence, over Blackford Bridge, $189\frac{1}{4}$, it is paved with large square stones, and also through Bury. [From Manchester there is a little shorter road by going through Strangeways, up the gradual rise of Broughton Hill, and through Prestwich, 186, to Whitefield, 188; the pavement extends for about a mile, then macadam.]

At Cheetham, on *l.* (and at Broughton Hill, on *r.*) is Broughton Hall; further on, on *r.*, Heaton Hall.

Bury to Edenfield (6— $197\frac{1}{4}$); through Walmsley, $193\frac{1}{4}$, and Shuttleworth, $196\frac{1}{4}$, is an undulating road with good hard surface, except for the pavement through the villages.

At Shuttleworth, on a projecting spur of the hills, on *r.*, is the Grant Tower, erected by the brothers W. & C. Grant, the original of the Cheeryble Brothers of Charles Dickens. On Holcombe Hill, across the Irwell valley, is the Peel Monument.

Edenfield to Haslingden (3— $200\frac{3}{4}$); through Edenfield is half a mile of pavement, and leaving the village keep to *l.*, then it is downhill—the last bit rather stiff—to Ewood Bridge, $198\frac{1}{4}$, where cross the railway and *R. Irwell*; on the other side of the valley there is a gradual ascent of half

a mile, and after another stretch of pavement, there is a long steady rise to Haslingden: good smooth and hard road; * Haslingden is paved.

Haslingden is the highest town in England.

(*Haslingden*: Bay Horse Inn; Roebuck.)

Haslingden to Accrington (4—204 $\frac{3}{4}$); through Baxenden, 202 $\frac{3}{4}$, is a good and gently undulating road, with scarcely a ry pavement between the two towns; Accrington is all paved.

(*Accrington*: Hargraves Inn, *B.T.C.*)

Accrington to Whalley (5 $\frac{1}{2}$ —210 $\frac{1}{4}$); stiff pull out of Accrington, then moderately good road, with considerable fall at Clayton-le-Moors, 206 $\frac{1}{2}$, and another to Cock Bridge, 208 $\frac{1}{2}$ (*R. Calder*), from which there is a steep ascent, all paved with large stones, which on the top of the hill continue for $\frac{1}{2}$ m., and then very steep, dangerous descent into Whalley, where it meets the street at right angles; short patch of cobble-stone paving through Whalley.

On *r.*, Clayton Hall; at Cock Bridge, on *l.*, Morcton Hall. At Whalley are remains of the Cistercian Abbey; the *ch.* dates from 1100, and contains some curious carved stalls and monuments. On *l.*, by *R. Ribble*, is Mitton Hall, and beyond it Bashall and Whaddow Hall, all surrounded by charming scenery. Mitton Church is one of the smallest in the kingdom. About 4m. N.W. is Stonyhurst, the celebrated Jesuit College.

Whalley to Clitheroe (4—214 $\frac{1}{4}$); in Whalley turn to *r.* and it is a good undulating road, with a very sharp ascent just after entering Clitheroe, followed by a corresponding sharp descent at the other end of the town.

(*Clitheroe*: Brownlow Arms; Pendle; Starlies Arms; Swan.)

At Clitheroe are remains of the castle erected by the Lacys soon after the Conquest, and dismantled by the Parliamentarians. About 3m. E. is Pendle Hill, 1831 ft. high. 4m. N.W. is Browsholme Hall, erected in the 15th century, and containing the original seal of the Commonwealth.

Clitheroe to Gisburn (7—221 $\frac{1}{4}$); fairly good and undulating road up the valley of the *R. Ribble*, through Chatburn, 215 $\frac{1}{4}$, to Sawley, 217 $\frac{1}{4}$, where turn to *r.* by the "Sawley Arms," and then you have Sawley Brow to climb, which is very steep, loose, and stony (not safe to ride *down* the other way); this is followed by two or three shorter but stony ascents at intervals in the next 2m., and the rest is downhill, in one or two parts rather sharp, into Gisburn; after Sawley the surface for the most part is generally loose and stony.

At Sawley, are remains of the Abbey.

Gisburn to Long Preston (6 $\frac{1}{2}$ —227 $\frac{3}{4}$); through Newsholme, 222 $\frac{3}{4}$, and Nappa, 224 $\frac{1}{4}$, is rather hilly, but good travelling in fine weather.

Long Preston to Settle (4 $\frac{1}{2}$ —232 $\frac{1}{4}$) is a good limestone road, but sometimes rather rough; downhill out of Long Preston, then almost level, running up the valley of the *R. Ribble*.

(*Settle*: Commercial; Golden Lion.)

* The roads in N.E. Lancashire are nearly all made of the peculiar stone of the district, a kind of hard durable limestone, geologically known as "millstone grit," similar to the London flagstones, and here largely used in building; it is much superior to the granitic macadam, as it binds well, is not lumpy and uneven, and though slightly inclined to be greasy when wet, is never dangerously so, as the water runs well off; in dry weather the dust formed is very powdery.

Settle is remarkable for its situation at the foot of an overhanging limestone rock. A few miles E. are Malham Tarn and Malham Cove.

Settle to Clapham ($6\frac{3}{4}$ —239); cross *R.* Ribble to Giggleswick, 233, whence the road now ascends gradually for about 2*m.* over Giggleswick Scar or Craven Ridge, down the other side of which it falls away very sharply, and the last 3*m.* are level; good running.

(*Clapham*: New Inn.)

N. of Clapham are Ingleborough, Wharncote, and Penygant mountains, Thornton Force cascade, and two caves of Yordas and Weathercote.

Clapham to Ingleton (4—243); through Newby, 240 $\frac{1}{4}$, is a comparatively good hard road, but greasy when wet.

Ingleton to Kirkby Lonsdale (7—250); hilly and rough road through Thornton, 244, and over Cowan Bridge, 247 $\frac{3}{4}$.

Kirkby Lonsdale to Kendal (12—262); good road through Kearsick, 251, Old Town, 253, and Old Hutton, 257 $\frac{1}{4}$.

LONDON TO BLACKBURN.

London to Manchester (182 $\frac{1}{4}$); by Ashbourne and Buxton—p. 170.

Manchester to Bolton (11—193 $\frac{1}{4}$)—p. 168.

Bolton to Blackburn (13—206 $\frac{1}{4}$); through Sharples, 195, Walmsley, 196 $\frac{1}{2}$, Egerton, 197, and Over Darwen, 202 $\frac{1}{4}$, is a hilly road. [There is an easier route, but longer round through Turton on *r.*]

(*Blackburn*: Old Bull.)

Near Turton is Turton Tower, and on Turton Heights is a Druidical circle.

LONDON TO SKIPTON.

London to Edenfield (197 $\frac{1}{4}$)—p. 171.

Edenfield to Rawtenstall (2 $\frac{3}{4}$ —200); through Edenfield is $\frac{1}{2}$ *m.* of pavement, and leaving the village keep to *r.*, then it is a fairly good undulating road, with a long descent to Rawtenstall, entering which is a level crossing; $\frac{1}{2}$ *m.* of square sett pavement through the town.

Rawtenstall to Burnley (7 $\frac{3}{4}$ —207 $\frac{3}{4}$); except for two or three patches of pavement it is a tolerable and fairly level road to Crawshaw Booth, 202 $\frac{1}{4}$, whence it is fairly good and hard, and gradually rises for about 2*m.* to the head of the valley, and there is a winding descent of about 2 $\frac{1}{2}$ *m.*, in some parts rather steep, into Burnley, and which should be ridden down with great care; Burnley is paved.

(*Burnley*: Bull; Commercial; Old Red Lion; Thorn.)

Burnley to Colne (6 $\frac{1}{2}$ —214 $\frac{1}{4}$); undulating road through Little Marsden, 210 $\frac{3}{4}$, Higher Bradley, 211 $\frac{1}{4}$, and Nelson, 212 (keep to *r.*).

Colne to Skipton (13—227 $\frac{1}{4}$); keep straight on through Colne, $\frac{1}{2}$ *m.* beyond to *r.*, and then it is hilly by Laneshaw Bridge, 216 $\frac{1}{4}$, and through Ickornshaw, 219, to Glusburn, 221 $\frac{1}{2}$, a mile beyond which join the Bradford road and turn to *l.* up the valley of the Aire; bad for the first half, then a fair road almost level. [Or turn to *l.* at Colne and through Foulridge,

215½, Kelbrook, 217, Thornton, 220, and Broughton, 223, to Skipton, 226; it is much easier, and after the first 2 or 3m. is level or gently downhill.]
(Skipton: see post p. 179.)

LONDON TO SKIPTON (by Bacup).

London to Manchester (182¼); by Ashbourne and Buxton—p. 170.

Manchester to Middleton (6½—188¾); by the old road along Corporation street and up the long gradual ascent of Cheetham Hill, a suburb of Manchester; it is paved to Cheetham, 18¼, then keep to r. and through Rhodes, 187¾, is a macadam road, but with patches of paving, and where not paved is generally loose and dusty. [The new road along Rochdale road and through Harpurhey, 185, and Blackley, 186, to Middleton, 188, is more hilly; partly paved and partly macadam, which is generally rough and loose.]

Just before Middleton, on r., Alkington Hall,

Middleton to Rochdale (6—194¾); through Trub Smithy (or Blue Pits), 191¾, is a bad macadam road with a good deal of paving, and where not paved is generally loose and rough, and in dry weather dusty; long steep hill to descend into Rochdale, pavement through the town.

(Rochdale: Duke of Wellington, Hqrs.; Reed.)

Rochdale to Bacup (7—201¾); macadam road, alternating with pavement through Shawclough, 195½, Whitworth, 197¼, and Leavengreave, 198, to Shawforth, 198¾, to which it is more or less on a gradual rise; the rest is macadam and chiefly downhill to Bacup, with a steep paved descent into the town.

Bacup to Burnley (8—209¾); the road runs up the valley of the R. Irwell; for a mile or so the pavement continues till clear of the houses, then it gives way to very fair macadam, the road gradually rising for a couple of miles to the head of the valley and the last 3 or 4m. being downhill into Burnley, the gradient being nowhere very steep, but the hill should be ridden down carefully.

Before Burnley, on r., Townley Hall.

Burnley to Skipton (19½—229¼)—p. 173.

LONDON TO BURNLEY (by Todmorden).

London to Rochdale (194¾)—above.

Rochdale to Todmorden (9—203¾); through Smallbridge, 196¼, Littleborough, 198¼, and Huddersfield, 199¼, is a good hard road, undulating with two or three stiff hills either way; Todmorden is not paved.

(Todmorden: Golden Lion; Queen's; Stansfield's Temp.; White Hart.)

Todmorden to Burnley (9½—213¼); good macadam road, slightly uphill, through Portsmouth, 206½, to Calder Head, 207½, then nearly all downhill through Cliviger (or Holme), 209, except a moderate ascent about 2m. before Burnley.

LONDON TO APPLEBY.

London to Kendal (257¼)—p. 158.

Kendal to Orton (14—271 $\frac{1}{2}$); when leaving Kendal turn to *r.* from the Shap road, and go through Lambrigg, 264, Grayrigg, 264 $\frac{1}{2}$, over Low Borrow Bridge, 267 $\frac{1}{2}$, and through Tebay, 269 $\frac{1}{2}$ (keep to *r.*), and across Orton Common; steep hill up into Orton.

The terminal "rigg," in the Lake District, means ridge or hill. All places with this ending are on a hill—usually a long or steep one.

Orton to Appleby (10—281 $\frac{1}{2}$): keep to *r.*, and over Orton Moor, and Ravensworth and Meaburn Moors, and through Hough, 279 $\frac{1}{2}$, and Burwall, 280 $\frac{1}{2}$.

(*Appleby*: King's Head; Tufton Arms.)

Appleby Castle was rebuilt in 1686. It contains many curious portraits and relics.

LONDON TO WORKINGTON AND ALLONBY.

London to Lindale (258 $\frac{1}{4}$)—p. 161.

Lindale to Cartmel (3 $\frac{1}{4}$ —261 $\frac{1}{2}$).

(*Cartmel*: Cavendish Arms, *11 qrs.*)

At Cartmel is an ancient *ch.*, once a priory, founded 1133.

Cartmel to Ulverston (7—268 $\frac{1}{2}$); through Holker, 263 $\frac{1}{2}$, and then cross the Leven Sands to Ulverston.

[There is a better road from Lindale by going to *Staveley*, 263 $\frac{3}{4}$, as at p. 162; then turn to *l.*, cross over Newby Bridge, 264 $\frac{1}{4}$, and again to *l.* through Haverthwaite, 266 $\frac{1}{4}$, to *Ulverston*, 272 $\frac{1}{2}$.]

(*Ulverston*: Railway; Sun; Queen's.)

On *l.*, Holker Hall. At Ulverston, on *l.*, Conishead Priory, a beautiful mansion, on the site of the ancient priory.

Ulverston to Dalton-in-Furness (4—272 $\frac{1}{2}$) through Lindal, 271.

(*Dalton*: Furness Abbey.)

About 1 $\frac{1}{2}$ *m.* S. of Dalton are the ruins of Furness Abbey.

Dalton-in-Furness to Kirkby (6 $\frac{1}{2}$ —279) through Kirkby Ireleth, 275 $\frac{1}{2}$.

[Or, go direct from Lindal to Kirkby Ireleth (3—274). There is also a shorter road from Ulverston to Kirkby, 274 $\frac{1}{2}$, but it crosses over the mountains.]

Kirkby to Broughton-in-Furness (3 $\frac{1}{2}$ —282 $\frac{1}{2}$).

(*Broughton-in-Furness*: King's Head.)

Broughton-in-Furness to Ravenglass (9—291 $\frac{1}{2}$); cross Duddon Bridge, 283, and then over the moors at the back of Black Comb Mountain. [There is another road not so hilly by Whicham, 289 $\frac{1}{2}$, Whitbeck, 290 $\frac{1}{2}$, Bootle, 293 $\frac{1}{2}$, Park Nook, 297, to Ravenglass, 301.]

At Ravenglass, 1*m.* on *r.*, Muncaster Castle; 1 $\frac{1}{2}$ *m.* further E. are remains called Barnscar, according to tradition a Danish city.

Ravenglass to Egremont (12 $\frac{3}{4}$ —304 $\frac{1}{4}$); through Carleton, 294 $\frac{1}{4}$, Gosforth, 297 $\frac{1}{2}$, and Ponsonby, 299 $\frac{3}{4}$.

On *l.*, Ponsonby Hall; on *r.*, Calder Abbey ruins, founded 1134. At Egremont are ruins of the castle. From Egremont, a good road runs up on *r.* to foot of Ennerdale lake, 7*m.*

Egremont to Whitehaven (5—309 $\frac{1}{4}$).

(*Whitehaven*: Albion; Black Lion; Globe; Golden Lion.)

On *l.*, St. Bees Head and College. At Whitehaven the castle.

Whitehaven to Workington (8—317 $\frac{1}{4}$); through Moresby, 311 $\frac{1}{4}$, and Distington, 313 $\frac{1}{4}$, (a mile beyond keep to *l.*)

(*Workington*: Green Dragon; Station.)

At Distington, on *l.*, ruins of Hayes Castle. On *r.*, Workington Hall.

Workington to Maryport (5—322 $\frac{1}{4}$); through Flimby, 320 $\frac{1}{4}$.

(*Maryport*: Golden Lion; Seahouse Arms.)

Maryport to Allonby (5—327 $\frac{1}{4}$).

LONDON TO MARYPORT (by Keswick).

London to Ambleside (270 $\frac{1}{2}$); by Kendal—p. 163.

Ambleside to Keswick (16—286 $\frac{1}{2}$)—p. 162.

Keswick to Cockermouth (12—298 $\frac{1}{2}$); through Portinscale, 288, (1*m.* beyond keep to *l.*) Braithwaite, 289 $\frac{1}{2}$, and Lorton, 294 $\frac{1}{2}$. [Or take the right hand fork 1*m.* beyond Portinscale, and through Thornthwaite, 290 by Swan Inn, 290 $\frac{3}{4}$, and along the west shore of Bassenthwaite Water, by Smithy Green, 292 $\frac{3}{4}$, Pheasant Inn, 293 $\frac{1}{2}$, quarter of a mile beyond which, join the Carlisle road and turn to *l.* to Cockermouth, 299.] Pretty scenery.

(*Cockermouth*: Globe; Peelwyke; Sun.)

At Cockermouth, ruins of the castle. In the neighbourhood are tumulus of Toots Hill, remains of an entrenchment, &c., at Fitt's Wood, and at Pap Castle traces of a Roman camp. At Lorton, 4*m.* on *l.*, is Crummock Water.

Cockermouth to Maryport (7 $\frac{1}{2}$ —306); through Davenby, 301, and Ellenborough, 304 $\frac{1}{2}$.

LONDON TO BROUGH.

London to Lancaster (235 $\frac{3}{4}$)—p. 158.

Lancaster to Hornby (9—244 $\frac{3}{4}$); the road runs up the valley of the *R. Lune* through Bulk, 236 $\frac{3}{4}$, Caton, 240 $\frac{3}{4}$, Claughton, 243 $\frac{1}{4}$, and Farlton, 244; it is loose in many places, and very rough.

Pretty scenery. Beyond Bulk, on *r.*, Quernmoor Park. At Hornby, the castle.

Hornby to Burrow (6—250 $\frac{3}{4}$); at Hornby keep to *l.* and the road follows the Lune Valley through Melling, 246 $\frac{3}{4}$, (1 $\frac{1}{4}$ *m.* beyond, keep to *l.*), and Tunstall, 248 $\frac{3}{4}$.

[Or from *Lancaster* by Halton, 238 $\frac{1}{4}$, Red Well, 242 $\frac{3}{4}$, Arkholme, 245 $\frac{1}{4}$, Newton, 247 $\frac{1}{2}$, and Whittington, 248 $\frac{1}{4}$, to the junction of the roads 1*m.* beyond Burrow, and to Casterton, 251 $\frac{1}{2}$.]

At Tunstall, on *r.*, Thurland Castle: 1 $\frac{1}{4}$ *m.* beyond Burrow, on *l.*, $\frac{1}{2}$ *m.* to Kirkby Lonsdale.

Burrow to Sedbergh (11 $\frac{1}{2}$ —262 $\frac{1}{4}$); the road still follows the Lune valley; 1*m.* beyond Burrow join the Settle road, and $\frac{1}{4}$ *m.* further keep to *r.*, and through Casterton, 253 $\frac{1}{4}$, and Middleton, 257 $\frac{1}{4}$, and over New Bridge, 259 $\frac{3}{4}$, beyond which keep to *r.* for Sedbergh.

(*Sedbergh*: Black Bull; Bull Inn; King's Arms.)

Sedbergh to Kirkby Stephen (13—275 $\frac{1}{4}$); from Sedbergh, keep to *l.* up the valley of the *R. Rother* to Rother Bridge, 267 $\frac{1}{4}$, then a steep hill to climb and over the moors to Ravenstonedale, 270 $\frac{3}{4}$, whence it is chiefly downhill to Kirkby Stephen.

(*Kirkby Stephen* : Fleece; King's Head; King's Arms, *B.T.C.*)

2m. before Kirkby Stephen, on r., Wharton Hall. Near the town are the ruins of Hartley Castle.

Kirkby Stephen to Brough ($4\frac{3}{4}$ —280); through Brough Sowerby, 278 $\frac{3}{4}$.

(*Brough* : Ferry; Station.)

LONDON TO ROCHDALE (by Oldham).

London to Buxton ($159\frac{1}{2}$)—p. 170.

Buxton to Stockport (16 — $175\frac{1}{2}$)—p. 168.

Stockport to Denton ($4\frac{1}{4}$ — $179\frac{3}{4}$); in Stockport turn to r. and through Haughton, 178 $\frac{3}{4}$.

Denton to Ashton-under-Lyne (3 — $182\frac{3}{4}$); by Hooley Hill, 181, the road is paved all the way from Stockport, except a few occasional stretches of macadam at the sides.

(*Ashton-under-Lyne* : Commercial.)

Ashton-under-Lyne to Oldham ($4\frac{1}{4}$ —187); in Ashton turn sharp to the left, and it is a straight road to Oldham.

(*Oldham* : Angel.)

Oldham to Rochdale (6 —193); through Royton, 189 (just before which keep to l.), and Bolderstone, 191 $\frac{1}{2}$.

LONDON TO TODMORDEN (by Oldham).

London to Oldham (187)—above.

Oldham to Todmorden ($13\frac{1}{2}$ — $200\frac{1}{2}$); $1\frac{1}{4}$ m. beyond Oldham, turn to r. and through Shaw, 190, Littleborough, 195, and Huddersfield, 196.

LONDON TO HUDDERSFIELD.

London to Buxton ($159\frac{1}{2}$); by Ashbourne, p. 170.

Buxton to Chapel-en-le-Frith ($5\frac{1}{4}$ — $164\frac{3}{4}$); turn to r. in the middle of Buxton, and down the hill to R. Wye, when turn to l., up a steep hill to Fairfield, 160 $\frac{1}{4}$, and through Plumpton, 163 $\frac{1}{4}$, where turn to l.

[Or London to *Chapel-en-le-Frith*, 167 $\frac{3}{4}$ —p. 171.]

Chapel-en-le-Frith to Tintwistle ($12\frac{1}{4}$ —177); turn sharp to r. in the former, and through Milton, 166, whence it is uphill through Chinley Head, 167 $\frac{1}{2}$, nearly to Hayfield, 169 $\frac{1}{4}$; after that it is downhill or undulating by Abbots Chair, 171 $\frac{1}{2}$, Chunal, 172 $\frac{1}{2}$, Whitefield, 173 $\frac{3}{4}$, through Howardtown, 174, by Glossop Hall, 175 $\frac{1}{4}$, and through Hadfield, 176.

Beyond Hayfield, on r., is the mountain of Kinderscout, 1981 ft. high, the loftiest summit of the Peak, whose huge mass lies behind it. At Howardtown, on r., is Glossop, a cotton manufacturing town. On l., 1m. distant, is Melandra Castle, the site of a Roman camp; a little further on l., Monslow Castle.

Tintwistle to Holmfirth (12—189); the road now runs up the valley of the R. Etherow (Longden Dale), past the Woodhead Reservoirs to Woodhead, 180 $\frac{3}{4}$, a little beyond which, take the left hand road up a side valley for a couple of miles; then cross Holme Moss Moor, and there is •

steep winding descent of a mile to Holme, 186, and thence downhill through Holmbridge, 187 $\frac{1}{4}$.

Holmfirth to Huddersfield (6—195); take the left hand road which runs down the valley of and close to *R.* Holme all the way, over Thong Bridge, 190, and through Honley, 191 $\frac{1}{2}$, and Lockwood, 193 $\frac{1}{2}$.

2m. S. of Huddersfield, on Castle Hill, are remains of the Roman city of Cambodunum.

LONDON TO KENDAL (by Wakefield).

London to Derby (125 $\frac{3}{4}$)—p. 166.

Derby to Ripley (9 $\frac{1}{2}$ —135 $\frac{1}{4}$); through Little Chester, 126 $\frac{1}{4}$ (keep to *l.*), Little Eaton, 128 $\frac{3}{4}$, Coxbench, 130 $\frac{1}{4}$, Kilburn *Tp.*, 132 $\frac{1}{4}$, and Smithy Houses, 133 $\frac{1}{4}$, is nearly level all the way; in dry weather it is a good road, but when wet is very heavy, on account of the coal traffic.

(*Ripley*: Cock; Red Lion; Temperance; Thorn Tree; White Lion.)

1m. beyond Derby, on *l.*, Darley Abbey; at Little Eaton, 1m. on *r.*, the Priory; at Coxbench, on *r.*, Horsley Castle.

Ripley to Alfreton (3 $\frac{1}{2}$ —138 $\frac{3}{4}$); through Swanwick, 137 $\frac{1}{4}$, is very hilly; long descent into Alfreton.

(*Alfreton*: Angel; Castle Inn; George.)

At Alfreton is a very old *ch.*

Alfreton to Chesterfield (11 $\frac{1}{4}$ —150); long ascent out of Alfreton, then rather hilly through Shirland, 140 $\frac{3}{4}$, Higham, 141 $\frac{3}{4}$, Stretton, 143, Clay Cross *Tp.*, 144 $\frac{1}{2}$, and Tupton, 145 $\frac{1}{2}$: the surface is at times rather shaky for quick travelling.

(*Chesterfield*: Angel; Scarsdale; Star; Temperance.)

2m. before Chesterfield, on *l.*, Wingerworth Hall. Chesterfield *ch.* was erected in the 13th century, and possesses a curious crooked spire.

Chesterfield to Dronfield (5 $\frac{1}{2}$ —155 $\frac{1}{2}$); over Whittington Common, 151 $\frac{1}{2}$, and through Unston, 154 $\frac{1}{4}$, is very hilly, with long ascent through Dronfield: macadamised, rough and shaky, all the way, bad travelling in wet weather.

(*Dronfield*: Red Lion, *Hqrs.*)

On Whittington Moor, on the *r.*, was a public house called Revolution House, where the Revolution of 1688 was planned.

Dronfield to Sheffield (6 $\frac{1}{2}$ —162); through Little Norton, 157 $\frac{1}{2}$, and Heely *Tp.*, 160, is a similar kind of road, but much more up hill than down: through Sheffield is paved.

(*Sheffield*: Black Swan; Buncliffe Oaks; Clarence; King's Head, *B.T.C.*; Yellow Lion.)

At Little Norton, 1m. on *l.*, is Beauchief Abbey, founded in 1163 for White Canons, in expiation of the murder of Thomas à Becket. Sheffield is noted as the chief seat of the cutlery trade, with manufactories of plated goods and similar articles. It has some fine public buildings, as Cutlery Hall, Corn Exchange, Assembly Hall, Public Baths, Botanical Gardens, Theatre, Institutes, &c.

Sheffield to Barnsley (13 $\frac{1}{2}$ —175 $\frac{1}{2}$); long ascent out of Sheffield to Pittsmoor, 163, then through Chapel Town, 168, to Wood Hill, 169 $\frac{1}{2}$, is a very hilly road, some of the hills being dangerously steep, especially one or two near Chapel Town; from Wood Hill it is nearly all a gradual low hill into Worsborough, 173, then come a steep ascent and another

run down of 2*m.* into Barnsley: first half a macadamised road, but after Wood Hill it is very good and smooth.

(*Barnsley*: King's Head; Royal, *B.T.C.*)

At Worsborough, 1*m.* on *l.*, is Wentworth Castle, a modern elegant mansion, occupying the site of an ancient fortress.

Barnsley to Wakefield ($10\frac{1}{2}$ —186); long ascent out of Barnsley, and it is a good road all the way through Staincross, 179, by New Miller Dam, 182 $\frac{1}{2}$, and through Milnthorpe, 183 $\frac{1}{2}$, and Sandal Magna, 184: paved through Wakefield.

(*Wakefield*: Bull; Royal; Stratford Arms.)

Beyond Staincross, on *r.*, Notton Hall; further on, on *l.*, Wooley Hall; 1*m.* farther on *r.*, Chevet Hall. On *l.*, Sandal Castle. Wakefield is one of the chief markets of the corn trade; All Saints *ch.* has the loftiest spire in the county; there is also a beautiful Gothic chapel, erected by Edward IV.

Wakefield to Bruntcliff ($7\frac{3}{4}$ —193 $\frac{3}{4}$); through East Ardsley, 189 $\frac{1}{2}$, and Tingley, 191, is a fair road.

Bruntcliff to Bradford ($6\frac{1}{4}$ —200); through Drighlington, 195, Wisket Hill, 196 $\frac{1}{2}$, and Dudley Hill, 198; the road rapidly deteriorates and becomes very bad for the last few miles, being mostly made with slagg and dross from ironworks in the neighbourhood. The streets of Bradford are paved.

(*Bradford*: Belle Vue; Commercial; George Inn; New Imperial, *Hqrs.*; Spotted House; Talbot Inn; Victoria.)

About 5*m.* E. of Bradford and N. of Drighlington, is the Moravian colony or settlement of Fulneck. Bradford is a large well-built town, remarkable as being nearly all of stone.

Bradford to Keighley ($10\frac{1}{4}$ —210 $\frac{1}{4}$); the first 2*m.* are paved, then a good ironstone road without any hills all the way through Cottingley, 203 $\frac{3}{4}$, over Cottingley Bridge (*R. Aire*), 204 $\frac{3}{4}$, then up the valley of the Aire and through Bingley, 206, and traversing Nab Wood; 1*m.* before Keighley, re-cross *R. Aire*; entering Keighley is a level railway crossing, and through the town is paved and rather rough. [There is another road on *r.* through Manningham, where there are large silk mills employing 6,000 to 7,000 hands, and by the model town of Saltaire, both of which are worth seeing: nearly 1*m.* longer.]

(*Bingley*: Fleece.—*Keighley*: Devonshire.)

In Keighley churchyard is a gravestone bearing date 1023. At Bingley, on *l.*, Harden Grange.

Keighley to Kildwick ($5\frac{3}{4}$ —216); a good road and nearly level running up the valley of the *R. Aire*, through Steeton, 213 $\frac{1}{4}$, Eastburn, 214 $\frac{1}{2}$, and Cross Hill, 215 $\frac{1}{4}$, where keep to *r.*

Kildwick to Skipton ($4\frac{1}{4}$ —220 $\frac{1}{4}$) is a fair road almost level, up the Aire valley. Pretty scenery.

(*Skipton*: Black Horse, *B.T.C.*; Craven; Devonshire; Ship.)

At Skipton is the old castle, erected soon after the Conquest; it was besieged for several months by Cromwell, in 1645. About 6*m.* E., are the ruins of Bolton Priory, in the romantic Wharfedale, a mile distant being the chasm of the Strid, and in the vicinity the ruined fortress of Barden Tower.

Skipton to Gargrave ($4\frac{1}{2}$ —224 $\frac{3}{4}$); it is quite level through Sturton, 221 $\frac{3}{4}$, Thorlby, 222 $\frac{1}{4}$, and Holme Bridge, 224, and a good limestone road.

At Gargrave are traces of a Roman encampment.

Gargrave to Long Preston (7—231 $\frac{3}{4}$); the road continues nearly level to Cold Coniston, 226 $\frac{3}{4}$, then it begins to rise over Coniston Moor and there is a long hill to climb; after traversing Coniston Moor it descends again at Hellifield, 229 $\frac{3}{4}$, and is pretty level to Long Preston; it is a good limestone road on the whole, but sometimes rather rough.

Long Preston to Kendal (34 $\frac{1}{4}$ —266)—pp. 172-3.

LONDON TO KENDAL (by Halifax).

London to Barnsley (175 $\frac{1}{2}$)—p. 178.

Barnsley to Hill Top (9 $\frac{1}{4}$ —184 $\frac{3}{4}$); hill to climb out of Barnsley, then the road for the first 4*m.* is all downhill, but rather rough, through Darton, 178 $\frac{1}{2}$, to Upper and Lower Swithen, 180, after which there are some very trying ascents and descents through Bretton, 182, Midgeley, 183 $\frac{1}{4}$, and Cold Henley, 184 $\frac{1}{4}$.

Before Bretton, on *l.*, Haigh Hall and Bretton Hall.

Hill Top to Huddersfield (7 $\frac{3}{4}$ —192 $\frac{3}{2}$); the road continues rather hilly through Flockton, 185 $\frac{1}{2}$, to Lepton, 188, beyond which there is a very long and trying descent, the last mile of which is just too steep to ride down; from the bottom the road is very rough through Dalton Green, 191 $\frac{1}{2}$, into Huddersfield, the streets of which are paved.

[There is another road keeping to *l.* 2*m.* out of Barnsley and going through Cawthorne, Sude Hill, Honley, and Lockwood, the distance being about the same.]

(*Huddersfield*: Cherry Tree.)

Huddersfield to Halifax (8—200 $\frac{1}{2}$), by Fixby Hall, 194 $\frac{1}{2}$, and through Elland, 197 $\frac{1}{2}$, and over Salter Hebble Bridge, 198 $\frac{3}{4}$.

(*Halifax*: White Swan.)

Halifax to Denholme Gate (5 $\frac{1}{2}$ —206), through Wheatley, 201 $\frac{1}{2}$, Ovenden, 202, Illingworth, 203, St. Johns, 204, and Swillhill End, 204 $\frac{3}{4}$.

[Or from Huddersfield through Brighouse, Ripperholme, and Queenshead; about the same distance; a very steep hill to walk up out of Huddersfield, then the road is fair for a few miles, then comes a very steep hill down into Brighouse, out of which is another hill to climb, and the rest pretty level but rather rough road.]

Denholme Gate to Keighley (6 $\frac{1}{2}$ —212 $\frac{1}{2}$), through Denholme, 207, Denholme Park, and Cullingworth, 209.

Keighley to Kendal (55 $\frac{3}{4}$ —268 $\frac{1}{4}$)—p. 179, and above.

LONDON TO CHESTERFIELD (by Heage).

London to Derby (125 $\frac{3}{4}$)—p. 166.

Derby to Duffield (4 $\frac{1}{2}$ —130 $\frac{1}{4}$); rather up and down hill past Darley Chapel and through Allestree, 128 $\frac{1}{4}$; the road is good for the first 2 or 3*m.*, then it deteriorates.

Duffield to Heage (5 $\frac{3}{4}$ —136); cross the *R.* Derwent, and through Bargate, 132 $\frac{3}{4}$.

Heage to Higham (5 $\frac{3}{4}$ —141 $\frac{3}{4}$); by Peacock Inn, 139 $\frac{3}{4}$.
At Peacock Inn, on *l.*, Wingfield Manor Ho, in ruins.

Higham to Chesterfield ($8\frac{1}{4}$ —150)—p. 178.

[There is another road through Belper $133\frac{1}{2}$, as at p. 167, and thence to Heage: about the same distance. Or to Ambergate, $136\frac{3}{4}$, as at p. 167, then keep to *r.* and join the above route about 1*m.* beyond Heage; nearly 1*m.* longer.]

LONDON TO SHEFFIELD (by Baslow).

London to Bakewell (153)—p. 167.

Bakewell to Baslow ($3\frac{1}{2}$ — $156\frac{1}{2}$); $\frac{1}{2}$ *m.* out of Bakewell keep to *r.*, and 1*m.* afterwards to *l.*

[There is another road from *Rowsley*, $149\frac{3}{4}$ —p. 167, through Edensor, along the right bank of the *R. Derwent*: or along the left bank and by *Chatsworth Ho.*: by either route to *Baslow*, $4\frac{1}{2}$ — $154\frac{1}{4}$.]

(*Baslow*: Devonshire Arms; Peacock; Wheatsheaf.)

Baslow to Sheffield ($12\frac{3}{4}$ — $169\frac{1}{4}$); at the Wheatsheaf, $\frac{1}{2}$ *m.* out of Baslow keep to *l.*, and also again a short distance further on; the road runs up a valley for 2 or 3*m.*, then cross East Moor by Car Top, $160\frac{1}{2}$, to Totley, 163, whence it is downhill or level into Sheffield.

2 or 3*m.* beyond Baslow, on a hill on the *r.*, Nelson's Monument.

LONDON TO SHEFFIELD (by Hassop).

London to Bakewell (153)—p. 167.

Bakewell to Hassop ($2\frac{3}{4}$ — $155\frac{3}{4}$); $\frac{1}{2}$ *m.* out of Bakewell take the left hand road.

Hassop to Grindleford Bridge ($3\frac{3}{4}$ — $159\frac{1}{2}$), through Calver, $157\frac{1}{2}$, a little beyond which keep to *l.*

Grindleford Bridge to Sheffield (10 — $169\frac{1}{2}$); cross *R. Derwent* and follow up a small valley for a mile or two, then, a very steep hill to climb on to High Moors, which cross to Ringinglow *Tr.*, $164\frac{1}{2}$, and then through Bent's Green, $166\frac{1}{4}$, and Little Sheffield, $168\frac{1}{4}$.

About 2*m.* beyond Grindleford Bridge, on the hill on *l.*, is a remarkable rocking stone.

LONDON TO HATHERSAGE.

London to Grindleford Bridge ($159\frac{1}{2}$)—above.

Grindleford Bridge to Hathersage (3 — $162\frac{1}{2}$); turn sharp to *l.* at Grindleford Bridge instead of crossing the *R. Derwent*, and follow up the *Derwent* valley.

(*Hathersage*: George.)

LONDON TO LEICESTER (by Welford).

London to Welford ($80\frac{1}{4}$)—p. 154.

Welford to Husband's Bosworth ($2\frac{1}{2}$ — $82\frac{3}{4}$).

Husband's Bosworth to Leicester ($13\frac{1}{2}$ — $96\frac{1}{4}$); hill out of Husband's Bosworth, descent into Shearsby, $87\frac{1}{2}$, then through Arnesby, $88\frac{1}{2}$, Wigston, $92\frac{3}{4}$, and Knighton, $94\frac{1}{4}$,

LONDON TO HUDDERSFIELD (by Penistone).

London to Sheffield (162)—p. 178.

Sheffield to Penistone ($12\frac{1}{2}$ — $174\frac{1}{2}$); through Owlerton, $163\frac{3}{4}$, where take the right hand road over Wadsley Bridge, $164\frac{1}{2}$, then a long steep hill to mount to Greenoside, $166\frac{3}{4}$, and through Wortley, 170, and Thurgoland, $171\frac{1}{2}$. [There is another road to Wortley by turning to *l.* at Chapel Town on the Barnsley road, p. 178: distance the same.]

Penistone is situate on the *R. Don*, a few miles from its source, and in a wild and dreary district, all westward being moorlands.

Penistone to Huddersfield ($13\frac{1}{4}$ — $187\frac{3}{4}$); through Ing Birchworth, $176\frac{1}{2}$, Over Shepley, 180, High Burton, 183, Fenay Bridge, $184\frac{1}{2}$, and Dalton Green, $186\frac{3}{4}$. [Or a mile before Over Shepley turn to *l.* down to Sude Hill, and through Honley and Lockwood. Or there is another road from *Sheffield*, by keeping to *l.* at Owlerton, whence the road runs up the valley of the *R. Don*, close by the side of the river, through Oughtibridge to Deep Car; here follow the valley of the Little Don through Middopstones, a couple of miles beyond which the road leaves the valley and crosses over the moors to Sude Hill: by this road $25m.$]

LONDON TO HINCKLEY (by Rugby).

London to Dunchurch ($79\frac{3}{4}$)—p. 139.

Dunchurch to Rugby ($2\frac{1}{2}$ — $82\frac{1}{4}$); turn to *r.* in Dunchurch, and $\frac{3}{4}m.$ further on to *l.*: good road with a stiff hill to rise to Rugby.

(*Rugby*: George; Railway Inn; Royal George.)

At Rugby is the celebrated school: there are also remains of a castle. On *l.*, Bilton Hall.

Rugby to Wolvey ($10\frac{1}{2}$ — $92\frac{3}{4}$); cross the *R. Avon* $1m.$ out of Rugby and through Newbold-upon-Avon, $83\frac{3}{4}$, Harborough Magna, $85\frac{1}{4}$, Pailton, 87 (keep to *l.*), Stretaston, 88, and Withybrook, $90\frac{1}{4}$: very good going.

Wolvey to Hinckley ($4\frac{1}{4}$ —97); about half way, cross Watling Street: very good road.

LONDON TO RUGBY (by Northampton).

London to Northampton ($65\frac{3}{4}$)—p. 154. or p. 156.

Northampton to West Haddon (11— $76\frac{3}{4}$); in Northampton turn to *l.*, and $1m.$ further keep to *r.* and through Dallington, $67\frac{1}{4}$, Harlestone, $69\frac{3}{4}$, and East Haddon, $73\frac{1}{4}$.

Beyond Harlestone, on *l.*, Harlestone Hall and Althorp Park.

West Haddon to Rugby (8— $84\frac{3}{4}$); through Crick, $79\frac{1}{4}$, a mile beyond cross Watling Street, and a steep hill up to Hill Morton, $82\frac{1}{4}$, a mile beyond keep to the *r.*, and then down into Rugby.

LONDON TO LUTTERWORTH (by Daventry).

London to Daventry (72)—p. 139.

Daventry to Kilsby (6—78); turn to *r.* when leaving Daventry, and through Ashby St. Ledgers, 76: hilly road, descent into Kilsby.

Kilsby to Lutterworth (10—88); $1\frac{1}{2}m.$ beyond Kilsby, join the Watling Street, and over Dove Bridge (*R. Avon*), 83, and through Shawell, 85.

LONDON TO NUNEATON (by Rugby).

London to Wolvey ($92\frac{3}{4}$)—p. 182.

Wolvey to Nuneaton ($5\frac{1}{2}$ — $98\frac{1}{4}$); $\frac{1}{2}m.$ beyond Wolvey turn to *l.* and through Shelford, $99\frac{3}{4}$.

LONDON TO EDINBURGH.

London to Carlisle ($301\frac{1}{2}$)—p. 159.

Carlisle to Longtown ($8\frac{3}{4}$ — $310\frac{1}{4}$); after crossing the bridge over the *R. Eden* there is a stiff hill to mount going through Stanwix, $302\frac{1}{4}$, a suburb of Carlisle; here the road to Newcastle must be passed on *r.*, then it is good and nearly level, a mile further on keeping to *r.* through Blackford, $305\frac{1}{4}$, and West Linton, $307\frac{1}{4}$.

(*Longtown*: Graham's Arms.)

Longtown to Langholm ($11\frac{1}{2}$ — $321\frac{3}{4}$); through Kirk Andrews, 313, Scots Dyke *Tg.*, $313\frac{3}{4}$ (here enter Scotland), Cannobie Kirk, 316, and Gilnockie Ruins, 317; the road runs up the valley of the *R. Esk*, and continues good, but is undulating and gradually gets more hilly: pretty scenery.

(*Langholm*: Crown, *B.T.C.*)

Gilnockie Hall and Hallows Tower were formerly the residence of the renowned Johnny Armstrong. On *l.*, Langholm Castle (Duke of Buccleugh).

Langholm to MossPaul Inn (10— $331\frac{3}{4}$); the road now leaves the valley of the *R. Esk*, and follows that of the Ewes Water, up amongst the Cheviot Hills, through Ewes Kirk, 326, Redpath, $326\frac{1}{4}$, and Fiddleton *Tg.*, $329\frac{1}{2}$; it is mostly on the ascent, but nearly all of it can be ridden: very good road. At MossPaul Inn the summit of the Cheviot Hills is reached.

$2m.$ from Redpath, on *r.*, chapel ruins. Grand scenery.

MossPaul Inn to Hawick ($12\frac{3}{4}$ — $344\frac{1}{2}$); the road runs for some distance through a mountain pass on the top of the Cheviots, then down the valley of a tributary stream of the *R. Teviot*, and, except a few short rises, is on the fall through Binks, $335\frac{1}{4}$, and Allanmouth, $340\frac{1}{4}$, to Hawick: very good surface.

(*Hawick*: Buccleugh Arms; Tower, *B.T.C.*)

At Binks are ruins of Carlowrie Chapel; at Allanmouth, on *r.*, are ruins of the castle; $2m.$ further Goldiland ruins. Fine scenery.

Hawick to Selkirk ($11\frac{1}{4}$ — $355\frac{3}{4}$); cross the *R. Teviot*, and then there is a long steep hill out of Hawick to Wilton Kirk, 345, with some more hilly riding through Newtown, $346\frac{3}{4}$, and over the moors to Ashkirk, $350\frac{3}{4}$; out of here there is another long ascent, and the road continues hilly through Selkirk *Tg.*, $352\frac{3}{4}$, to Selkirk.

(*Selkirk*: County, *B.T.C.*; Cross Keys, *Hqrs.*)

On *l.* of Selkirk is Philiphaugh, where the Royalist army under Montrose was defeated by the Parliamentarians.

Selkirk to Crosslee Tg. (9—364 $\frac{3}{4}$); long descent out of Selkirk to the bridge over the *R. Ettrick*, and a corresponding ascent on the other side of the river, then another descent to Fernielie Bridge, 359 $\frac{3}{4}$, over the *R. Tweed*, and hilly and indifferent road to Crosslee. [There is another and easier road from Selkirk by following the *R. Ettrick* down to its junction with the Tweed, 359, then cross the river and it is hilly through Galashiels, 361 $\frac{1}{4}$, to Crosslee; about the same distance.]

(*Galashiels*: Maxwell's, *B.T.C.*—*Melrose*: Station.)

From Galashiels, on *r.*, to Melrose, 4 $\frac{1}{2}$ *m.*, very good but undulating road. Here are the ruins of the celebrated abbey, the finest specimen in Scotland of rich Gothic architecture.

Crosslee Tg. to Bankhouse Inn (6—370 $\frac{3}{4}$); rather hilly and indifferent road through Stagehall, 368.

About 1 $\frac{1}{2}$ *m.* beyond Crosslee, on *l.* 1 $\frac{1}{2}$ *m.*, upon Lugate Water the ruins of Lugate Castle.

Bankhouse Inn to Middleton (8 $\frac{3}{4}$ —379 $\frac{1}{2}$); a similar kind of road through Heriot House *Tg.*, 376, and Swirehouse, 377 $\frac{3}{4}$.

Before Heriot Tollgate, on *r.*, Kaythe Castle, and in the neighbourhood are the remains of several camps. Near Middleton, on *r.*, ruins of Borthwick Castle, and beyond ruins of Crichton Castle. $\frac{1}{2}$ *m.* before Middleton, about $\frac{3}{4}$ *m.* on *r.*, Half Law Kiln, Roman camp in connection with that above Dalkeith.

Middleton to Laswade (6 $\frac{3}{4}$ —386 $\frac{1}{4}$); rather hilly but good road through New Byers, 382 $\frac{1}{2}$, Dalhousie, 384 $\frac{3}{4}$, and Hillhead, 385 $\frac{3}{4}$; pretty scenery.

At New Byers, ruins of the castle; beyond, Cockpen *Ho.* At Dalhousie, on *l.*, Dalhousie Castle. At Hillhead, on *r.*, Newbattle Abbey; near Laswade, Melville Castle, Roslin Castle, and Hawthornden *Ho.*

Laswade to Edinburgh (6 $\frac{1}{4}$ —392 $\frac{1}{2}$); through Nelfield, 388 $\frac{3}{4}$, Libberton Kirk, 389 $\frac{1}{4}$, and Powburn, 390 $\frac{3}{4}$; approaching Edinburgh the road becomes macadamised and is rather shaky.

(*Edinburgh*: Imperial; Princes; Rutland; Waverley Temp.; Windsor; Young's *B.T.C.*)

LONDON TO KENDAL (by Nottingham).

London to Barnet (11 $\frac{1}{4}$)—p. 137.

Barnet to Hatfield (8 $\frac{1}{2}$ —19 $\frac{3}{4}$); keep to *r.* past the obelisk at Monken Hadley, 12, and through Ganwick Corner, 13, Potters Bar, 14 $\frac{1}{4}$ (beyond here take the left hand road), Little Heath Lane, 15 $\frac{1}{4}$, and Bell Bar, 17 $\frac{1}{4}$ (keep to *l.*), is a splendid smooth road, for the most part gently undulating; past Potters Bar a long hill to run down followed by one or two hills to rise, and a long gradual decline approaching Hatfield.

(*Potters Bar*: Old Robin Hood, *B.T.C.*—*Hatfield*: One Bell; Red Lion, *B.T.C.*; Salisbury Arms; Swan.)

At Monken Hadley, on *l.*, Wrotham Park. At Potters Bar, on *r.*, Clock *Ho.*; 2*m.* further on *l.*, Gobions and Brookmans Park. Before Hatfield, on *r.*, Hatfield *Ho.* (Marquis of Salisbury).

Hatfield to Welwyn (5 $\frac{1}{2}$ —25 $\frac{1}{4}$); in Hatfield take the left hand road, and after crossing over the railway bridge it is pretty level for about a mile through Stanborough, 21 $\frac{1}{2}$, then uphill for 1 $\frac{1}{2}$ *m.* near by Lemsford Mills, 22 $\frac{1}{4}$, to Brickwall, 23 $\frac{1}{4}$, and downhill from Digswell Hill, 23 $\frac{3}{4}$, into Welwyn, the last part of it being rather steep and winding, and should be ridden carefully; very good road.

(*Digswell Hill*: Red Lion.—*Welwyn*: Wellington Commercial; White Hart.)
At Lemsford Mills, on *l.*, Brocket Hall. At Welwyn, on *r.*, Danesbury.

Welwyn to Hitchin (9—34 $\frac{1}{4}$); rather uphill out of Welwyn through Codicote, 26 $\frac{3}{4}$, to Knebworth, 29 $\frac{1}{4}$, thence through Langley, 29 $\frac{3}{4}$; a mile of downhill and uphill twice, alternate, then downhill to near Ippolits, 33, 1*m.* uphill, and a rather steep fall past Priory Park into Hitchin: splendid road.

(*Hitchin*: Sun; Swan.)

On *r.*, Knebworth Park, the residence of the late Lord Lytton, the celebrated novelist. *Hitchin ch.* dates from the time of Henry VI., and contains a fine altar-piece by Rubens.

Hitchin to Shefford (7—41 $\frac{1}{4}$); very fair road with no hills to speak of. About 2*m.* beyond Hitchin, cross Icknield way or road; about 2*m.* on *r.*, is an ancient entrenchment called Wilbury Hill.

Shefford to Bedford (9—50 $\frac{1}{4}$); long rise out of Shefford, then level by Deadman's Cross, 43 $\frac{1}{4}$, Herring Green, 46 $\frac{1}{4}$, Cotton End, 46 $\frac{1}{2}$, and Harrowden, 47 $\frac{1}{2}$, except descent to Herring Green and another to Harrowden: excellent gravel road.

(*Bedford*: Bear Inn; Bedford Arms; Clarence, *Hqrs.*, *B.T.C.*; George; Lion; Rose, *Hqrs.*, *B.T.C.*; Swan.)

1*m.* beyond Shefford, on *l.*, Chicksand Priory; beyond Deadman's Cross, on *r.*, Warden Abbey. In Bedford gaol, Bunyan wrote "Pilgrim's Progress;" he was born at Elstow, a village 1 $\frac{1}{2}$ *m.* S.W., where the cottage still stands.

Bedford to Bletsoe (6 $\frac{1}{2}$ —56 $\frac{3}{4}$); through Clapham, 52 $\frac{1}{2}$, and Milton Ernest, 55 $\frac{1}{4}$, is a good undulating road with an excellent surface, but in wet weather heavy; a part of the way it runs alongside the *R.* Ouse.

(*Clapham*: Swan.)

Bletsoe to Higham Ferrers (8 $\frac{1}{4}$ —65); at Bletsoe keep to *l.*; good undulating road through Knotting, 60 $\frac{1}{4}$, Westwood *Tp.*, 60 $\frac{3}{4}$, and Rushden, 63 $\frac{3}{4}$; two very steep hills to walk up: excellent surface but in wet weather heavy.

(*Higham Ferrers*: Green Dragon.)

1*m.* beyond Bletsoe, on *r.*, Bletsoe Park; beyond Notting, on *r.*, Higham Park. At Higham Ferrers are traces of the castle. The *ch.* contains some fine monuments. A college was founded here by Archbishop Chichele, in 1422, and some remains of it still exist. Curious old market cross.

Higham Ferrers to Finedon (4—69); very rough macadam road, crossing the *R.* Neu a mile beyond Higham Ferrers, and then through Irthlingborough, 67, where keep to *r.* by the *ch.*

Irthlingborough is locally shortened to Artleboro'. At Finedon, on *l.*, Finedon Hall.

Finedon to Kettering (5 $\frac{3}{4}$ —74 $\frac{3}{4}$); through Burton Latimer, 71 $\frac{1}{4}$, and Barton Seagrave, 73, is a hilly and very bad macadam road, frequently very rough and rutty.

(*Kettering*: George; Royal; Railway Commercial.)

At Warkton *ch.*, 2*m.* on *r.* of Kettering, are some old monuments of the Montagu family; beyond it Boughton *Ho.*

Kettering to Rockingham (8 $\frac{3}{4}$ —83 $\frac{1}{2}$); by Oakley Inn, 79 $\frac{1}{2}$, is macadam all the way, and the first 6*m.* very bad; there is one steep ascent to climb, and a very steep hill with 3 or 4 sharp turns to walk down into Rockingham, not safe to ride down.

The road passes through part of the district known as Rockingham Forest, which formerly extended as far as Oundle. There are remains of a strong castle fortress, erected by William the Conqueror. The *ch.* was partially destroyed by Cromwell, but contains some fine monuments. At Oakley Inn, 1*m.* on *l.*, Ripwell Abbey.

Rockingham to Uppingham ($5\frac{1}{2}$ —89); cross the *R.* Welland, and the road is very good and quite level to Caldecot, 85, then it is macadam, and undulating to Uppingham; the last 2*m.* are very bad, with two very steep hills—too steep to ride either up or down—going into Uppingham.

(*Uppingham*: Cross Keys; Falcon.)

Ancient Gothic *ch.* at Uppingham; also free school and hospital, founded in 1584. The town is in the form of a square.

Uppingham to Oakham (6—95); leave Uppingham by the N.E. corner, and it is a little better going through Preston, $90\frac{3}{4}$, and Manton, $92\frac{1}{4}$; very good undulating road for first few miles, terminating with a very steep descent, too steep to be ridden with safety, then a corresponding ascent, from the top of which the road is very good and nearly level into Oakham.

(*Oakham*: Crown.)

Oakham, the county town of Rutland, is situate in the Vale of Catmos. There are remains of a castle erected in the reign of Henry II., frequently in the occupation of the Plantagenet princes, part of it now used as the county hall. Oakham is remarkable for its ancient custom of claiming a horse shoe from a peer who passes through it for the first time. About 2*m.* on *r.*, is the magnificent seat of Burley-on-the-Hill.

Oakham to Melton Mowbray ($10\frac{1}{2}$ — $105\frac{1}{2}$); keep to *l.* entering Oakham, and through Barleythorpe, $96\frac{1}{2}$, Langham, $97\frac{1}{2}$, Leesthorpe, 101, and Burton Lazars, $103\frac{3}{4}$, is a very good undulating road with no very steep hills. Melton Mowbray is paved with cobble stones.

(*Melton Mowbray*: Bell and Swan; Flying Childers; George; Harbor' Arms; White Lion.)

Melton Mowbray is the centre of a great hunting and sporting district, more particularly the Melton Hunt takes its name from here.

Melton Mowbray to Nottingham ($18\frac{1}{2}$ —124); the first 2*m.* out of Melton are all uphill, but rideable, then pretty level for a short distance, after which it is very hilly, as the road begins to rise over the Wolds, and a lot of walking up and down has to be done; through Kettleby, $108\frac{1}{2}$, and Nether Broughton, $111\frac{1}{4}$, to Upper Broughton, 112; from here, by Widmerpool Inn, 115, and through Plumtree, $118\frac{1}{4}$, it is nearly all down hill to Trent Bridge, 123, a splendid road for about 8*m.*, but the last 4*m.* being rather bumpy; between Upper Broughton and Plumtree it crosses over the Wolds: through Nottingham is paved.

(*Nottingham*: Clarendon; Commercial; Flying Horse; George; Globe; Half Moon; Lion and Maypole; Ramsden's; Wellington.)

Nottingham is a large town, chiefly engaged in the silk, lace, and hosiery manufactures. The principal public buildings are Exchange, County and Town Halls, St. Mary's *ch.*, &c.; there is also a museum. The market place is the largest in England; it is celebrated for the annual goose fair. The castle was founded by William the Conqueror, and after being dismantled by the Parliamentarians, was rebuilt at the Restoration; it was sacked and burnt during the Reform Riots, and is now in ruins.

Nottingham to Mansfield (14—138); just out of Nottingham there

are three very stiff hills to mount, the first two rideable and not very difficult, but the last one, Red Hill, $128\frac{1}{4}$, being much steeper, and almost too much to ride up; after this the road is nearly level, with a splendid surface, through the old Sherwood Forest, and past the Hutt Inn, $133\frac{1}{2}$; downhill into Mansfield.

(*Mansfield*: Swan; White Bear.)

3*m.* beyond Red Hill a little on *l.*, Papplewick Hall. At the Hutt Inn, on *l.*, Newstead Abbey, once the property of the Byron family. 2*m.* on *r.*, are some Druidical remains. At Red Hill, on *r.*, is the site of an ancient camp. About $1\frac{1}{2}$ *m.* N.W. of Mansfield are the remains of two Roman villas, discovered in 1786. N.E. of the town are Hallam's Grave; further on an ancient camp, and at Clipstone, a few miles off, the ruins of a palace of Henry II. and King John. Sherwood Forest abounds in reminiscences of Robin Hood.

Mansfield to Clown (10—148); keep to *l.* out of Mansfield and the road is very hilly to Pleasley, 141, where take the right hand fork, and it is tolerably level through Stone Houghton, 142, and Scarcliff, 144.

At Pleasley, a little on the *r.*, is the site of a Roman villa. Beyond Scarcliff, on *l.*, is Bolsover Castle (Duke of Portland).

Clown to Rotherham (12—160); through Knitacre, $149\frac{1}{2}$ ($\frac{1}{2}$ *m.* beyond turn to *l.*, and after crossing the Chesterfield canal, 153, keep to *r.* for) Aughton, 156, and Whiston, 158; the road gradually becomes more hilly, some of the hills too steep to be ridden either up or down; the streets of Rotherham are paved.

(*Rotherham*: Crown; Red Lion.)

At Knitacre, on *l.*, Barlborough Hall.

Rotherham to Wentworth ($5\frac{1}{4}$ — $165\frac{1}{4}$); after crossing the *R. Don*, and keeping first to *r.* then to *l.*, there is a tremendously steep hill to climb out of Rotherham, then there is a very good road through Greasborough, $161\frac{3}{4}$, and Nether Hough, $162\frac{3}{4}$, to Wentworth.

Just before Wentworth, on *l.*, is Wentworth *Ho.*, the magnificent seat of Earl Fitzwilliam.

Wentworth to Barnsley ($7\frac{1}{4}$ — $172\frac{1}{2}$); $1\frac{1}{2}$ *m.* beyond Wentworth join the Sheffield road; splendid road, with a surface like a billiard table, nearly all a gradual downhill into Worsborough, 170, then comes a steep ascent and another run down of 2*m.* into Barnsley.

[There is another road from Rotherham by turning to *l.* when across the *R. Don*, and through Kimberworth, $162\frac{1}{2}$, to Chapel Town on the Sheffield road, thence to Barnsley as at p. 178; a mile longer.]

Barnsley to Kendal ($90\frac{1}{2}$ —263); through Wakefield, 183, Bradford, 197, Keighley, $207\frac{1}{4}$, Skipton, $217\frac{1}{4}$, Settle, $233\frac{1}{4}$, Clapham, 240, Ingleton, 244, and Kirkby Lonsdale, 251, pp. 179-80.

LONDON TO HITCHIN (by St. Albans).

London to St. Albans ($20\frac{3}{4}$)—p. 137.

St. Albans to Hitchin ($16\frac{3}{4}$ — $37\frac{1}{2}$); take the right hand road at the cross roads, and through Sandridge, 23, Wheathampstead, $25\frac{1}{4}$, Kimpton, $28\frac{1}{4}$, St. Paul's Walden, $31\frac{1}{4}$, and Shilley Green, 32, it is nothing but a series of hills to be encountered, some pretty stiff; surface of the road perfect; a mile beyond Shilley Green join the Hatfield road.

LONDON TO BEDFORD (by Luton).

London to St. Albans ($20\frac{3}{4}$)—p. 137.

St. Albans to Luton ($10-30\frac{3}{4}$); in St. Albans, turn to *r.* at the cross roads, and $\frac{1}{2}m.$ further on keep to *l.*, and it is a rather hilly road, otherwise good, through Chilwick Green, 23, over Harpenden Common, through Harpenden, 25, and by Gibraltar Inn, $28\frac{3}{4}$.

(*Harpenden*: Railway.—*Luton*: Bell: George; Midland; Queen's.)

Luton *ch.* contains some ancient and curious monuments, font, and windows. On *l.*, Chilwick Bury; at Harpenden Common, on *l.*, Hothampstead; before Luton, on *r.*, Luton Hoo Park.

Luton to Clophill ($11\frac{1}{4}-42$); a capital road over Luton Downs, through Barton-in-the-Clay, $37\frac{1}{4}$, and Silsoe, $40\frac{1}{4}$; there are some long gradual hills, but nothing difficult to mount; a stiffish descent into Barton, and another into Clophill.

(*Silsoe*: George Inn.)

At Silsoe, on *r.*, Wrest Park.

Clophill to Bedford ($8\frac{3}{4}-50\frac{3}{4}$); gradual rise out of Clophill, then pretty level through West End, 44, with a long downhill to Willshampstead, $46\frac{3}{4}$, whence it is almost level through Elstow, 49, to Bedford. (Coming back from Bedford to Luton there is more collar work.)

At Elstow is the cottage where Bunyan was born.

LONDON TO BEDFORD (by Ampthill).

London to Dunstable ($33\frac{1}{4}$)—p. 138.

Dunstable to Ampthill ($11\frac{3}{4}-45$); turn to *r.* either in Dunstable or $\frac{1}{2}m.$ beyond, and then through Houghton Regis, $34\frac{3}{4}$, Chalgrave, $37\frac{1}{4}$, Toddington, $38\frac{1}{4}$ (turn to *r.*), Westoning, $41\frac{1}{4}$, Flitwick, $42\frac{1}{2}$, Dannel End, $43\frac{1}{2}$, and How Green, 44; a rather hilly road but nothing difficult, except a stiff ascent into Ampthill.

[There is another road from *Woburn*, $41\frac{1}{4}$ —p. 154, to *r.*, through Ridgemont, $43\frac{1}{2}$, Liddington *Tr.*, $45\frac{3}{4}$, and Millbrook, $47\frac{1}{2}$, to *Ampthill*, $48\frac{1}{4}$.]

(*Ampthill*: White Hart.)

On *l.*, Toddington Park and Manor *Ho.* Beyond Ampthill, on *l.*, Ampthill Park, and on *r.*, Houghton Park.

Ampthill to Bedford ($8-53$); the road is almost level, passing between Ampthill and Houghton Parks to Houghton Conquest *Tr.*, $46\frac{1}{2}$, and then through Kempston Hardwick, 49, and Elstow, $51\frac{1}{4}$.

LONDON TO KETTERING (by Wellingborough).

London to Newport Pagnell ($49\frac{3}{4}$)—p. 154.

Newport Pagnell to Olney ($5-54\frac{3}{4}$); keep to *r.* after crossing the *R. Ouse* outside Newport, and again cross the *Ouse* at Sherrington Bridge, $50\frac{3}{4}$, shortly afterwards taking the left hand road, and through Sherrington, $51\frac{1}{4}$, out of which there is a long rise, presently followed by a steep descent into Emberton, otherwise fairly level, but very rough road; just before Olney cross *R. Ouse* again.

(*Olney*: Bull; Queen.)

At Olney, $1m.$ on *l.*, Weston Park; on *r.*, Clifton Hall. At Weston the poet Cowper resided for many years.

Olney to Wellingborough (12—66 $\frac{3}{4}$); very hilly and rough road through Warrington, 56 $\frac{1}{4}$, Bozeat, 59 $\frac{3}{4}$, and Wollaston, 62 $\frac{3}{4}$, and over the *R. Nen* at Long Bridge, 65 $\frac{3}{4}$.

(*Wellingborough*: Angel; Hind.)

At Bozeat, about 2*m.* on *l.*, is Castle Ashby (Marquis of Northampton). Wellingborough was formerly celebrated for its medicinal springs; Charles I. and his Queen lived here a whole season in tents to drink the waters.

Wellingborough to Kettering (7—73 $\frac{3}{4}$); a fine undulating road through Great Harrowden, 68 $\frac{1}{4}$, and Isham, 70 $\frac{1}{4}$.

LONDON TO NORTHAMPTON (by Bedford).

London to Bedford (50 $\frac{1}{4}$)—p. 185.

Bedford to Turvey (8—58 $\frac{1}{4}$); a little out of Bedford keep to *l.*, and the first 4*m.* are good to Bromham Bridge, 54 $\frac{1}{4}$, over *R. Ouse*, and after that the road is rather rough and bumpy; at the cross roads with a stone cross, beyond Bromham Bridge, keep to *r.*, and at Grange, 54 $\frac{3}{4}$, turn to *l.*, then there is a long hill to mount, with a run down into Turvey.

Turvey to Northampton (13 $\frac{1}{4}$ —71 $\frac{1}{2}$); cross *R. Ouse*, and 1*m.* further keep to *r.*, and up a steep ascent to Lavendon, 60 $\frac{3}{4}$, and then through Yardley Hastings, 64 $\frac{1}{2}$, Denton, 66, Brayfield-on-the-Green, 67 $\frac{1}{4}$, Little Houghton, 68 $\frac{1}{2}$, and over *R. Nen*, 1 $\frac{1}{2}$ *m.* before Northampton; very rough road.

[From Bedford to Northampton by Higham Ferrers and Wellingborough is a better road but much longer.]

On *r.*, the remains of Lavendon Castle. At Yardley Hastings, on *r.*, Castle Ashby.

LONDON TO LEICESTER (by Bedford).

London to Kettering (74 $\frac{3}{4}$)—p. 185.

Kettering to Market Harborough (11 $\frac{1}{4}$ —86); turn to *l.* in Kettering and down a hill out of the town; the road is very rough and hilly; there is a very steep hill to mount into Rothwell, 78 $\frac{3}{4}$, whence there is a steep and rough descent, followed by another very steep hill to mount through Desborough, 80 $\frac{1}{4}$, after which there is a long gradual run down past the "Fox Inn," 82 $\frac{1}{4}$, the road being rather rough, and then a long steep descent into Market Harborough.

(*Desborough*: Angel.)

Market Harborough to Leicester (14 $\frac{1}{2}$ —100 $\frac{1}{2}$)—p. 166.

LONDON TO NOTTINGHAM (by Leicester).

London to Loughborough (108 $\frac{3}{4}$)—p. 166.

Loughborough to Nottingham (15—123 $\frac{3}{4}$); turn to *r.* in Loughborough, and the road is fairly level and good through Cotes, 109 $\frac{3}{4}$, and Hoton, 111 $\frac{3}{4}$, to Rempstone, 113 $\frac{1}{4}$, to which there is a short descent, then a run down to Corlingstock (locally called Costock), 114 $\frac{1}{2}$, out of which is another rise followed by the long steep descent of Bunny Hill, very loose, lumpy, and rutty, and dangerous to ride up or down on account of loose stones, to Bunny, 116 $\frac{3}{4}$; from here the road is undulating through Bradmore, 117 $\frac{3}{4}$, and Ruddington, 118 $\frac{3}{4}$, with a good long descent down into the Trent valley and over Trent Bridge, 122 $\frac{1}{4}$.

[There is another road turning to *l.* a little out of Loughborough, and through Stanford, East Leake, and Bunny, which avoids the worst hill, Bunny Hill.

Or from East Leake through Gotham, Clifton, and Wilford to Trent Bridge or Nottingham; but sometimes this road is cut up with the gypsum traffic about Gotham.

Another route is to follow the Derby road through Hathern and Kegworth to within $\frac{1}{2}$ mile of Cavendish Bridge, then turn to *r.* and through Sawley, Long Eaton, Chilwell, and Beeston to Nottingham; many prefer this, though the longest.]

Near Clifton is an ancient entrenchment, and *1m. S.* are remains of a tessellated pavement.

LONDON TO ALFRETON (by Nottingham).

London to Nottingham (124)—p. 186.

Nottingham to Moor Green ($7\frac{1}{2}$ — $131\frac{1}{2}$); in Nottingham turn to *l.*, and at New Radford, 125, keep to *r.* by Bobbers Mill, $125\frac{1}{2}$, and again to *r.* a mile further on, and the road is then on the rise through Cinder Hill, $127\frac{1}{2}$, to Nuthall, $128\frac{3}{4}$, out of which (keeping to *r.*) is a steep ascent, followed by a fall at Watnall, 130, and a hill into Greasley, 131.

Moor Green to Alfreton ($8\frac{1}{2}$ —140); beyond Moor Green there is a steep hill to climb, and the road continues hilly to Selston, $136\frac{1}{4}$ (keeping to *l.* twice), after which it is downhill to Pye Bridge, $137\frac{1}{4}$, and through Somercotes, 138.

LONDON TO CHESTERFIELD (by Mansfield).

London to Mansfield (138)—p. 186.

Mansfield to Chesterfield ($12\frac{1}{4}$ — $150\frac{1}{4}$); keep to *l.* out of Mansfield, and the road is very hilly to Pleasley, 141, where take the left hand road, which continues very hilly through Glapwell, 143 (out of which is a steep descent), Heath, 145, and Hasland, 149.

At Glapwell, on *l.*, Hardwick Hall, an interesting Elizabethan mansion, containing some rare portraits and tapestry, &c. At Heath, on *r.*, Sutton Hall.

LONDON TO ROTHERHAM (by Chesterfield).

London to Chesterfield (150)—p. 178.

Chesterfield to Staveley ($4\frac{1}{2}$ — $154\frac{1}{2}$); in Chesterfield turn to *r.* and through Birmingham, $152\frac{1}{4}$.

Staveley to Rotherham ($11\frac{1}{2}$ —166); at Staveley turn to *l.* and the road is very undulating past Renishaw Park to Eckington, $157\frac{1}{2}$, but from here through Beighton, 160, and Aughton, 162, it is very hilly, the greater part being unrideable, as the hills are too steep to ride either up or down; the streets of Rotherham are paved.

LONDON TO SHEFFIELD (by Mansfield).

London to Clown (148)—p. 187.

Clown to Sheffield ($13\frac{1}{2}$ — $161\frac{1}{2}$); a mile beyond Clown turn to *l.*, and

through Barlborough, 150, Renishaw, 152, Eekington, 154½, Masborough, 155¾, and Birley Vale, 158½.

LONDON TO SKIPTON (by Leeds).

London to Wakefield (186)—p. 179.

Wakefield to Leeds (9—195); through Newton, 187, Lofthouse, 189¾, Thorpe-on-the-Hill, 190¾, Woodhouse, 192¾, and Hunslet, 193¾; the heavy traffic on this road makes it bad for bicycling; paving and tramways through Leeds.

(Leeds: Griffin, B.T.C.; Queen.)

Leeds, the largest town in Yorkshire, is the metropolis of the woollen manufacture. 3m. beyond Leeds, on N.W., are the ruins of Kirkstall Abbey, picturesquely situate on the banks of the *R. Aire*; it was founded in 1152 for the Cistercian monks. 3m. E. is Temple Newsome, the elegant residence of the Marquis of Hertford.

Leeds to Otley (10—205); a fair undulating road through Headingley, 197, and Cookridge, 200½, ending with a descent of 2½m. from Pool Bank into Otley.

(Otley: Black Horse; White Horse.)

Otley to Ilkley (6—211); the road goes up the *R. Wharfe* valley through Burley, 207, and is not so hilly, but is not very good.

(Ilkley: Crown; New Inn.)

Just before Ilkley, on *l.*, Ben Rhydding, which has come into notice of late years as a watering-place.

Ilkley to Skipton (9—220); up the right bank of the *R. Wharfe* to Addingham, 214, beyond which keep to *r.*, and the road leaves Wharfedale and goes through Draughton, 217. [There is another road from Addingham turning sharp to *r.* before the village, up Wharfedale to Bolton Bridge, 217; the road is hilly but good except in wet weather: from Bolton Bridge to Skipton, 5¾—222¾, turning to *l.*, the road is good for 2m., for the next 2m. bad, and the remainder indifferent.]

(Bolton Bridge: Devonshire Arms.)

Fine scenery. N. of Bolton are the ruins of Bolton Abbey or Priory; 1m. further is the Strid, a narrow chasm where the *R. Wharfe* has worn a passage for its bed through the solid rock. In the vicinity are the ruins of Barden Tower.

LONDON TO RIPON.

London to Leeds (195)—above.

Leeds to Harewood (8¼—203¼); after leaving the town it is a rough road and rather hilly through Chapel Allerton, 197¾, Moor Town, 199, and by Alwoodley Gates, 200¼.

On *l.* Alwoodley old Hall. On *l.*, Harewood Ho., and remains of Harewood Castle. The *ch.* is an ancient building, and contains some old monuments, amongst others the tomb of Judge Gascoigne.

Harewood to Harrogate (7½—210¾); through Dunkeswick, 205, and by Spacey House, 208, is very hilly, but pretty good surface; at the obelisk entering Harrogate keep to left, and go through that part of the town called Low Harrogate.

(Harrogate: Commercial, B.T.C.; Crown; George; Prospect.)

Harrogate is celebrated for its mineral springs, and is a great resort for invalids. About 3m. E. is Knaresborough, on the *R. Nidd*, surrounded by romantic scenery. About 9m. N.W. are Brimham Rocks, a singular natural curiosity, to which there is a fair road.

Harrogate to Ripley (4—214 $\frac{3}{4}$); very trying hill to climb out of Harrogate, followed by a long and steep run down, perfectly safe, through Killinghall, 213 $\frac{1}{2}$; excellent smooth surface.

At Ripley, on *l.*, the castle. Before Ripley cross the *R. Nidd*.

Ripley to Ripon (7 $\frac{3}{4}$ —222 $\frac{1}{2}$); leaving Ripley turn to right, and it is a splendid road and first rate travelling through South Stainley, 217 $\frac{1}{4}$; stiff climb into Ripon.

(*Ripon*: Black Bull; Crown and Anchor: Unicorn.)

Ripon, on the *R. Ure*, is an ancient town; the cathedral, founded in 1331, is said to be one of the best proportioned buildings in England. Near it is a tumulus or artificial mound, called Ellshaw or Ailcey Hill, supposed to be a memorial of a battle in which the Saxons were defeated by the Danes. About 3m. W. is Studley Royal, the seat of Earl Grey; in the park grounds are the ruins of Fountains Abbey, founded in 1132 by the Cistercian monks, and said to be the most perfect monastic building in England. Near it is the mansion of Fountains Hall. 4m. E. of Ripon is Newby Hall. 6m. distant is the romantic Hackfall, or Witches' Valley.

LONDON TO PATELEY BRIDGE AND LOFTHOUSE.

London to Ripley, Yorks (214 $\frac{3}{4}$)—above.

Ripley to Pateley Bridge (9 $\frac{1}{4}$ —224); out of Ripley turn to *l.*, and it is a fairly good undulating road, from Summer Bridge, 220, running near *R. Nidd*. (*Pateley Bridge*: George.)

Pateley Bridge to Lofthouse (9—233); by Ramsgill, 230, and up the valley of the *R. Nidd*, the road is fairly good, and there are a few small hills.

LONDON TO BOROUGHBIDGE.

London to Harrogate (210 $\frac{3}{4}$)—p. 191.

Harrogate to Knaresborough (3—213 $\frac{3}{4}$); at the Obelisk entering Harrogate keep to the right through High Harrogate, and it is a good road, all downhill.

(*Knaresborough*: Crown; Elephant and Castle.)

Knaresborough, on the *R. Nidd*, is surrounded by pretty scenery. There are remains of a castle erected soon after the Conquest. The chief objects of interest are the Petrifying or Dropping Well, St. Robert's Chapel, ruins of the priory, and St. Robert's Cave, remarkable for the murder for which Eugene Aram was convicted.

Knaresborough to Boroughbridge (7—220 $\frac{3}{4}$); through Ferensby, 216 $\frac{1}{2}$, and Minskip, 219 $\frac{1}{4}$, the road is good on the whole, but loose in places, and there are no hills of any consequence.

LONDON TO WANSFORD.

London to Bedford (50 $\frac{1}{4}$)—p. 185.

Bedford to Kimbolton (14—64 $\frac{1}{4}$); when through Bedford turn to *r.*, and through Ravensden, 54 $\frac{1}{4}$, Wildon, 55 $\frac{1}{4}$, Bolnhurst, 57 $\frac{1}{2}$, Keysoe, 60, and Pertenhall, 61 $\frac{3}{4}$; undulating road, rather stiff hill down into Kimbolton.

(*Kimbolton*: George; White Lion.)

On *l.*, Kimbolton Castle (Duke of Manchester). At Bolnhurst, 2*m.* on *r.*, Bushmead Priory, and near it an old encampment.

Kimbolton to Brington (6—70 $\frac{1}{4}$); keep to *r.* out of Kimbolton, and through Catworth, 68 $\frac{1}{4}$.

Brington to Oundle (9—79 $\frac{1}{4}$); through Clapton, 74 $\frac{3}{4}$, and Barnwell St. Andrews, 77 $\frac{1}{4}$.

(*Oundle*: Talbot.)

Before Barnwell St. Andrews, on *l.*, Lilford Hall. At Barnwell, on *r.*, ruins of the castle, which was erected in 1132.

Oundle to Elton (5 $\frac{1}{4}$ —84 $\frac{1}{2}$); turn to *r.* in Oundle, cross *R.* Nen and through Warmington, 82 $\frac{1}{2}$, is almost level, following the valley of the *R.* Nen.

At Elton, 1 $\frac{1}{2}$ *m.* on *l.*, the ruins of Fotheringhay Castle, which was founded shortly after the Conquest. Richard III. was born here, and here Mary, Queen of Scots, was imprisoned, tried, and beheaded.

Elton to Wansford (3 $\frac{3}{4}$ —88 $\frac{1}{4}$).

LONDON TO OUNDLE (by Thrapston).

London to Higham Ferrers (65)—p. 185.

Higham Ferrers to Thrapston (8 $\frac{1}{2}$ —73 $\frac{1}{2}$); cross the *R.* Nen to Irthlingborough, 67, where turn sharp to *r.* and through Little Addington, 68 $\frac{1}{2}$, Great Addington, 69 $\frac{3}{4}$, and Woodford, 71, recrossing the *R.* Nen just before Thrapston.

(*Thrapston*: White Hart.)

About 2*m.* W. of Thrapston is Drayton Ho., erected about the middle of the 15th century. Irthlingborough is locally called Artleboro'.

Thrapston to Oundle (8—81 $\frac{1}{2}$); in Thrapston take the left hand road and through Thorpe Waterville, 76, and Barnwell St. Andrews, 79 $\frac{1}{2}$; the road follows the Nen valley all the way from Higham Ferrers.

LONDON TO DONCASTER.

London to Mansfield (138)—p. 186.

Mansfield to Worksop (12—150); keep to *r.* at the bifurcation in Mansfield, and it is very hilly work through Market Warsop, 142 $\frac{3}{4}$, Church Warsop, 143 $\frac{1}{4}$, Cuckney, 145, and Norton, 145 $\frac{1}{2}$, with a stiff hill down into Worksop; an uneven and rutty road.

(*Worksop*: Red Lion.)

Beyond Norton, on *l.*, Welbeck, the magnificent mansion of the Duke of Portland; further on, Worksop Manor Ho.; about 2*m.* on *r.*, Clumber Park. At Worksop are remains of a priory, erected in the reign of Henry I.; part of it is now embodied in the *ch.* This district is generally called the Dukery, from there having been here at one time no less than four ducal seats.

Worksop to Tickhill (9—159); just out of Worksop keep to *r.*, and through Carlton, 153 $\frac{1}{4}$, and Goldthorpe, 156.

At Tickhill are remains of a castle.

Tickhill to Doncaster (7 $\frac{1}{2}$ —166 $\frac{1}{2}$), through Wadworth, 162, Loversall, 163, and Balby, 165.

SECTION VII.

From General Post Office; Great Northern Roads (East Middlesex, East Herts, East Bedford, Huntingdonshire, West Cambridge, East Northamptonshire, Rutlandshire, East Nottinghamshire, Lincolnshire, East Yorkshire, Durham, and Northumberland.)

LONDON TO EDINBURGH (by Stamford, &c.).

(THE GREAT NORTH ROAD.)

London to Welwyn ($25\frac{1}{4}$)—p. 184.

Welwyn to Stevenage ($6\frac{1}{2}$ — $31\frac{3}{4}$); at Welwyn, bear to *r.* at the bottom of the hill, then to *l.* at the church, and again to *r.* further on; very good road through Woolmer Green, $27\frac{1}{4}$, and Broadwater, $29\frac{1}{2}$; there are some long ascents and descents, two of the former in particular.

(Stevenage: Old Castle; White Lion.)

Before Stevenage, on *r.*, is a row of six large barrows, supposed to be of Danish origin.

Stevenage to Baldock ($5\frac{3}{4}$ — $37\frac{1}{2}$); taking the right hand fork at the end of Stevenage, it is a very good road through Graveley, $33\frac{1}{2}$; long ascent out of Stevenage, one or two stiff hills to mount afterwards, and a long fall approaching Baldock.

(Baldock: Rose and Crown; White Horse Commercial.)

At Baldock, the *ch.* is a handsome building, and contains some ancient and curious monuments, &c.

Baldock to Biggleswade ($7\frac{3}{4}$ — $45\frac{1}{4}$), is good going by New Inn *Tr.* $40\frac{1}{2}$, and Bleak Hall. $42\frac{1}{4}$; undulating road, with two long and rather steep descents: just before Biggleswade keep to *l.*

(Biggleswade: Crown, *Hqrs.*; George; Rose; Royal Oak; Swan, *B.T.C.*; White Horse.)

A little beyond Baldock, on *l.*, at Radwell, a Roman encampment called Cæsar's Camp, where many Roman antiquities have been found. A little further, 2 or 3 *m.* on *r.*, near Ashwell, is an ancient entrenchment called Harborough Banks.

Biggleswade to Tempsford (6— $51\frac{1}{4}$); turn to *l.* out of the town and cross the bridge over *R. Ivel*; then an excellent road through Lower Caldecote, $46\frac{3}{4}$, Beeston Cross, $48\frac{1}{4}$, a little beyond which (keeping to *r.*) recross *R. Ivel*, and through Girtford, $49\frac{1}{4}$.

At Tempsford, on *r.*, Tempsford Hall.

Tempsford to Eaton Socon (4— $55\frac{1}{4}$); $\frac{1}{2}$ *m.* beyond Tempsford keep to *l.*, cross *R. Ouse*, and down the valley through Wiboston, 54; loose road.

Eaton Socon to Buckden (6— $61\frac{1}{4}$); is a good level road, following the *Ouse* valley through Cross Hall, $56\frac{3}{4}$, Little Paxton, 58, and Diddington, 60

[Better to go through St. Neots, 56, keeping to right bank of *R. Ouse*, which cross at St. Neots, and join the G. N. road at Cross Hall, 57 $\frac{1}{4}$.]

On *r.*, Paxton Place; on *r.*, Diddington *Ho.*; at Buckden, Bishop of Lincoln's Palace.

Buckden to Alconbury Hill (6 $\frac{3}{4}$ —68); keeping to *l.* $\frac{1}{2}$ *m.* beyond Buckden, it is a fair easy road by Brampton Hut, 63 $\frac{3}{4}$, and through Alconbury, 66 $\frac{1}{4}$, to Alconbury Weston, 67, whence, bearing to *r.*, there is a long stiff hill to mount.

Beyond Buckden, a little on *r.*, Brampton Park, and farther on *r.* Hinchinbrook *Ho.* and Huntingdon town.

Alconbury Hill to Norman Cross (8—76); after $\frac{1}{2}$ *m.* is a considerable descent, then through Sawtry St. Andrews, 71 $\frac{1}{2}$, and Stilton, 75 $\frac{1}{4}$, out of which is a short steep hill; otherwise a good easy road.

(*Stilton*: George and Dragon Inn.)

Norman Cross to Wansford (7 $\frac{3}{4}$ —83 $\frac{3}{4}$); keep to *l.*, and by Kate's Cabin Inn, 79 $\frac{1}{2}$, and through Water Newton, 81 $\frac{1}{4}$, and Sibson, 82, the road is pretty level, but rough and loose, though fair going at the sides.

(*Wansford*: The Haycock Inn.)

This road is part of the Roman Ermine Street, which ran through Huntingdon. $\frac{1}{2}$ *m.* beyond Sawtry St. Andrews, on *r.*, Conington Castle. At Stilton, the cheese which bears this name, was first sold, though made in Leicestershire. At Kate's Cabin Inn, on *r.*, Alwalton Castle. $\frac{1}{2}$ *m.* beyond Kate's Cabin Inn, on *r.*, an ancient entrenchment, supposed to be the site of the Roman station Durobrivæ; the old line of the Ermine Street ran through it.

Wansford to Stamford (5 $\frac{3}{4}$ —89 $\frac{1}{2}$); out of Wansford take the right hand road, and for the first 3*m.*, through White Water *Tp.*, 85 $\frac{1}{2}$, it is rather hilly, then fairly level for next 2*m.*, after which there is a long gradual descent into Stamford; very rough road, rutty and greasy when wet.

(*Stamford*: Crown; George.)

Before Stamford, on *r.*, Burghley Park, the splendid mansion of the Marquis of Exeter, and on *l.*, ruins of Wothorpe Hall.

Stamford to South Witham (9 $\frac{3}{4}$ —99 $\frac{1}{2}$); through Bridge Casterton, 91 $\frac{1}{2}$, Horn Lane *Tp.*, 95 $\frac{1}{2}$, and by Stretton, 96, and Ram Jam House, 97 $\frac{1}{2}$, the road on the whole is very undulating, with some level bits here and there; soon after leaving Stamford the surface becomes bad and rough, and in wet weather is rutty and dangerous.

Bridge Casterton occupies the site of a Roman station on the ancient Ermine Street, and there are still the remains of a Roman encampment S.E. of the village. The *ch.* is an ancient Gothic structure. At Horn Lane *Tp.*, on *l.*, Exton Hall, a fine mansion partly of the 16th century. Exton *ch.* is a beautiful specimen of Gothic architecture.

South Witham to Grantham (11—110 $\frac{1}{4}$); the road continues bad through North Witham, 100 $\frac{1}{2}$, to Coltersworth, 102 $\frac{1}{4}$, after which it becomes rather better through Stoke Rochford, 104 $\frac{1}{2}$, Great Ponton, 106 $\frac{3}{4}$, Little Ponton, 108 $\frac{3}{4}$, and Spittlegate Hill *Tp.* 109 $\frac{3}{4}$; hilly road, with one or two steep but short pulls, and the last mile is downhill and rather rough; in wet weather it is rutty and dangerously greasy, and sometimes it is almost unrideable.

(*Coltersworth*: Blue Lion; Red Lion.—*Grantham*: Angel and Royal; Blue Lion; George; Red Lion.)

Near Coltersworth, Sir Isaac Newton was born. At Grantham, there were

formerly several religious houses, remains of which still exist. St. Wulfstan's *ch.* contains a curious font and several monuments. On St. Peter's Hill is Queen Eleanor's Cross. 5m. W., in Belvoir Vale, is Belvoir Castle, the magnificent seat of the Duke of Rutland.

Grantham to Newark ($14\frac{1}{4}$ — $124\frac{1}{2}$); long uphill out of Grantham to Great Gonerby, 112, then there is a long gradual descent, after which the road is nearly level through Marston *Tp.*, 114 $\frac{1}{4}$, Foston, 116, Long Bennington, 118 $\frac{1}{4}$, over Shire Bridge, 120 $\frac{1}{2}$, and through Balderton *Tp.*, 122 $\frac{1}{4}$; the surface continues lumpy and very ruddy, in wet weather greasy and dangerous for the first 10m., then it is hard and good: the streets of Newark are paved.

(*Newark*: Clinton Arms; Gilstrap; Ram; Royal Oak.)

Beyond Grantham, 2m. on *r.*, Belton *Ho.* and Syston Park. Newark is a neat town; St. Mary Magdelene *ch.* is one of the largest and finest in the kingdom, partly rebuilt in the reign of Henry VI., and contains many old monuments, brasses, &c. There are ruins of a castle, and many Roman antiquities have been found in the neighbourhood.

Newark to Carlton-on-Trent (7—131 $\frac{1}{2}$); after crossing *R.* Dean keep to *r.* just out of Newark, and then cross *R.* Trent, and it is a very good road, slightly undulating, following the Trent valley, and through South Muskham, 127, North Muskham, 128, and Cromwell, 130.

Carlton-on-Trent to Tuxford ($6\frac{1}{4}$ —137 $\frac{3}{4}$); very good road, almost level to Sutton-on-Trent, 133, then a moderate rise up Crown Hill, and a run down to Weston, 134 $\frac{3}{4}$, whence slightly undulating past Scarthing Moor Inn, 135 $\frac{1}{2}$, and a rather steep hill down into Tuxford.

(*Tuxford*: Newcastle Arms.)

From the top of Crown Hill, the tower of Lincoln Cathedral is visible, 16m. distant on the *r.*

Tuxford to Retford ($7\frac{1}{4}$ —145); out of Tuxford is the steep ascent of Cleveland Hill to climb, then easy undulating road through West Markham, 139 $\frac{1}{2}$, Markham Moor *Tg.*, 140 $\frac{1}{4}$, and Gamston, 141 $\frac{1}{2}$; good road. Retford is paved.

(*Retford*: Crown; Queen's; Swan; White Hart.)

Retford is sometimes called East Retford; 2m. on *l.*, Babworth Hall.

Retford to Bawtry ($8\frac{1}{4}$ —153 $\frac{1}{4}$); take left hand road in Retford, and when just out of the town keep to *r.*; it is very bad for the first 3 or 4m., being ruddy and very loose and stony, past Barnby Moor Inn, 148, where turn to *r.* up a stiff hill, and it is a good road through Torworth, 149 $\frac{1}{2}$, Ranskill, 150 $\frac{1}{4}$, and Scrooby, 152, to which there is a long run down.

(*Bawtry*: Black Bull; Crown; Granby.)

Before Scrooby, on *l.*, Serlby Hall. At Scrooby formerly stood the palace of the Archbishop of York; part has been pulled down, and the rest is now a farm house.

Bawtry to Doncaster (9—162 $\frac{1}{4}$); splendid smooth undulating road over Rossington Bridge, 157 $\frac{3}{4}$, and through Tophall, 158 $\frac{3}{4}$, with a descent into Doncaster; the surface is of a sandy nature and sometimes is soft and heavy going: about the time of Doncaster races, in September, the last mile is generally very rough.

(*Doncaster*: Angel; Elephant, *B.T.C.*; Royal; Temperance.)

Doncaster is a fine town, occupying the site of a Roman station, many coins and other antiquities having been found here; it has one of the largest corn markets in the kingdom. There are some good swimming baths here. St. George's *ch.* is an elegant building, well worth seeing.

Doncaster to Red House ($5-167\frac{1}{4}$): rather hilly and rough road through York Bar, 164, where keep to *r.*

Red House to Went Bridge ($5\frac{1}{2}-172\frac{3}{4}$); keeping to *r.*, steep hill to ascend from Red House, then rather hilly by Robin Hood's Well, 169 $\frac{1}{4}$, with a steep and winding descent into Went Bridge; rough road.

(*Went Bridge*: Coach Horse Inn.)

Went Bridge to Brotherton ($5\frac{3}{4}-178\frac{1}{2}$), is a hilly and good road; very steep winding ascent (rather awkward to ride down on the reverse journey) out of Went Bridge, and at Darrington, 174 $\frac{1}{2}$, are steep descent and ascent, and again hilly through Ferry Bridge, 177 $\frac{1}{2}$ (cross *R. Aire*), to Brotherton, entering which turn to *l.*

2*m.* W. of Darrington is the town of Pontefract or Pomfret, with ruins of the castle, in which it is said that Richard II. was foully murdered. At Brotherton, on *l.*, Fryston Hall.

Brotherton to Aberford ($8\frac{1}{4}-186\frac{3}{4}$); through Fairburn, 180, Peckfield *Tp.*, 182 $\frac{1}{2}$ (keep to *r.*), and Micklefield, 184, is a fairly good road, though, being made of limestone, it is inclined to be rough and heavy after rain; a few more hills.

At Micklefield, 1*m.* on *r.*, Huddleston Hall. At Aberford, ruins of the castle, which was built soon after the Conquest. At Peckfield *Tp.*, on *l.*, Ledstone Hall.

Aberford to Wetherby ($7\frac{1}{2}-194\frac{1}{4}$); through Bramham, 190 $\frac{1}{4}$, a rough and hilly road, but none of the hills difficult; cross *R. Wharfe* entering Wetherby.

(*Wetherby*: Angel; Brunswick; White Hart.)

1*m.* beyond Aberford, on *r.*, Hazlewood Hall, which has remained in the Vavasour family since the Conquest. Before Bramham, on *l.*, Bramham Park. Wetherby, on the *R. Wharfe*, is situated amidst pleasant scenery. A little below the town is St. Helen's Ford, where the Roman military way crossed the river.

Wetherby to Boroughbridge ($12-206\frac{1}{4}$); leaving Wetherby keep to *l.*, a mile after to *r.* and over Walshford Bridge, 197 $\frac{1}{4}$ (*R. Nidd*); on the whole a good undulating road, with easy hills; a few loose patches in dry weather, and in wet very heavy.

[From Boroughbridge, instead of keeping to the Great North Road proper, which goes through Northallerton and Darlington to Durham, the road through Leeming and along Leeming Lane is interposed here, as it is the route most generally followed, the distance being the same. The Northallerton route is given in the next route—pp. 201-2.

(*Boroughbridge*: Crown.)

Beyond Walshford Bridge, on *l.*, Ribstone Hall, where the "Ribstone Pippin" apples were first cultivated; in the chapel is a monument to the standard bearer of a Roman legion, discovered at York, in 1688. Before Boroughbridge, on *l.*, are 3, originally 4, huge pyramidal stones, called the Arrows. 2*m.* beyond Walshford Bridge, on *r.*, Allerton Park, where was formerly a Benedictine priory. 1*m.* E. of Boroughbridge is Aldborough, occupying the site of a Roman station; in the *ch.* and churchyard are some Roman and Saxon remains.

Boroughbridge to Leeming ($15\frac{1}{2}-221\frac{3}{4}$); having crossed *R. Ure* outside Boroughbridge, keep to *l.*, and at Kirkby Hill, 207 $\frac{1}{4}$, to *r.*, then past York Gate Inn, 213 $\frac{1}{4}$, and through Leeming Lane (New Inn), 218 $\frac{1}{4}$, and Londonderry, 220 $\frac{1}{4}$, being the well-known "Leeming Lane," a straight stretch of splendid undulating road, chiefly on the rise, with some long gradual slopes, none of which are in the least difficult; the surface is as

smooth as a racing path, except for some loose patches which occur at intervals.

At Leeming on *l.* to *Bedale* (2—223 $\frac{3}{4}$), or $\frac{1}{2}$ *m.* beyond New Inn, Leeming Lane, turn to *l.* and through Burmeston and Exilby to *Bedale* (4 $\frac{1}{2}$ —223 $\frac{1}{2}$).

(*Bedale*: Black Swan.)

At York Gate Inn, 2 *m.* on *l.*, Norton Hall; on *r.*, Newby Park.

Leeming to Catterick Bridge (7 $\frac{1}{2}$ —229 $\frac{1}{4}$) is a continuation of the same kind of road, the last 2 $\frac{1}{2}$ *m.* being on an easy incline through Catterick, 228 $\frac{1}{4}$; at Catterick Bridge cross *R.* Swale; picturesque scenery.

(*Catterick*: Angel; George; Golden Lion.)

2 *m.* before Catterick, a little on *l.*, Hornby Castle (Duke of Leeds); on *r.*, Kiplin Park.

Catterick Bridge to Scotch Corner (3 $\frac{1}{2}$ —232 $\frac{3}{4}$) is an easy undulating road, very good and smooth, but heavy in wet weather: pretty scenery.

Scotch Corner to Pierce Bridge (6 $\frac{1}{2}$ —239 $\frac{1}{4}$) is principally slightly downhill, with a very steep and abrupt descent at Hang Bank, about 1 $\frac{1}{2}$ *m.* beyond Scotch Corner.

About half way, a little on *l.*, Stanwick Hall. At Pierce Bridge is the site of a Roman station.

Pierce Bridge to Heighington (5 $\frac{1}{4}$ —244 $\frac{1}{2}$); turn to *r.* beyond Pierce Bridge, and it is a fair road, but rather hilly.

About half way on *r.*, Walworth Castle.

Heighington to Sunderland Bridge (10 $\frac{3}{4}$ —255 $\frac{1}{4}$); hilly road through Eldon, 248 $\frac{1}{4}$, and Merrington, 251 $\frac{1}{4}$; at 253 $\frac{3}{4}$ join the road from Bishop Auckland on *l.*, and just before Sunderland Bridge rejoin the Great North road from Darlington on *r.*

[Or from *Pierce Bridge* keep straight on through West Auckland, 246 $\frac{1}{4}$, and St. Helens, 246 $\frac{3}{4}$, where there is a level railway crossing, to *Bishop Auckland*, 249 $\frac{3}{4}$, thence through Spennymoor, 253 $\frac{3}{4}$, to *Sunderland Bridge*, 256 $\frac{1}{4}$; very hilly road.

Or from Heighington turn to *r.* and it is nearly all downhill to Aycliffe, 247, on the Darlington road, whence to *Sunderland Bridge*, 256.]

Near West Auckland, on *r.*, Brusselton Tower; 2 *m.* W., the ruins of Evenwood Castle. At Bishop Auckland, the castle, now the residence of the Bishop of Durham. From Merrington *ch.*, which is situated on a hill, there is a most extensive view, and it is said that York Minster can be seen with a glass. At Sunderland Bridge, on *r.*, Croxdale Hall; 2 *m.* on W., Brancepath Castle.

Sunderland Bridge to Durham (4 $\frac{1}{4}$ —259 $\frac{1}{2}$); after crossing *R.* Wear there is a long steepish hill to mount, presently followed by a long very steep descent, which is partly paved, to walk down into Durham; in going through Durham cross *R.* Wear twice, and there another very steep paved descent just before crossing *R.* Wear for the second time.

(*Durham*: County; Rose and Crown.)

Durham is remarkable for the singularity of its position—on an eminence nearly surrounded by the *R.* Wear. The venerable and magnificent cathedral was founded in 1093; it contains the remains of St. Cuthbert, Bede, and others, and numerous interesting monuments, &c. There is also a castle, built soon after the Conquest, and the Guildhall, erected in 1555: the other objects of interest are the University; the remains of the city walls; Maiden Castle, an ancient fortification, $\frac{2}{3}$ *m.* distant, ascribed to the Romans; Nevill's Cross, 1 *m.* W.; and the ruins of Finchale Abbey, a few miles N.E., on the banks of the Wear.

Durham to Chester-le-Street (6—265½); after crossing *R.* Wear the second time keep to *r.* and there is a hill to walk up out of the town on to Durham Moor, 260½, then an excellent road, level nearly all the way, over Durham Moor and through Plausworth *Tp.*, 263; rather stiff but safe descent into Chester-le-Street.

(*Chester-le-Street*: Lambton Arms.)

At Plausworth *Tp.*, the ruins of Finchale Abbey are 2*m.* on *r.* At Chester-le-Street, on *r.*, across *R.* Wear, is Lumley Castle, the seat of the Earl of Scarborough.

Chester-le-Street to Newcastle-upon-Tyne (8½—274); undulating road, but not with good surface through Pelaw, 266½, Birtley, 268½, and Ayton Bank, 270; in several places the colliery lines cross the road, and the rider must be on the look out for the wagons, then the surface deteriorates considerably about Low Fell, 271½, and is generally exceedingly bad to Gateshead, 273, where there is a very steep descent, with an awkward turn and crossing at the bottom of West street; High street is more gradual but for this turn to *r.* shortly after entering the town; thence cross *R.* Tyne over the High Level Bridge, along which is wood pavement and good riding (½*d.* toll to pay), and entering Newcastle there is a descent down Moseley street and a rise up Grey street (turn to *r.*), Blackett street and then to *l.* up Northumberland street. Tram line in Gateshead.

(*Newcastle-upon-Tyne*: Alexandra; Alliance; Crown and Thistle; Queen's Head, *Hqrs.*; Royal Turf, *B.T.C.*; Station.)

At Ayton Bank, 2*m.* on *l.*, Ravensworth Castle. Newcastle is a large town, in the midst of the chief coal district of England; it has also manufactories of glass, pottery, iron, steel, engines, &c. The castle, from which its name is derived, was erected by Robert, eldest son of the Conqueror. The chief public buildings are St. Nicholas' *ch.*, St. Andrew's *ch.*, St. John the Baptist *ch.*, Royal Arcade, Stephenson's Double Bridge, Museum, Library, &c.

Newcastle-upon-Tyne to Morpeth (14¾—288¾); over the Town Moor there are tram lines all the way to Gosforth, 277, and then a fair give and take road over Three Mile Bridge, 277½, by Six Mile House, 280, and Shotton Edge, 282, to Blagden Bank, whence there is a long run down to Stannington Bridge, 283½ (over *R.* Blyth), and through Stannington, 284, and Clifton, 286; generally very fair surface, and it is about the best road in the vicinity of Newcastle; there is a rather steep descent into Morpeth past the Castle and the Jail, and then over the bridge (*R.* Wansbeck).

(*Morpeth*: Black Bull; Newcastle Arms, *B.T.C.*; Queen's Head; Turk's Head.)

At Three Mile Bridge, on *r.*, Gosforth *Ho.* At Shotton Edge, on *l.*, Blagdon Park. At Morpeth, 2*m.* on *l.*, ruins of Mitford Castle, and near it Mitford *Ho.*, on the banks of the *R.* Wansbeck, and surrounded by beautiful scenery. At Morpeth are remains of the old castle.

Morpeth to Alnwick (19¼—308); through Loaning *Tp.*, 291 (keep to *r.*), Shield Green, 293, West Moor, 297¾, West Thirston, 298¾, Felton, 299, by Nelson's Monument, 300¾, and through Newton, 302¼, is a fair going road, but loose in places, and with plenty of hills, the last 5*m.* are a nice run nearly all downhill into Alnwick; steep descent into Felton, with an awkward right-angle turn over the bridge.

(*Alnwick*: White Swan.)

At Shield Green, 4*m.* on *r.*, Widdrington Castle near the coast. At West Thirston, 4*m.* on *l.*, Brinkburn Priory. At Newton, 4*m.* on *r.*, Warkworth Castle and Hermitage. At Alnwick the Castle and Hulne Abbey, both the seats of the

Duke of Northumberland. Part of the walls of Alnwick are still standing, and also of the Abbey. The castle can be seen on Thursdays.

Alnwick to Belford ($14\frac{1}{2}$ — $322\frac{1}{2}$); steep descent going out of Alnwick (keeping to *r.* by the Castle), then cross the *R. Aln*, and it is uphill for $1\frac{1}{2}$ *m.* over Heffler Bank and hilly through North Charlton, $314\frac{1}{4}$, and Warrenford, $318\frac{1}{4}$, otherwise a good road.

(*Belford*: Blue Bell.)

Beyond Alnwick, 2 *m.* on *r.*, Howick, the handsome seat of Earl Grey. 2 *m.* further *N.*, the remains of Dunstanburgh Castle on the coast. At Warrenford, on *l.*, Twizel Ho. At Belford, 4 *m.* on *r.*, Bamburgh Castle, said to have been founded by the Saxons in the 6th century.

Belford to Berwick-upon-Tweed (15 — $337\frac{1}{2}$); stiff ascent of Belford Hill to be mounted out of the former, then through Detchent, $324\frac{3}{4}$, Fenwick, $327\frac{1}{2}$, Haggerston, $330\frac{1}{2}$, and Tweedmouth, 337 , is a fair road, but the last part hilly, in wet weather it is rather rough and greasy; steep descent of 2 *m.* through Tweedmouth, and then over Border Bridge into High street, Berwick.

(*Berwick-upon-Tweed*: King's Arms; Red Lion.)

Opposite Fenwick, on *r.*, Holy Island or Lindisfarne, containing the ruins of an ancient monastery. At Berwick, the remains of the castle, a fortress of great strength and importance before the union of England and Scotland; near it is the Bell Tower.

Berwick-upon-Tweed to Ayton (9 — $346\frac{1}{2}$); a little beyond Berwick keep to *r.*, and it is a very good road, but rather hilly for the first 5 or 6 *m.* by Covendrum, $339\frac{1}{2}$, and Winley Stead, $340\frac{1}{2}$, to which it runs near the sea coast; at about $340\frac{3}{4}$, enter Scotland.

Ayton to Cockburnspath ($11\frac{1}{2}$ — 358); it is a very good road, chiefly uphill for some miles, running past Houndwood Inn, 351 , and Renton Inn, 354 , and passing on the back of St. Abb's Head, then a gradual descent begins and continues for 3 *m.*, when the fall suddenly gets steeper with one or two dangerous turnings, which should not be ridden down without a reliable brake, and in any case great care must be taken, as frequent accidents to bicyclists have occurred here, and even in the old coaching days it had a similar evil reputation.

Cockburnspath to Dunbar ($9\frac{1}{2}$ — $367\frac{1}{2}$); the road now runs close to the sea again, and is rather hilly but a good road through Broxburn, 366 , where keep to *r.*

At Broxburn, on *r.*, Broxburn, the seat of the Duke of Roxburgh. Dunbar has been the scene of two battles; in 1296, Baliol was defeated here, and Cromwell defeated the Scotch army in the neighbourhood. There are ruins of the castle to which Mary, Queen of Scots fled, after the murder of Rizzio.

Dunbar to Linton ($5\frac{1}{2}$ — 373), is a good road through Belhaven, $368\frac{1}{2}$, West Barns, 369 , and Beltonford, 370 ; at Linton cross *R. Tyne*.

[Or you may avoid Dunbar by keeping to *l.* at Broxburn, 366 , and going straight to Beltonford, $368\frac{3}{4}$.]

At Beltonford, on *r.*, Tynningham Castle (Earl of Haddington).

Linton to Haddington ($5\frac{1}{2}$ — $378\frac{1}{2}$); out of Linton there is a hill just a mile long to mount, after which the road rather deteriorates; it runs up the valley of *R. Tyne*.

Beyond Linton, on *l.*, Hailes Castle. Before Haddington, on *l.*, Amisfield (Earl of Wemyss).

Haddington to Tranent (7—385 $\frac{1}{2}$) is a rough and very lumpy road through Gladsmuir, 382 $\frac{1}{2}$, to which it is chiefly uphill.

Before Tranent, 1 $\frac{1}{2}$ *m.* on *r.*, Seaton *Ho.*, and ruins of Seaton Castle.

Tranent to Musselburgh (4—389 $\frac{1}{2}$) is a similar kind of road.

On *r.*, Preston Pans, where the young Pretender defeated the English army, in 1745. Just before Musselburgh, on *l.*, Pinkie, where the Scots were defeated, in 1547.

Musselburgh to Edinburgh (6—395 $\frac{1}{2}$); the road is pretty good at first, but after a mile or two it becomes very bad and lumpy through Portobello, 392 $\frac{1}{2}$, from which there is also a tramway into Edinburgh.

When going this journey it is worth bearing in mind that the north and north-east winds are more prevalent than any other on this coast, and therefore the ride *from* Berwick *to* Edinburgh is generally, on that account, not easy work.

LONDON TO EDINBURGH (by Northallerton).

This is the remainder of the Great North Road, for which the road through Leeming is substituted in the preceding route.

London to Boroughbridge (206 $\frac{1}{4}$)—p. 197.

Boroughbridge to Topcliffe (6 $\frac{1}{2}$ —212 $\frac{3}{4}$); having crossed the *R.* Ure outside Boroughbridge, keep to *r.* and through Dishforth, 210 $\frac{1}{4}$.

At Topcliffe, on *l.*, Newby Park.

Topcliffe to Northallerton (12 $\frac{1}{2}$ —225 $\frac{1}{4}$); at Topcliffe turn to *l.* and through Sand Hutton, 216 $\frac{3}{4}$, Newsham, 218 $\frac{3}{4}$, South Ottrington, 220 $\frac{1}{4}$, and North Ottrington, 221 $\frac{1}{2}$.

(*Northallerton* : Black Bull; Golden Lion, *B.T.C.*; Railway; Red Lion.)

Fine Gothic *ch.* at Northallerton.

Northallerton to Enter Common (8—233 $\frac{1}{4}$); a pleasant road by Lovesome Hill, 229 $\frac{1}{4}$, through Little Smeaton, 231 $\frac{1}{4}$, to Great Smeaton, 232 $\frac{1}{4}$, after which the road becomes bad, being rutty and stony.

2 or 3*m.* W. of Smeaton was fought in 1138, the battle of the Standard, in which the Scots were completely defeated.

Enter Common to Darlington (8—241 $\frac{1}{4}$); keep to *l.*, and 1*m.* beyond Enter Common to *r.*; it is a good road through Dalton-on-Tees, 236 $\frac{1}{4}$, and Croft, 237 $\frac{1}{4}$, where cross the *R.* Tees; 1 $\frac{1}{2}$ *m.* before Darlington keep to *r.*, and it is macadam, very rough and lumpy, and also through the town.

[Or from *Scotch Corner*, 232 $\frac{3}{4}$, turn to *r.*, and it is a good road, with a descent at Middleton Lodge and another just before Stapleton, to Blackwell Bridge, 236 $\frac{3}{4}$ (toll to pay) over *R.* Tees; from the bridge is a short but stiff hill to mount, followed by descent to Grange road, then turn to *l.* at the cross roads, and the last 2*m.* are macadam, very rough and lumpy, into *Darlington*, 340 $\frac{3}{4}$.

Or from *Scotch Corner* through Middleton Tyas, 233 $\frac{1}{2}$, to Croft, 236 $\frac{3}{4}$.

Or from *Catterick Bridge* through Citadella, 229 $\frac{3}{4}$, Scorton, 231 $\frac{1}{4}$, South Cowton, 233 $\frac{1}{4}$, North Cowton, 234 $\frac{1}{4}$, to Dalton-on-Tees, 236 $\frac{3}{4}$; good road.]

(*Dalton-on-Tees* : King William IV. Inn.—*Darlington* : Fleece.)

At Darlington, St. Cuthbert's *ch.*, built in the 12th century.

Darlington to Aycliffe ($5-246\frac{1}{4}$); by Harrow Gate, 243, and Coatham Mundeville, $245\frac{1}{4}$, is a fair granite road but hilly.

Aycliffe to Sunderland Bridge ($9-255\frac{1}{4}$); by Traveller's Rest, $247\frac{1}{4}$, through Woodham, $248\frac{3}{4}$, Rushyford, 250, Ferry Hill, $252\frac{1}{2}$, and Low Butcher Race, $254\frac{1}{2}$, is a granite road in capital order but very hilly, and requiring cautious riding; long run down out of Ferry Hill.

Sunderland Bridge to Edinburgh ($140\frac{1}{4}-395\frac{1}{2}$)—pp. 198-201.

LONDON TO KIMBOLTON (by Baldock).

London to Eaton Socon ($55\frac{1}{4}$)—p. 194.

Eaton Socon to Kimbolton ($8\frac{1}{4}-63\frac{3}{5}$); follow the Great North road to Cross Hall, $56\frac{3}{4}$, where turn to *l.*, and through Hail Weston, $57\frac{3}{4}$, Stoughton Highway *Tr.*, $60\frac{1}{2}$, and Stonley, $62\frac{1}{2}$.

LONDON TO TEMPSFORD (by Shefford).

London to Shefford ($41\frac{1}{4}$)—p. 185.

Shefford to Tempsford ($10\frac{1}{2}-51\frac{3}{4}$): turn to *r.* just before entering Shefford, and at Clifton, 43, turn to *l.* and through Stanford, 44, Upper Caldecote, 47, Brook End, 48, Beeston Cross, $48\frac{3}{4}$, where join the Great North road, and through Girtford, $49\frac{3}{4}$, to Tempsford; very fair road with a few hills, but nothing difficult. [Or turn to *r.* *3m.* before Shefford, and through Henlow End and Henlow, $40\frac{1}{2}$, to Clifton, 42.]

LONDON TO WORKSOP AND BLYTH (by Stamford).

London to Newark ($124\frac{1}{2}$)—p. 196.

Newark to Kneesal ($8\frac{1}{4}-132\frac{3}{4}$); turn to *l.* a little out of Newark, and cross *R.* Trent just before Kelham, $126\frac{3}{4}$, and then through Camston, $130\frac{1}{4}$.

Kneesal to Ollerton ($3\frac{3}{4}-136\frac{1}{2}$); capital road but rather hilly through Ompton, $133\frac{3}{4}$, and Wellow, $135\frac{1}{4}$.

(*Ollerton*: Hop Pole; White Hart.)

Before Wellow, on *r.*, site of Jordon Castle. On *l.*, Rufford Abbey, founded in 1138 by Cistercian monks.

Ollerton to Worksop ($8\frac{3}{4}-145\frac{1}{4}$); long rise out of Ollerton, then a splendid undulating road with a surface as smooth as asphalte, across Sherwood Forest, through Budby, $139\frac{1}{2}$, and Carburton, $141\frac{1}{2}$; a stiff hill down into Worksop.

On *r.*, pass Thoresby Park, with Castle William and Thoresby *Ho.*; at Carburton, on *r.*, Clumber Park and *Ho.*

Worksop to Blyth ($6-151\frac{1}{4}$); very loose and rutty road.

LONDON TO KENDAL (by Newark).

London to Red House ($167\frac{1}{4}$)—p. 197.

Red House to Wakefield ($15-182\frac{1}{4}$); take left hand road and through North Elmsall, $171\frac{1}{4}$, Ackworth Moor Top, $174\frac{3}{4}$, Wragby, $176\frac{1}{4}$, Foulby, $177\frac{1}{4}$, Crofton, $178\frac{3}{4}$, and Agbridge, $180\frac{3}{4}$; rather hilly road.

At Wragby, on *r.*, Nostel Priory.

Wakefield to Kendal (80—262 $\frac{1}{4}$); through Bradford, 196 $\frac{1}{4}$, Keighley, 206 $\frac{1}{2}$, Skipton, 216 $\frac{1}{2}$, Settle, 232 $\frac{1}{2}$, Clapham, 239 $\frac{1}{4}$, Ingleton, 243 $\frac{1}{4}$, and Kirkby Lonsdale, 250 $\frac{1}{4}$.—pp. 179-180.

LONDON TO RIPON (by Pontefract).

London to Red House (167 $\frac{1}{4}$)—p. 197.

Red House to Pontefract (9—176 $\frac{1}{4}$); keeping to *r.* there is a stiff hill to ascend from Red House, then rather hilly by Robin Hood's Well, 169 $\frac{1}{4}$, Barnsdale, 169 $\frac{3}{4}$, where leave the Great North road on *r.*, and go through Thorp Audlin, 172 $\frac{1}{4}$, and East Hardwick, 174 $\frac{1}{4}$.

(*Pontefract*: Green Dragon; Malt Shovel, *B.T.C.*; New Elephant; Red Lion.)

At Pontefract, on *r.*, through the town, the ruins of the castle in which Edward II. was imprisoned and barbarously murdered.

Pontefract to Oulton (8—184 $\frac{1}{4}$); through Houghton, 178 $\frac{1}{4}$, (keep to *l.*) over Methley Bridge, 180 $\frac{1}{4}$, and through Methley, 182 $\frac{1}{4}$.

Oulton to Leeds (5—189 $\frac{1}{4}$).

Leeds to Ripon (27 $\frac{1}{2}$ —216 $\frac{3}{4}$); through Harewood, 197 $\frac{1}{2}$, Harrogate, 205, and Ripley, 209—pp. 191-2.

LONDON TO RIPON (by Knaresborough).

London to Wetherby (194 $\frac{1}{4}$)—p. 197.

Wetherby to Knaresborough (8—202 $\frac{1}{4}$); in Wetherby turn to *l.* after crossing *R.* Wharfe, and through Spofforth, 198. [Or follow the Great North Road to Kirk Deighton, 195 $\frac{1}{4}$, then on *l.* to Knaresborough.]

Knaresborough to Ripley (4 $\frac{1}{2}$ —206 $\frac{3}{4}$).

[Or beyond Spofforth keep to *l.* and through High Harrogate, 201 $\frac{1}{4}$, to Ripley.]

Ripley to Ripon (7 $\frac{3}{4}$ —214 $\frac{1}{2}$)—p. 192.

LONDON TO KENDAL (by Boroughbridge).

London to Boroughbridge (206 $\frac{1}{4}$)—p. 197.

Boroughbridge to Ripon (6—212 $\frac{1}{4}$); having crossed *R.* Ure outside Boroughbridge, keep to *l.* and again to *l.* at Kirkby Hill, 207 $\frac{1}{4}$; an undulating road through Hewicke, 210, but rather downhill for last 2*m.*; the surface is perfect.

Ripon to Masham (9 $\frac{1}{2}$ —221 $\frac{3}{4}$); there is a long gradual rise out of Ripon, and at first the road is good, but presently gets very bad and stony for 2*m.* before North Stainley, 216 $\frac{1}{4}$, through which the road falls gradually to *R.* Ure just before West Tanfield, 218 $\frac{1}{4}$; from here the road improves again, and there is a very long ascent to climb, on the top of which are obtained some grand and extensive views: in the last 1 $\frac{1}{4}$ *m.* the road falls rapidly to *R.* Ure, across which Masham lies on a steep hill. [There is another road from Borough Bridge by following the Leeming lane or road as far as York Gate Inn, 213 $\frac{1}{4}$, as at p. 197, then turn to *l.* and through Nosterfield, 220 $\frac{1}{4}$, to Masham, 223 $\frac{3}{4}$, joining the above road 2 $\frac{1}{2}$ *m.* before it.]

(*Masham*: King's Head).

At Masham, on *l.*, Aldburgh Hall; on *r.*, Clifton Castle.

Masham to East Witton (7—228 $\frac{3}{4}$); through Low Ellington, 224 $\frac{1}{4}$, and past Jerveaux Abbey, 226 $\frac{3}{4}$, the road now runs up the Ure valley, and is fairly good.

Jerveaux, called also Jervaulx, or Jervoise Abbey, was founded in 1141, and was a very rich community previous to the dissolution, since which it has been in ruins; it belongs to the Marquis of Aylesbury.

East Witton to Leyburn (4 $\frac{1}{2}$ —233 $\frac{1}{4}$); the road gets rather rough over Cover Bridge, 229 $\frac{1}{4}$ (beyond which keep to *r.*), Ushaw Bridge, 230 $\frac{1}{2}$ (*R. Ure*), and through Spennythorne, 232 $\frac{1}{4}$, and Harmby, 233 $\frac{1}{4}$.

At Cover Bridge, 1*m.* on *l.*, Middleham and ruins of castle, which was the residence of the celebrated Earl of Warwick, the king-maker. The road now enters some very pretty scenery, and follows the valley of *R. Ure* for about next 25*m.*, on the *north* bank.

Leyburn to Redmire (4 $\frac{1}{2}$ —237 $\frac{3}{4}$); take the left hand road through Wensley, 234 $\frac{1}{4}$; bad surface.

The district here bears the name of Wensley Dale, and boasts of delightful scenery. At Redmire, on *r.*, the remain of Bolton Castle, in which Mary, Queen of Scots, was confined for 2 years.

Redmire to Askrigg (7—244 $\frac{3}{4}$) through Carperby, 240 $\frac{1}{2}$, pretty good road in dry weather.

There are many grand and beautiful waterfalls in this neighbourhood. A little beyond Carperby, on *l.*, across the Ure is Aysgarth; 2*m.* off is Heaning Fall.

Askrigg to Hardrow (5 $\frac{1}{2}$ —250 $\frac{1}{4}$); a little beyond Askrigg on *l.* across *R. Ure*, is Bainbridge. Before Hardrow on *l.* across *R. Ure* is Hawes, 250 $\frac{1}{2}$.

There are several pretty waterfalls or forces in the dale, as Cotter Force, Hardrow Force, &c.; near Hardrow, also, is Hardrow Scar.

Hardrow to Sedbergh (14 $\frac{1}{2}$ —264 $\frac{3}{4}$); the road gradually rises, following the *R. Ure*, and for 3 or 4*m.* is quite unrideable to Thwaite Bridge, 253 $\frac{1}{4}$, where the Carlisle road branches off to *r.* up Ure valley, which the Sedbergh road leaves and now ascends the pass where it attains the height of 1,300ft.; having at length crossed over the ridge or watershed, the road is excellent and falls all the way down Garsdale, having Whernside Mountain on *l.*, and Bow Fell on *r.*, through Little Town, 258 $\frac{1}{4}$, and over Smorthwaite Bridge, 259 $\frac{1}{4}$, and Moorthwaite Bridge, 261 $\frac{1}{4}$.

(*Sedbergh*: Black Bull; Bull Inn.)

The scenery is very fine.

Sedbergh to Kendal (10 $\frac{3}{4}$ —275 $\frac{1}{2}$); over *R. Lune* at Lincoln's Inn Bridge, 267, is a good road, but hilly to Kendal.

LONDON TO HAWES.

London to East Witton (228 $\frac{3}{4}$)—above.

East Witton to Middleham (1 $\frac{1}{2}$ —230 $\frac{1}{4}$); over Cover Bridge, 229 $\frac{1}{2}$, (beyond which keep *l.*), is rather rough and mostly uphill.

(*Middleham*: White Swan.)

The road now runs up the valley of the *R. Ure* for 25*m.*, through pretty and romantic scenery, keeping to the *south* bank of the river, which, however, can be crossed every few miles. At Middleham, the ruins of the castle, which was the residence of the celebrated Earl of Warwick, the "king-maker"; it is the scene of Bulwer Lytton's novel "The Last of the Barons."

Middleham to West Witton (5—235 $\frac{1}{4}$) is all against the collar, but otherwise a good road.

About halfway, on *r.* across *R.* Ure to Wensley, 2*m.*, and Leyburn, 3*m.*; there is a toll to pay at the bridge.

West Witton to Aysgarth (3 $\frac{1}{2}$ —238 $\frac{3}{4}$); pretty good road through Swinethwaite, 236 $\frac{1}{4}$; hill to go down into Aysgarth, which is too steep to be ridden down safely.

Beyond West Witton on *r.* across *R.* Ure, to *Redmire*, 2*m.*; about 1 $\frac{1}{2}$ *m.* before Aysgarth a road turns to the left out of Wensley Dale to West Burton, 2*m.*, passing by the way Aysgarth Force, but the surface is bad and rutty: beautiful and picturesque scenery.

Aysgarth to Bainbridge (4 $\frac{1}{2}$ —243 $\frac{3}{4}$); from the foot of Aysgarth Hill it is easy riding through Brush Worton, 242 $\frac{1}{2}$, to Bainbridge, where there is a steep pitch sharp to *r.* [Or $\frac{1}{2}$ *m.* beyond Aysgarth cross *R.* Ure to *r.* and go through Askrigg, 242 $\frac{1}{2}$, a pretty good road, and 1*m.* further on recross *R.* Ure to Bainbridge, 244, which is a good road until you cross the new railway.]

Bainbridge to Hawes (4 $\frac{1}{2}$ —247 $\frac{3}{4}$); fair easy road.

At Hawes, on *r.* across *R.* Ure, to *Hardrow* (1 $\frac{1}{4}$ —248 $\frac{1}{2}$), which is 1 $\frac{3}{4}$ *m.* shorter than by the preceding route.

(*Hawes*: White Hart.—*West Burton*: Black Bull.)

LONDON TO GLASGOW (by Stamford, &c.).

London to Scotch Corner (232 $\frac{3}{4}$)—*p.*: 198.

Scotch Corner to Greta Bridge (10—242 $\frac{3}{4}$); turn to *l.* and follow a straight road through Smallways, 240 $\frac{3}{4}$.

At Smallways, on *l.*, Barningham Hall.

Greta Bridge to Bowes (6—248 $\frac{3}{4}$); $\frac{1}{2}$ *m.* beyond Greta Bridge, keep to *l.*; very rough road.

A little beyond Greta Bridge, on *r.*, Rokeby village, Eglestone Abbey, and Barnard Castle town. Bowes was a Roman station, and has remains of a castle.

Bowes to Brough (13—261 $\frac{3}{4}$); the road now crosses the main Pennine range, over Stainmoor; it is nearly all a continuous uphill, some parts of the ascents being very stiff, the surface too being very rough and uneven, in many places unrideable, to Spittal House Inn, 254; then the road is up and down hill, but not quite so difficult though still rough, by Rear Cross, 254 $\frac{1}{4}$, and after 3 or 4*m.* improves gradually to Brough, approaching which is a long steep hill to descend, that should not be ridden down without a good brake. It is the best illustration of this stage, by way of comparison, that the road can only be said to be better than that from Kendal over Shap Fells to Shap.

(*Brough*: Ferry; Station.)

A little beyond Spittal Ho., on the borders of Yorkshire and Westmoreland, the road passes through the site of a Roman camp; past the moors, on *l.*, Maiden Castle. At Brough, which was the Roman *Verteræ*, are ruins of a castle erected before the Conquest; the *ch.* is an ancient fabric, and contains a pulpit formed out of a single stone.

Brough to Appleby (8 $\frac{1}{4}$ —270); a good but very hilly road.

(*Appleby*: King's Head; Tufton Arms.)

Appleby has been twice destroyed by the Scots, and the greater part of it was in ruins till the reign of Queen Mary. The castle was founded previous to the Conquest, but was almost all rebuilt in 1686; it contains many curious portraits and relics.

Appleby to Penrith ($12\frac{3}{4}$ — $282\frac{3}{4}$); steep hill to mount out of Appleby, then an excellent road, but with several difficult hills, through Crackenthorp, 272, Kirkbythore, $274\frac{1}{2}$, and Temple Sowerby, $276\frac{1}{4}$, (beyond which cross *R. Eden*), to the bridge over the *R. Emont*, $281\frac{1}{4}$, from which it is rather rough through Carlton, $281\frac{3}{4}$, into Penrith.

Just before crossing *R. Emont*, on *l.*, the ruins of Brougham Castle.

Penrith to Glasgow ($113\frac{3}{4}$ — $396\frac{1}{2}$); through Carlisle, $300\frac{3}{4}$, pp. 159—161.

LONDON TO BROUGH (by Richmond).

London to Catterick Bridge ($229\frac{1}{4}$)—p. 198.

Catterick Bridge to Richmond ($3\frac{3}{4}$ —233); after crossing *R. Swale*, turn to *l.* at Citadella, $229\frac{3}{4}$, and it is a good gradually rising road up the valley of the *Swale*, through Brompton-upon-Swale, $230\frac{1}{4}$, and St. Trinians, 232.

(*Richmond*: King's Head; Queen's Head; Temperance; Unicorn.)

Richmond is beautifully situated, and surrounded by picturesque scenery; there are ruins of a castle founded soon after the Conquest, and also of St. Martin's Priory, St. Nicholas' Hospital, and of a Grey Friary.

Richmond to Reeth (9—242); continuing up Swaledale, through Marske, $237\frac{1}{2}$, and Fremington, $241\frac{1}{2}$, is a good and fairly level road.

Reeth to Muker ($10\frac{1}{2}$ — $252\frac{1}{2}$); the road still runs up Swaledale, through Healaugh, $243\frac{1}{2}$, Featham, 246, and Gunnerside, $248\frac{3}{4}$, crossing *R. Swale* at Ivey Bridge, $250\frac{1}{2}$.

Muker to Kirkby Stephen (14— $266\frac{1}{2}$); the road runs up to the head of Swaledale, through Scar Head, $253\frac{1}{2}$, Angeram, $254\frac{1}{2}$, and Thorne, 255, for nearly 10*m.*, then it is all downhill through Nateby, $265\frac{1}{4}$; very hilly road, crossing over the moors most of the way.

Kirkby Stephen to Brough ($4\frac{3}{4}$ — $271\frac{1}{4}$); by Brough Sowerby, 270.

[There is another road from *Reeth* by turning to *r.* through Argengarthdale, 245, after which the road crosses the moors, and is exceedingly hilly, and in most places very rough and bad as far as Barras, 258, thence good and mostly downhill to Brough, 262.]

About 4*m.* before Kirkby Stephen, the mountain on *r.* is called Nine Standards Hill. On *l.*, $1\frac{1}{2}$ *m.*, Pendragon Castle on the Askrigg road.

LONDON TO GRETA BRIDGE (by Richmond).

London to Richmond (233)—above.

Richmond to Greta Bridge ($10\frac{1}{2}$ — $243\frac{1}{2}$); just before entering Richmond take the middle road at the cross roads, and through Kirkby Hill, $237\frac{1}{2}$, and Smallways, $241\frac{1}{2}$, it is rather hilly, but has a good surface on the whole, though inclined to be bad in places. [There is another road by taking the right fork at the cross roads and through Gilling, $235\frac{3}{4}$, a mile beyond which join the road from Scotch Corner, as at p. 205, and on to Greta Bridge, $244\frac{1}{4}$.]

LONDON TO HALTWHISTLE.

London to Greta Bridge ($242\frac{3}{4}$)—p. 205.

Greta Bridge to Barnard Castle ($3\frac{1}{2}$ — $246\frac{1}{4}$); $\frac{1}{2}m.$ beyond Greta Bridge keep to *r.* by Rokeby Park and Egglestone Abbey, crossing *R.* Tees just before Barnard Castle; the road is pretty good.

(Barnard Castle: King's Head.)

Barnard Castle is the scene of Sir Walter Scott's "Rokeby." It derives its name from a castle erected here at the end of the 11th century, but now in ruins. $2m.$ N.E. is Streatlam Castle, surrounded by beautiful scenery.

Barnard Castle to Middleton-in-Teesdale ($9\frac{1}{2}$ — $255\frac{3}{4}$); instead of going through Barnard Castle, the road keeps on the right bank of *R.* Tees all the way through Lartington, $248\frac{3}{4}$, Cotherstone, $250\frac{1}{4}$, Romald-Kirk, $252\frac{1}{4}$, and Mickleton, $254\frac{1}{4}$; it is a fair road, but bad in wet weather. Lovely scenery. [There is another road by going *through* Barnard Castle, beyond the town turning to *l.*, and through Egglestone.]

On *r.*, Lartington Hall. On *l.*, Egglestone Hall. On *r.*, Middleton Ho.

Middleton-in-Teesdale to Alston or Aldstone Moor ($17\frac{1}{2}$ — $273\frac{1}{4}$); up the Tees valley along the left bank, through Newbiggin, $259\frac{1}{4}$, Harwood, $265\frac{1}{4}$, across the Moors, and through Carrigillgate, $269\frac{3}{4}$, is hilly and an indifferent road; mostly uphill for about $12m.$, and then on the fall. Wild scenery.

$3m.$ beyond Newbiggin, the cataract of High Force; $4m.$ further on that of Cauldron Snout.

Alston to Haltwhistle ($12\frac{1}{2}$ — $285\frac{3}{4}$); through Whitley, 276, Thornhope, $277\frac{3}{4}$, Knaresdale, $279\frac{3}{4}$ (keep to *r.*), and by Featherstonhaugh Castle, $283\frac{1}{4}$.

At Haltwhistle, Castel Banks, Schill Hill, and Whitcheater, a Roman camp.

LONDON TO TYNEMOUTH.

London to Topcliffe ($212\frac{3}{4}$)—p. 201.

Topcliffe to Thirsk (5 — $217\frac{3}{4}$); keep to *r.* and by Thornfield Houses, $215\frac{3}{4}$.

(Thirsk: Fleece.)

Thirsk formerly possessed a castle, which was destroyed in the reign of Henry II., and from its ruins the *ch.* is said to have been built; the latter is a fine Gothic building with many monuments.

Thirsk to Tontine Inn (12 — $229\frac{3}{4}$); very lumpy road through South Kilvington, $218\frac{3}{4}$, North Kilvington, $219\frac{3}{4}$, Knayton, $221\frac{3}{4}$, Borrowby, $222\frac{3}{4}$, Leak, $223\frac{3}{4}$, by Jeator Houses, $226\frac{1}{4}$, and Mount Grace, $228\frac{3}{4}$.

At Mount Grace are the ruins of the Priory.

Tontine Inn to Yarm (8 — $237\frac{3}{4}$); keep to *l.*, and it is a very lumpy road through Trenholme, $231\frac{3}{4}$, Crathorne, $234\frac{1}{4}$, and Kirklevington, $235\frac{3}{4}$; through Yarm is all cobblestone paving, which will necessitate walking.

Yarm is a romantic old town. About $2m.$ S.E. is Kirk Castle.

Yarm to Stockton-on-Tees (4 — $241\frac{3}{4}$); after crossing the narrow bridge over *R.* Tees, there is a very steep hill to climb out of Yarm, and then it is a very lumpy road down the valley of the Tees; the streets of Stockton are macadam and very rough.

Stockton-on-Tees: Argyle; Black Lion.)

Stockton-on-Tees to Sunderland (26—267 $\frac{3}{4}$); very hilly road and rather rough by Norton Inn, 243 $\frac{1}{4}$ (where keep to *r.*), Billingham *Tp.*, 244 $\frac{1}{4}$, through Wolviston, 245 $\frac{3}{4}$, by Red Lion Inn, 249 $\frac{1}{2}$, through Elwick, 250 $\frac{1}{4}$, Sheraton, 252 $\frac{3}{4}$, by Castle Eden Inn, 255 $\frac{1}{4}$, and through Shotton, 256 $\frac{1}{4}$, Easington, 257 $\frac{3}{8}$, Cold Hasledon, 260 $\frac{3}{4}$, Dalton-le-Dale, 261 $\frac{3}{4}$, Seaham, 263, Ryhope, 264 $\frac{1}{4}$, and Bishop Wearmouth, 267; rough cobblestone paving in Sunderland except wood pavement along High street.

(*Sunderland*: Queen's, *Hqrs.*)

At Elwick, on *r.* to Hartlepool, 5 $\frac{1}{2}$ *m.*; here are some remains of a monastery of Franciscan Grey Friars, established in the 13th century; there are also considerable remains of the town walls, and on the coast several natural caverns. Castle Eden is a fine castellated mansion. At Bishop Wearmouth, on *l.*, Hilton Castle, the baronial residence of the Hiltons from the time of Athelstan to 1746.

Sunderland to Tynemouth (9 $\frac{1}{4}$ —277); proceed along Bridge street and over the Iron Bridge, 268 $\frac{1}{2}$, (*R. Wear*); then from the outskirts of Wearmouth, 268 $\frac{3}{4}$, it is a good road by Fulwell Inn, 269 $\frac{3}{4}$, to Fulwell *Tp.*, 270, where is Fulwell Bank to descend, rather steep, then rather shaky to Cleadon, 271 $\frac{3}{8}$, and pretty good undulating road through Harton, 273 $\frac{1}{4}$, Harton *Tp.*, 273 $\frac{3}{4}$, and Westoe, 274, to South Shields, 275, then cross *R.* Tyne to North Shields, 275 $\frac{1}{2}$; there is a longish incline out of Sunderland, and run down into South Shields.

At Tynemouth are remains of the castle and priory.

LONDON TO EDINBURGH (by Coldstream).

London to Morpeth (288 $\frac{3}{4}$)—p. 199.

Morpeth to Glanton (21—309 $\frac{3}{4}$); at Loaning *Tp.*, 291, keep to *l.*, and it is a very fair road through Longhorsley *Tg.*, 295 $\frac{1}{4}$, over Weldon Bridge, 298 $\frac{1}{4}$, Low Framlington, 299, Long Framlington, 300, by Rimside House, 303 $\frac{3}{8}$, over Rimside Moor and through Whittingham, 308.

At Weldon Bridge, on *l.*, Brinkburn Priory, formerly of the Black Canons, in the reign of Henry I.

Glanton to Wooler (10 $\frac{3}{4}$ —320 $\frac{1}{2}$); by Percy's Cross, 313, and Woolerhaugh Head, 318 $\frac{3}{8}$, is a good road.

(*Wooler*: Red Lion; Tankerville Arms.)

At Whittingham, on *l.*, Carlington Castle, Callaly Castle, and Eslington. At Wooler, 2 or 3*m.* on *r.*, Chillingham Castle, famous for the breed of wild cattle preserved here. Percy's Cross, erected in memory of Sir Ralph Percy, slain here in 1463, in a skirmish. At Wooler, on *l.*, Homildon Hill, the scene of a defeat of the Scots in 1402.

Wooler to Coldstream (14—334 $\frac{1}{2}$); a good easy road, running down the valley of *R. Till*, through Akeld, 323 $\frac{1}{4}$ (keep to *r.*), Millfield, 326 $\frac{1}{4}$, to Pallinsburn, 329 $\frac{1}{4}$, then turn to *l.*, and there is a hill to mount and descend to Cornhill, 333 $\frac{1}{4}$, whence cross *R. Tweed* and enter Scotland.

(*Coldstream*: Newcastle Arms, *B.T.C.*)

Beyond Akeld, on *l.*, on banks of *R. Glen*, Copeland Castle. Near Millfield, on *l.*, Flodden Field, where James IV. of Scotland was defeated and slain by the English, under the Earl of Surrey, in 1513. On *r.*, across *R. Till*, Ford Castle. At Cornhill, 3*m.* on *r.*, on the banks of the Tweed *R.*, is Twizel Castle, and near it Otteaton Castle.

Coldstream to Kelso (8 $\frac{3}{4}$ —343 $\frac{1}{4}$); the road is good and almost level, running up the Tweed valley; keep to *l.* at Coldstream *Tp.*, 336.

[There is another road from Cornhill by turning to *l.* and following the south bank of *R. Tweed* through Castle Wark (ruins), Carham, and Sprouston; distance about the same. Or from Akeld by turning to *l.*, following the course of *R. Glen*, by Battle Stone, 324½, through Kirk Newton, 325¾, Kilham, 328½, cross *R. Glen*, to Mindrum, 330½, and by Potts Close, 334¼, to *Kelso*, 339½.]

(*Kelso*: Queen's Head, *B.T.C.*)

At *Kelso* are the remains of an abbey, founded in 1128.

Kelso to Lauder (17—360¼); through Smallholm, 349¼, and Bridge End, 356¾.

On *r.*, at Lauder, Thirlestane Castle.

Lauder to Dalkeith (18¾—379); by Carfrae Mill Inn, 364¼, Channel Kirk Inn, 366¼, Falla, 371, Costerton Inn, 372, and Path Head, 374½.

[There is another road from Coldstream to Carfrae Mill Inn by Coldstream *Tp.*, 336, Orange Lane Inn, 339¾, Plowland *Tp.*, 341¾, *Greenlaw*, 344½, Whiteburn Inn, 352, Dodd Mill, 353, Thirlestane, 354, Norton, 356¼, to Carfrae Mill Inn, 359¾.]

At *Greenlaw*, on *l.*, Hume Castle. At *Dalkeith* are Newbattle Abbey, Melville Castle, and *Dalkeith* Palace.

Dalkeith to Edinburgh (6¼—385¼).

[The shorter road is through Coldstream and *Greenlaw* to *Edinburgh*, 380¾.]

LONDON TO EDINBURGH (by Jedburgh).

London to Newcastle-upon-Tyne (274)—p. 199.

Newcastle-upon-Tyne to Lauder (78¼—352¼); leave Newcastle by Barrack Road, over Town Moor (west side), and it is all up and down, sharp but short hills, through *Kenton Tp.*, 277, *Woolsington*, 278½, to *Ponteland*, 281½, with fair surface; then by *Higham Dykes*, 284, and *Belsay Castle*, 287¼, over good surface and level road, by *Belsay*, 289 (keep to *l.*), *Low Ho.*, 289½, and *Wallington*, 292½, to *Kirk Whelpington*, 295; then over *Harwood Moor* through *Elsdon*, 302¾, *Otterburn*, 304¾, *Ellishaw*, 308, *Bagrave*, 309½, *Rochester*, 312, *Buryness*, 315, *Lumsden*, 317½, *Carter Fell Tp.*, 322 (enter Scotland), *Doveford Bridge*, 326½, *Jedburgh*, 332¼, *Ancrum Tp.*, 335¼, *Newton*, 341¼, and by *Fly Bridge*, 343¼, it is a give and take road, very hilly, as it crosses over the *Cheviot Hills*, but with good surface.

(*Jedburgh*: Red Lion.)

Beyond *Wallington*, 2m. on *r.*, *Rothley Castle*. At *Higham Dykes* on *r.*, *Ogle Castle*. *Otterburn* was the scene of the celebrated battle of *Chevy Chase*, in 1388; near it is *Otterburn Castle*. At *Jedburgh* are remains of the beautiful *Abbey*, part of it now the parish *ch.* At *Fly Bridge*, on *l.*, *Melrose* and ruins of the *Abbey*.

Lauder to Edinburgh (21—373¼)—above; through *Dalkeith*, 367.

LONDON TO JEDBURGH (by Corbridge).

London to West Auckland (246¼)—p. 198.

West Auckland to Witton-le-Wear (4½—250¾); keep first to *l.*

then to *r.*, and there is a steep climb on to Toft Hill, 248½, followed by a long descent to the bridge over *R. Wear*.

Before Wear bridge, on *r.*, Witton Castle.

Witton-le-Wear to Allan's Ford (13—263¾); keep to *l.* and by Hordon Head, 252¾, Harperley Gate or Lane Head, 253¾, Towlaw, 256¼, and Cold Rowley, 262¼.

On *l.*, Harperley Park; 3*m.* past Towlaw, on *r.*, Butsfield Abbey and Byerley Hall. At Cold Rowley, on *l.*, White Hall.

Allan's Ford to Corbridge (12—275¾); by Green Head Inn, 266, Unthank, 268¾, and Riding, 273¾, and 1½*m.* further keep to *r.* and cross *R. Tyne*. Returning, at Riding keep to *r.*

At Unthank, on *l.*, Minster Acres.

Corbridge to Colwell (7¾—283½); by Wheatsheaf Inn, 278½, where join Watling Street, and follow it to Colwell.

Beyond Corbridge, on *l.*, Sandhoe and Beaufront. On *r.*, Aydon Castle.

Colwell to Corsenside, ch. (9¾—293¼); by Tone Pitt Inn, 286¾, and over Woodburne Bridge, 291½.

Beyond Colwell, on *l.*, Swinburn Castle. At Tone Pitt Inn, on *r.*, Careycoats.

Corsenside to Ellishaw (4—297¼), through Troughend, 295¾.

Ellishaw to Jedburgh (24¼—321½)—p. 209.

LONDON TO SUNDERLAND (by Durham).

London to Durham (259½)—p. 198.

Durham to Houghton-le-Spring (6¾—266¼); in Durham turn to *r.* after crossing *R. Wear* once, and there is a pretty steep ascent out of the city, then good road by Blue House, 262, and through Rainton Pitt Houses or West Rainton, 263½, and East Rainton, 264½.

(*Houghton-le-Spring* : White Lion.)

Houghton-le-Spring to Sunderland (6¼—272½); steep ascent from Houghton, and then a good road, though hilly through East Harrington, 268¾, and Bishop Wearmouth, 271¾; heavy in wet weather; rough cobblestone paving through Sunderland, except the middle of the town, which is paved with wood along High street.

LONDON TO EDINBURGH (by York).

London to Bawtry (153¼)—p. 196.

Bawtry to Thorne (13½—166¾); turn a little to *r.* in Bawtry and through Austerfield, 154½, Finningley, 157¼, Blaxton, 158¼, Torne Bridge, 160¼, Hatfield Woodhouse, 163¼, and Bearwood Green, 164; for first 3 or 4*m.* undulating, then level.

(*Thorne* : Green Dragon; Greyhound; Red Lion; White Hart.)

On *r.*, at Hatfield Woodhouse, is Hatfield Chase.

Thorne to Snaith (7—173¾); level road, running near *R. Don* for 4*m.*, then over New Bridge, 171¼, and to *l.* over Turnbridge, 172¼.

(*Snaith* : Downe Arms.)

Snaith to Selby (8—181¾); cross *R. Aire*, and through Carleton, 175¾, Camblesforth, 177½, over Camblesforth Moor to Botany Bay Inn, 180¼; Selby is roughly paved.

(*Selby*: Londesborough Arms.)

At Carleton, 2 or 3m. on *r.*, Drax Abbey. At Selby are remains of an abbey founded by William the Conqueror, whose son Henry I. was born here.

Selby to York ($14\frac{1}{2}$ — $196\frac{1}{4}$); cross *R.* Ouse, and go through Barlby, $183\frac{1}{4}$ (keep to *l.*), Riccall, $185\frac{1}{2}$, Escrick, $188\frac{3}{4}$, Deighton, 190, and Gate Fulford, $194\frac{1}{2}$; it is level but not a good road, being narrow and rutty in many parts, but improves towards York. Country very flat and uninteresting,

(*York*: Black Swan; Hartner's; North Eastern; Queen's; Scawin's; Station; White Swan Inn; York.)

York, the Roman Eboracum, is a fine city; perhaps most celebrated for its magnificent cathedral, the largest and most beautiful of its kind in the kingdom; it was founded in 626, and the present building dates from 1228. There are also remains of the city walls; the castle, including Clifford's Tower, supposed to be Roman; ruins of St. Mary's Abbey; Yorkshire Museum and Gardens; Assembly Rooms, &c.

York to Easingwold ($13\frac{1}{2}$ — $209\frac{3}{4}$); bad and heavy road through Clifton, $197\frac{3}{4}$, Rawcliff *Tp.*, $199\frac{3}{4}$, and Skelton, $200\frac{3}{4}$, to Shipton, $202\frac{1}{4}$, then capital going through Tollerton Lanes, 206, and Shire Houses, 208.

(*Easingwold*: George, B.T.C.)

Easingwold to Thirsk ($10\frac{1}{4}$ —220); by White Houses, $211\frac{1}{4}$, through Thormanby, $213\frac{3}{4}$, Birdforth, $214\frac{1}{2}$, and Bagby Common *Tg.*, 217.

Thirsk to Northallerton ($8\frac{3}{4}$ — $228\frac{3}{4}$); after crossing the bridge in Thirsk keep to *r.*, and it is a splendid road through Thornton-le-Street, $222\frac{3}{4}$; formerly it was part of the Great North Road.

Northallerton to Edinburgh ($170\frac{1}{4}$ —399); through Darlington, $244\frac{3}{4}$, Sunderland Bridge, $258\frac{3}{4}$, Durham, 263, Chester-le-Street, 269, Newcastle-upon-Tyne, $274\frac{1}{2}$, Morpeth, $292\frac{1}{4}$, Alnwick, $311\frac{1}{2}$, Belford, 326, and Berwick-upon-Tweed, 341—pp. 201-202.

LONDON TO YORK (by Tadcaster).

London to Brotherton ($178\frac{1}{2}$)—p. 197; keep to right entering Brotherton.

Brotherton to Tadcaster (12— $190\frac{1}{2}$); the road is a little easier as to hills, but still indifferent and rough to South Milford, $182\frac{1}{4}$, after which there is rather an improvement through Sherburn, $183\frac{1}{2}$, Barkston, 185, and Towton, $187\frac{1}{4}$, with a nice run down when approaching Tadcaster.

(*Tadcaster*: Londesborough, B.T.C.)

At Towton, on *l.*, Towton Field, where the Lancastrians were routed by Edward IV., in 1461.

Tadcaster to York (9— $199\frac{1}{2}$); keep to *r.* in Tadcaster, and it is a flat, uninteresting, rough, and patchy road by Street Houses, $193\frac{3}{4}$, and Dring Houses, $198\frac{1}{4}$; in wet weather very bad, improves towards York, and the last mile or two is good going.

At Dring, on *r.*, Bishopthorpe, the palace of the Archbishop of York.

LONDON TO YORK (by Askern).

London to Doncaster ($162\frac{1}{4}$)—p. 196.

Doncaster to Askern (7—169 $\frac{1}{4}$); turn to *r.* just beyond Doncaster, and it is a pretty good and level road through Bentley and Owston.

Askern to Selby (13—182 $\frac{1}{4}$); through Haddesley, 179 $\frac{1}{4}$, is a very bad road, though level all the way; it is stony and ruddy, being made of a soft kind of limestone, which when worn down gives a clayey surface, rough and ruddy when dry.

Selby to York (14 $\frac{1}{2}$ —196 $\frac{3}{4}$)—p. 210.

LONDON TO GUISBOROUGH AND REDCAR.

London to Tontine Inn (229 $\frac{3}{4}$)—p. 207.

Tontine Inn to Stokesley (7 $\frac{1}{2}$ —237 $\frac{1}{4}$); keep to *r.* through Arncliffe, 230 $\frac{1}{4}$, and Whorlton, 232.

(*Stokesley*: Black Swan, *B.T.C.*)

At Whorlton, on *r.*, Whorlton Castle.

Stokesley to Guisborough (8—245 $\frac{1}{4}$); very good road through Great Ayton, 239 $\frac{3}{4}$, Newton, 241 $\frac{1}{2}$, and Pinchinthorp, 242 $\frac{1}{2}$.

(*Guisborough*: Buck; Cock.—*Great Ayton*: Temperance.)

At Newton, on *r.*, is Roseberry Topping, a remarkable hill, from which is obtained a splendid view.

Guisborough to Redcar (8—253 $\frac{1}{4}$); the road rapidly deteriorates to Kirk Leatham, 250 $\frac{1}{4}$, after which it is very bad and stony to Redcar; level.

(*Redcar*: Red Lion, *B.T.C.*)

On *r.*, Skelton Castle and Upleatham Hall.

LONDON TO KIRBY MOORSIDE.

London to York (196 $\frac{1}{4}$)—p. 211.

York to Stillington (11—207 $\frac{1}{4}$); through Wiggington, 200 $\frac{1}{4}$, and Sutton-on-the-Forest, 204 $\frac{1}{4}$, through the district formerly known as the Forest of Galtres.

Stillington to Gilling (7—214 $\frac{1}{4}$). On *l.* pass Crake Castle, and at Gilling on *l.* Gilling Castle.

Gilling to Helmsley—or Helmsley Blackmoor (5—219 $\frac{1}{4}$); level and fairly good road through Oswaldkirk, 215 $\frac{1}{4}$, and Sproxton, 217 $\frac{3}{4}$.

(*Helmsley*: Royal Oak.)

At Oswaldkirk, about 3*m.* on *l.*, ruins of Byland Abbey, 4*m.* from Helmsley, and well worth a visit, though it is only reached on foot. On *l.* of the town, Duncombe Park, Lord Feversham. 3*m.* N.W. are the ruins of Rivaulx Abbey, founded in 1181 by Cistercian monks.

Helmsley to Kirby Moorside (5 $\frac{1}{2}$ —224 $\frac{3}{4}$); turn to *r.* and through Nawton, 221 $\frac{3}{4}$.

LONDON TO WHITBY.

London to York (196 $\frac{1}{4}$)—p. 211.

York to Spittle Bridge (10 $\frac{3}{4}$ —207); level for first 5*m.*, then a gradual rise over Stockton Moor, and for 1 $\frac{1}{2}$ *m.* past Lobster House Inn, 204, and a little downhill again to Spittle Bridge; it is not a good road, being

very sandy, and soft and heavy going in wet weather; railway crossing at Barton Hill Station, a little before Spittle Bridge.

At Lobster House Inn, 3m. on l., ruins of Sheriff Hutton Castle.

Spittle Bridge to Malton ($7\frac{1}{4}$ — $214\frac{1}{4}$); very long hill to ascend to Whitwell-on-the-Hill, $208\frac{1}{2}$, then downhill for a mile, followed by a corresponding rise, and the last 3m. chiefly downhill into Malton; good surface, but sticky and heavy in wet weather.

(Malton : George; Old Globe; Rose and Crown; Royal Oak; Sun; Talbot.)

At Whitwell, 2m. on l., Castle Howard, the magnificent seat of the Earl of Carlisle. At Malton (called also New Malton) are the remains of an ancient castle.

Malton to Pickering ($8\frac{1}{2}$ — $222\frac{3}{4}$); keep to l., and it is hilly but not very rough through Old Malton, $215\frac{1}{4}$, and How Bridge, $217\frac{3}{4}$.

(Pickering : Black Lion; White Swan.)

Pickering contains a spacious and ancient *ch.*, and the ruins of a castle, which was besieged by the Parliamentarians. About 3m. N.W., at Cawthorne, are remains of 2 Roman camps, and beyond, at Cropton, of a British one. Further on are the ruins of Rosedale Abbey.

Pickering to Saltergate ($8\frac{1}{2}$ — $231\frac{1}{4}$); the road is hilly but rideable through Lockton, $227\frac{3}{4}$, with a very steep descent into Saltergate.

Saltergate to Whitby ($11\frac{3}{4}$ —243); the road goes over the moors for the greater part of the way and is very hilly, the hills being either too steep or too rough for riding without a brake, and in parts little better than a rough grassy track, through Silla Cross, $236\frac{1}{4}$, to Sleights, $238\frac{3}{4}$, where it leaves the moors by a tremendously steep winding hill, at the bottom of which is a level railway crossing; from here the road improves and follows the valley of R. Esk through Carr End, $239\frac{1}{4}$, and Ruswarp, 241.

(Whitby : Crown; Royal.)

At Whitby are the remains of the abbey *ch.*; also St. Mary's *ch.*, approached by 190 steps; fine piers, town-house, library, museum, baths, &c. 3m. distant is Mulgrave Castle (Marquis of Normanby).

LONDON TO SCARBOROUGH.

London to Malton ($214\frac{1}{4}$)—above.

Malton to Rillington ($4\frac{1}{2}$ — $218\frac{3}{4}$); turn to r. in Malton, and there is a descent to R. Derwent, which cross to Norton, $214\frac{3}{4}$, and the rest is almost level, with a gentle rise to Scagglethorp Tg., $217\frac{1}{4}$; the surface is not so good.

Rillington to Snainton (8 — $226\frac{3}{4}$); the road is still bad; about $1\frac{1}{2}$ m. beyond Rillington keep to l., and there is a little downhill to Knapton Station, $221\frac{1}{4}$, where is a level railway crossing, and the rest is level over Yeddingham Bridge, $223\frac{1}{4}$ (R. Derwent), to Snainton.

Snainton to Scarborough ($9\frac{3}{4}$ — $236\frac{1}{2}$); out of Snainton is a slight ascent, then level, and all an excellent road, through Brompton, $228\frac{1}{2}$, Wykeham, 230, Hutton Bushel, $230\frac{3}{4}$, and West Ayton, $231\frac{1}{4}$, to East Ayton, $231\frac{3}{4}$, out of which, after crossing R. Derwent, is a very steep hill to mount, rising 226 ft. in $1\frac{1}{2}$ m.; on the top is a good run over an excellent level road through Stepney, $233\frac{3}{4}$, and Falsgrave, $235\frac{1}{2}$, and past the racecourse, with fine views of scenery; big hill to descend into Scarborough, very steep at the bottom.

(*Scarborough*: Crown; Grand; Prince of Wales; Queen; Royal; White Horse Inn.)

At Wykeham, on *r.*, Wykeham Abbey, a noble mansion, erected on the site of a priory founded 1153. Scarborough is the Brighton of the North East coast, and during the autumn is a great resort of the nobility and gentry. It combines splendid sea-bathing, with a mineral Spa: there are assembly rooms; theatre; libraries, &c.; also a ruinous old castle, built in the reign of King Stephen, and besieged twice by the Parliamentarians, who dismantled it. Beautiful and romantic scenery in the neighbourhood.

LONDON TO MARKET WEIGHTON

London to Thorne ($166\frac{3}{4}$)—p. 210.

Thorne to Howden ($13\frac{1}{4}$ —180); level road, running near *R.* Don for $4\frac{1}{2}$ m., then over New Bridge, $171\frac{1}{4}$, and 1 m. further keep to *r.* through Rawcliffe, $173\frac{1}{2}$, and Armin, $176\frac{3}{4}$, and cross *R.* Ouse at Booth Ferry, $178\frac{1}{4}$.

At Howden are *ch.* and ancient palace of the Bishops of Durham.

Howden to Market Weighton (12—192); leaving Howden keep to *l.* through Benland, $181\frac{3}{4}$, by Howden Grange, $183\frac{1}{2}$, over Welham Bridge, 185, through Holme, 187, and across Spalding Moor: quite level.

(*Market Weighton*: Half Moon, *B.T.C.*)

LONDON TO CROWLE.

London to Newark ($124\frac{1}{2}$)—p. 196

Newark to Newton ($14\frac{1}{4}$ —138 $\frac{3}{4}$); leaving Newark turn to *r.* along the Roman Fosse Way for a mile, and after crossing over the railway turn off to *l.* and through Winthorpe, $126\frac{1}{2}$, Langford, 128, Collingham, 130, Besthorpe, 132, and Girton, $133\frac{1}{4}$.

Newton to Gainsborough ($10\frac{1}{2}$ —149 $\frac{1}{4}$); through Torksey, $142\frac{1}{4}$, Marton, $144\frac{1}{4}$, Knaith, $146\frac{1}{4}$, and Lea, $147\frac{1}{4}$.

(*Gainsborough*: Black Head; White Hart.)

Gainsborough to Epworth ($10\frac{3}{4}$ —160); through Morton, $150\frac{3}{4}$, East Stockwith, $152\frac{1}{2}$, cross *R.* Trent, through West Stockwith, 153, along the left bank of the Trent to Owston, 157, and then to *l.*

Epworth to Crowle (7—167); entering Epworth keep to *r.* and through Belton, 162.

LONDON TO BURTON-UPON-STATHER.

London to Gainsborough ($149\frac{1}{4}$)—above.

Gainsborough to Scotter ($8\frac{1}{4}$ —157 $\frac{1}{2}$); a little out of Gainsborough turn to *r.* and through Blyton, $152\frac{3}{4}$, and Scotton, $156\frac{1}{4}$

Scotter to Burton-upon-Stather ($11\frac{1}{2}$ —169); through Messingham, 160, Froddingham, 164, Scunthorpe, $164\frac{1}{2}$, Crosby, 165, and Normanby, 168.

LONDON TO WHITBY (by Lincoln).

London to Norman Cross (76)—p. 195.

Norman Cross to Peterborough ($5\frac{3}{4}$ —81 $\frac{3}{4}$); turn to *r.* and it is a

level and good road till nearing Peterborough, when it becomes rough; just before Peterborough cross *It. Nen*; paved through the town.

(*Peterborough*: Crown; Granville Temperance.)

Peterborough is a small but well-built town; the cathedral was formerly a Benedictine abbey, founded in early Saxon times, but the present building was erected at different periods in the 12th, 13th, and 15th centuries.

Peterborough to Market Deeping ($8-89\frac{3}{4}$); through Walton, $84\frac{1}{4}$, Werrington, $84\frac{3}{4}$, Glinton, $86\frac{1}{2}$ (keep to *r.*), and Northborough, $88\frac{1}{4}$, is level but a rough uneven road, made with granite.

(*Market Deeping*: New Inn.)

Market Deeping to Bourn ($7\frac{3}{4}-97\frac{1}{2}$); fairly level and good road through Langtoft, 92, Baston, $93\frac{1}{4}$, over Kate's Bridge, 94, and through Thurlby, $95\frac{1}{4}$.

(*Bourn*: Crown.)

About 3*m.* on *l.*, is Grimsthorpe Castle, the seat of Lord Willoughby d'Eresby, an irregular castellated building, with a beautiful chapel and a fine collection of paintings. At Bourn are traces of the site of an Augustinian priory.

Bourn to Folkingham ($8\frac{3}{4}-106\frac{1}{4}$); through Morton, 100, and Aslackby, $104\frac{1}{4}$, is a wretched road.

At Folkingham are some slight remains of a castle.

Folkingham to Sleaford ($9-115\frac{1}{4}$); through Newton Goss, $108\frac{1}{2}$, Osbornby, $109\frac{1}{4}$, Aswarby, $110\frac{1}{2}$, and Silk Willoughby, $113\frac{1}{4}$.

(*Sleaford*: Bristol Arms; Lion.)

At Sleaford handsome *ch.* erected in the 13th century, and containing several remarkable monuments: 2 or 3*m.* on *r.* are remains of Haverholme Priory. Aswarby *Ho.*

Sleaford to Green Man Inn ($9\frac{1}{4}-124\frac{1}{2}$); through Holdingham, $116\frac{3}{4}$, and Leasingham, $117\frac{1}{4}$.

Beyond Leasingham, on *r.*, Bloxham Hall. Before Green Man Inn, on *r.*, Blankney Hall.

Green Man Inn to Lincoln ($8\frac{3}{4}-133\frac{1}{4}$); the road crosses over Lincoln Heath, by Dunston Pillar, $126\frac{1}{4}$.

(*Lincoln*: Club; Great Northern; Saracen's Head; Spread Eagle; White Hart..)

Dunston Pillar is a quadrangular stone shaft, about 100 feet high, erected on the heath as a guide for travellers. Beyond, on *r.*, Nocton Hall, Branston Hall, and Canwick Hall. Lincoln, the *Lindum Colonia* of the Romans, is one of the few cities containing part of a Roman wall, viz: the Newport Gate. The city abounds in antiquities; the chief building is the beautiful cathedral, situate on a hill whence it is visible many miles around, and containing many old monuments besides a Roman pavement, &c.; it also has a large bell, Great Tom of Lincoln; there are also ruins of the Bishop's Palace, remains of the castle erected by William the Conqueror, and the remains of John of Gaunt's Palace.

Lincoln to Spital-in-the-Street ($11\frac{1}{2}-144\frac{3}{4}$); this is a continuation of the Roman Ermine street, and runs in a straight line past Midge Inn, $138\frac{3}{4}$; there is a steep ascent from Lincoln, then level with a steep descent to Spital.

About 3*m.* beyond Midge Inn, on *l.*, Summer Castle, a fine castellated mansion. Beyond it, Glentworth. Before Spital, on *r.*, Cainby Hall.

Spital-in-the-Street to Brigg, or Glanford Bridge ($11\frac{3}{4}-156\frac{1}{2}$); following Ermine street for 5*m.*, and then to *r.* through Redbourne, $151\frac{1}{4}$, and Hibaldstow, $152\frac{3}{4}$, the road becomes worse and worse, being made of

a whitish stone, very soft and greasy when wet; about 2*m.* beyond Hibaldstow is a level railway crossing over the M. S. & L. line, after which the road is harder; Brigg is paved; a mile before the town turn to *r.*

(*Brigg*: Angel.)

Beyond Spital, on *r.*, Norton Place. On turning to *r.*, 1*m.* before Brigg, about 4*m.* N., are the ruins of Thornham Abbey.

Brigg to Barton-on-Humber ($10\frac{3}{4}$ — $167\frac{1}{4}$); leaving Brigg, keep to *l.* and again a mile further on.

(*Barton*: George.)

$3\frac{1}{2}$ *m.* beyond Brigg, on *r.*, Elsham Hall. At Barton, St. Peter's *ch.* is an early Norman building, the tower having been erected about the time of the Conquest.

Barton-on-Humber to Hull (7 — $174\frac{1}{4}$); through Barton to Waterside, $167\frac{3}{4}$, whence cross *R.* Humber by ferry to Hull. [There is another road by turning to *r.* in Barton and going along the lanes through Barrow, $169\frac{3}{4}$, to New Holland, $172\frac{1}{4}$, to which there is a hill to descend, and then by ferry to Hull, $175\frac{1}{4}$.]

(*Hull*: Cross Keys; George, *B.T.C.*; Paragon; Railway; Royal Station; Temperance.)

About 5*m.* E. of Barton are Thornton College and the ruins of Thornton Abbey or Priory, founded in 1139. Hull, or Kingston-upon-Hull, is the fourth seaport of England. The ancient gates of the town still remain.

Hull to Beverley (9 — $183\frac{1}{4}$); through Newlands, $176\frac{1}{2}$, Dunswell, 179, and Woodmansea, $181\frac{1}{2}$, is level and fair going in fine weather.

[There is another road from *Barton* by crossing from Waterside to Hessele, $171\frac{1}{2}$, and then through Anlaby, 173, Kirk Ella, $173\frac{3}{4}$, and Skidby, $176\frac{1}{4}$, to *Beverley*, $180\frac{1}{4}$; after Anlaby it is rather hilly.]

(*Beverley*: Beverley Arms.)

Beyond Newlands, 2*m.* on *l.*, Cottingham Castle. At Beverley, the beautiful collegiate *ch.* of St. John, or Minster, containing some handsome monuments of the Percys; also St. Mary's *ch.*

Beverley to Driffield ($13\frac{1}{4}$ — $196\frac{1}{2}$); going out of Beverley at the Gate keep to *r.* and again to *r.* at Molescroft, $184\frac{1}{4}$, and then through Leconfield, 186, Scarborough, $187\frac{1}{2}$, Beswick, $189\frac{3}{4}$, Watton, 191, and Hutton Cranswick, 193; good road, an improvement on the last stage, and there are no hills of any consequence except a stiff pull up a longish hill after Watton.

(*Driffield*: Bell; Buck; Keys; Red Lion.)

At Watton, on *r.*, Watton Abbey.

Driffield to Bridlington ($11\frac{1}{2}$ — 208); soon after leaving Driffield there is a hill to ascend followed by a steep run down, and then a succession of up hill and down, but none of any moment, through Nafferton, 199, Bracy Bridge, $201\frac{1}{4}$, Burton Agnes, $202\frac{3}{4}$, Thornholm, $203\frac{3}{4}$, Haysthorpe, $204\frac{1}{2}$, Carnaby, $205\frac{3}{4}$, and Bessingby, $206\frac{1}{2}$; good road, but rather soft and heavy after rain.

(*Bridlington Quay*: Britannia; Brunswick.)

At Bridlington are some vestiges of an Augustine priory, founded in the reign of Henry I., and to which the town owed its origin. About 1*m.* S.E., is Bridlington Quay, a great resort for sea-bathing and its mineral springs. $3\frac{1}{2}$ *m.* E. of Bridlington, through Sewerby 2*m.*, is the fishing village of Flamborough, where is a ruined Danish Tower and an ancient *ch.*: 2*m.* further is the promontory of Flamborough Head.

Bridlington to Reighton ($5\frac{1}{2}$ — $213\frac{1}{2}$); for the first mile or two there are some fine sea views, then the road turns inland, and is nearly all

uphill, going through a bleak and somewhat desolate-looking country at the back of Flamborough Head: the road is sandy and stony, being repaired with sea pebbles, and very hilly.

Across the back of Flamborough Head is an ancient earthwork, called Danes' Dyke.

Reighton to Gristhorpe (7—220½); through Hunmanby, 216½, and Muston, 218½, is undulating and rather better going. [There is another road on *r.*, direct to Muston along the cliffs instead of going through Hunmanby; ½*m.* shorter.]

1*m.* before Gristhorpe, on *r.*, is Filey, out of which, on the Scarborough road, is a hill to mount through the Fairies' Glen.

Gristhorpe to Scarborough (5—225½); rough and hilly road, winding over the cliffs, and just before Scarborough there are two or three sharp up and down hills, and after mounting the last stiff hill there follows a fine run down into the town past Oliver's Mount.

[There are two other routes from Driffeld to Scarborough.

The first by Kendal *Ho.*, 198, Lantoft, 202½, Foxholes, 206½, Staxton, 210¾, Seamer, 213¾, and Falsgrave, 216¾, to Scarborough, 217¾, is terribly hilly, with long hill to descend into Scarborough, very steep at the bottom.

The second route is through Nafferton, 199 (shortly after keep to *l.*), Kilham, 202½, and North Burton, 208½, to Hunmanby, 212½, whence to Scarborough, 221½; rather hilly road but better than the direct one.]

Scarborough to Cloughton (4½—230); through Burniston, 229, the road is undulating and just passable.

At Cloughton, on *l.*, Hackness Hall.

Cloughton to Whitby (13¾—243¾); the road goes across the moors through Stainton Dale, 233, by Peak Alum Works, 235½, Mill Beck, 237¼, and through Thorpe Town, 238½, Hawsker, 240½, and Stainsacre Lane, 241¼; as far as Hawsker not ¼*m.* altogether can be ridden, while some of the hills are dreadfully steep; the surface is a mass of broken stones, the rains apparently washing all the earth away from them: from Hawsker to the hill leading down into Whitby the road is just passable, but the hill must be walked down.

LONDON TO LINCOLN (by Newark).

London to Newark (124½)—p. 196.

Newark to Lincoln (16—140½); in Newark turn to *r.* and the road is a continuation of the Roman Fosse Way, through Winthorpe Lane, 126½, by Halfway *Ho.*, 132½, and through Bracebridge, 138½; it is fairly level but a bad road, being partly a narrow lane and partly a wide grass-grown road with a mere track in the middle: the surface is very soft and heavy going; about 3*m.* before Lincoln the road is better.

LONDON TO LINCOLN (by Grantham).

London to Grantham (110¼)—p. 195.

Grantham to Leadenham (10½—120¾); in Grantham turn to *r.* and through Belton, 112¾ (keep to *l.*), Syston, 113¾, Barkston, 114½ (keep

to *r.*), Honington, $115\frac{1}{4}$, Carlton Scrope, $116\frac{3}{4}$, Normanton, $117\frac{3}{4}$, Claythorpe, 119, and Fulbeck, $119\frac{3}{4}$.

Leadenham to Lincoln ($12-132\frac{3}{4}$); through Welbourne, 123, Wellingore, $123\frac{1}{2}$, Navenby, $124\frac{1}{4}$, Boothby Graffo, $125\frac{1}{4}$, Coleby, $126\frac{1}{4}$, Harmston, 127, Waddington, $128\frac{1}{4}$, and St. Botolph, $131\frac{3}{4}$.

LONDON TO GAINSBOROUGH (by Lincoln).

London to Lincoln ($133\frac{1}{4}$)—p. 215.

Lincoln to Gainsborough ($18\frac{3}{4}-152$); in Lincoln turn to *l.* and then through Saxilby, $139\frac{1}{4}$ ($1\frac{3}{4}m.$ further keep to *r.*), Fenton, $143\frac{1}{4}$, Torksey, $144\frac{1}{4}$, Marton, $146\frac{3}{4}$, Knaith, $148\frac{3}{4}$, and Lea, 150.

LONDON TO MALTON (by Hull).

London to Beverley ($183\frac{1}{4}$)—p. 216.

Beverley to Bainton ($10-193\frac{1}{4}$); going out of Beverley, at the Gate keep to *r.*, and at Molescroft, $184\frac{1}{4}$, to *l.*, and through Cherry Burton, $185\frac{3}{4}$, and Lund, $190\frac{1}{4}$.

Bainton to Wetwang ($5\frac{1}{2}-198\frac{3}{4}$), through Tibthorpe, $194\frac{3}{4}$.

Wetwang to Malton ($13-211\frac{3}{4}$); through Wharram-le-street, $204\frac{3}{4}$, North Grimston, $206\frac{3}{4}$, and Norton, $211\frac{1}{4}$.

LONDON TO BRIDLINGTON (by Leven).

London to Beverley ($183\frac{1}{4}$)—p. 216.

Beverley to Leven ($6\frac{3}{4}-190$); in Beverley turn to *r.*, then over Hull Bridge, $185\frac{1}{4}$, and through Tickton, $185\frac{3}{4}$, Routh, $186\frac{3}{4}$, and White Cross, $188\frac{3}{4}$, is a fairly good and almost level road.

Leven to Beeford ($6\frac{1}{2}-196\frac{1}{2}$); by Barff Hill, $191\frac{1}{4}$, through Brandsburton, $191\frac{3}{4}$, and by Partings Guide Post, $192\frac{1}{2}$, and Warley Cross Hill, 194.

Beeford to Bridlington ($10\frac{1}{4}-206\frac{3}{4}$); by Lissit Bridge, 198, Lissit Chapel, 199, through Barmston, $200\frac{1}{4}$, by Auburn Ho., $203\frac{1}{4}$, and through Hilderthorpe, $205\frac{1}{4}$. From Barmston the road runs close by the sea shore.

LONDON TO HORNSEA.

London to Leven (190)—above.

Leven to Hornsea ($5\frac{3}{4}-195\frac{3}{4}$); turn to *r.* in Leven, and it is a bad road through Catwick, $191\frac{1}{2}$, Sigglesborne, $193\frac{1}{4}$, and Scaton, 194: there are no hills.

[Or from Hull, $174\frac{1}{4}$ (p. 216), turn to *r.*, and through Bilton, $178\frac{3}{4}$, Sproatley, $181\frac{1}{4}$, Aldbrough, $184\frac{1}{4}$, and Mapleton, $187\frac{3}{4}$, to Hornsea, $191\frac{1}{4}$; the road is monotonous and level, with a rough surface. Or turn to *l.* $\frac{3}{4}m.$ before Bilton, and go through Ganstead, $178\frac{3}{4}$, Coniston, $179\frac{3}{4}$, South Skirlaugh, $182\frac{1}{4}$, then turn to *r.* and through Rise, $183\frac{1}{2}$, to Sigglesborne, $185\frac{1}{2}$.]

(Hornsea: Alexandra.)

LONDON TO GREAT GRIMSBY.

London to Market Deeping ($89\frac{3}{4}$)—p. 215.

Market Deeping to Spalding ($11\frac{1}{2}$ — $101\frac{1}{4}$); in Market Deeping turn to *r.* and through St. James Deeping, $90\frac{3}{4}$, by Blue Bell, $94\frac{1}{4}$, New Inn, $98\frac{1}{2}$, and through Little London, $100\frac{1}{4}$, the road improves to Spalding, where it is good, the granite gradually giving way to gravel level all the way.

[Or turn off to the right $\frac{1}{4}$ *m.* beyond Northborough, $88\frac{1}{4}$, and go straight to St. James Deeping, $89\frac{3}{4}$, passing Market Deeping on *l.*]

(*Spalding*: White Hart, *B.T.C.*)

At Spalding handsome *ch.* built in 1284.

Spalding to Gosberton Tp. (6 — $107\frac{1}{4}$); through Pinchbeck, $103\frac{1}{2}$, and Surfleet, $105\frac{1}{4}$, is a very fair road, almost level.

Gosberton Tp. to Boston (10 — $117\frac{1}{4}$); turn to *r.* and it is a pretty fair road through Sutterton, 111, to Kirton, $113\frac{1}{4}$, whence is a splendid smooth surface to Boston: all level.

(*Boston*: Bell; Peacock; White Hart.)

At Boston, St. Botolph's *ch.* is worth seeing.

Boston to Stickney ($8\frac{3}{4}$ —126); in Boston take the right hand road, and it is level and pretty good by Burton Corner, $118\frac{1}{2}$ (keep to *l.*), to Sibsey, 122, after which it becomes very often bad and loose.

Stickney to Spilsby ($7\frac{1}{2}$ — $133\frac{1}{2}$); it is a similar kind of road through Stickford, 128, to West Keal, 131, where the first hill is met, and the road becomes good, and continues so through East Keal, $131\frac{1}{2}$, to Spilsby.

(*Spilsby*: White Hart.)

At Stickford, a little on *l.*, Hagnaby Priory; beyond it Revesby Abbey.

Spilsby to Ulceby Cross ($6\frac{1}{4}$ — $139\frac{3}{4}$); through Partney, $135\frac{3}{4}$, and Dalby Tp., $137\frac{1}{2}$, good surface, but very hilly.

Ulceby Cross to Louth ($10\frac{3}{4}$ — $150\frac{1}{2}$); by Calceby Beck Houses, $141\frac{1}{2}$, and through Burwell, $144\frac{1}{4}$, and Dexthorpe Tp., $148\frac{3}{4}$, is still hilly, the surface improving, and being very good from Burwell to Louth.

(*Louth*: King's Head; Mason's Arms.)

On *l.*, Calceby ruins. On *r.*, Burwell Park. At Dexthorpe, 2*m.* on *r.*, Legbourn Abbey.

Louth to Great Grimsby ($15\frac{1}{2}$ —166); very good road for Lincolnshire through Fotherby, $153\frac{1}{2}$, and Utterby, $154\frac{1}{2}$, to Ludborough, $156\frac{1}{4}$, then fair to North Thoresby, $158\frac{1}{4}$, but gets worse through Waith, 160, Holton-le-Clay, $161\frac{1}{4}$, and Scartho, 164, up to Great Grimsby.

(*Great Grimsby*: Royal; White Hart; Yarborough.)

At Ludborough, 1*m.* on *l.*, Beeshy ruins. At Great Grimsby, St. James' *ch.*, beautiful specimen of early English.

LONDON TO GREAT GRIMSBY (by Lincoln).

London to Lincoln ($133\frac{1}{2}$)—p. 215.

Lincoln to Langworth Bridge (6 — $139\frac{1}{4}$); turn to *r.* in Lincoln, and the road is very bad, being usually considered to be one of the worst bits of road in the county.

At Langworth Bridge, 2*m.* S., are ruins of Barling Abbey, and 2*m.* E. are ruins of Wragby Abbey.

Langworth Bridge to Market Rasen ($9\frac{1}{2}$ — $148\frac{3}{4}$); turn to *l.* and through Stainton, 140 (keep to *r.*), Snolland, 142 (keep to *r.*), Wickenby, $143\frac{1}{4}$, Lessington, $144\frac{3}{4}$, and Linwood, $146\frac{1}{2}$: it is not a good road.

(*Market Rasen*: Gordon Arms; White Hart.)

Market Rasen to Caistor ($8\frac{1}{4}$ —157); through Usselby, $151\frac{1}{2}$, and Nettleton, 156.

(*Caistor*: Red Lion.)

Caistor derives its name from the Roman "Castrum," there having been an encampment here. Some Roman and Saxon antiquities have been found at Castle Hill, near to. Ancient *ch.*

Caistor to Great Grimsby ($12\frac{1}{2}$ — $169\frac{1}{2}$); through Cabourn, $158\frac{1}{2}$, Swallow, 160, Irby, $163\frac{1}{2}$, and Laceby, 166.

[Or from *Market Rasen* by Walesby, $151\frac{1}{2}$, Stainton-le-Vale, $154\frac{1}{2}$, Thorganby, $157\frac{1}{2}$, East Ravendale, 160, Brigsley, $161\frac{3}{4}$, Waltham, 163, and Scartho, $164\frac{3}{4}$, to *Great Grimsby*, $166\frac{3}{4}$.]

LONDON TO LOUTH (by Sleaford).

London to Sleaford ($115\frac{1}{4}$)—p. 215.

Sleaford to Tattershall ($11\frac{3}{4}$ —127); in Sleaford turn to *r.*, and go through Anwick, $119\frac{3}{4}$, Billingham, $122\frac{3}{4}$, and over Tattershall Bridge, $125\frac{1}{2}$; very fair surface, wide and perfectly flat road.

At Anwick, on *r.*, remains of Haverholme Priory. At Billingham, on *l.*, ruins of Catley Abbey. At Tattershall, remains of a castle erected in the 15th century, and the ruins of a *ch.*, once a magnificent structure.

Tattershall to Horncastle ($8\frac{3}{4}$ — $135\frac{3}{4}$); through Coningsby, $128\frac{3}{4}$ (keep to *l.*), by Swan Inn, $129\frac{1}{2}$ (keep to *l.*), and through Haltham, $131\frac{3}{4}$; fair at first, but deteriorates nearing Horncastle, and is generally loose with deep ruts.

About 2*m.* beyond Haltham, on *r.*, Scrivelsby Court, the seat of the Dymoke family, the champions of England. At Horncastle are traces of a Roman camp.

Horncastle to Louth ($13\frac{1}{4}$ —149); in Horncastle keep to *r.*, and through West Ashby, $137\frac{1}{2}$, Samblesby, $140\frac{3}{4}$, Cawkwell, $141\frac{1}{2}$, Dovendale, $143\frac{3}{4}$, Maltby, $145\frac{1}{2}$, and Raithby, 147; the road goes over the Wolds, and is bad and very hilly: 8*m.* from Horncastle is the steep ascent of Cawkwell Hill, utterly unrideable. [A better way is to turn to *r.* $9\frac{1}{2}$ *m.* from Horncastle, and go through Tathwell to Louth.]

LONDON TO SWINESHEAD.

London to Gosberton Tp. ($107\frac{1}{4}$)—p. 219.

Gosberton Tp. to Donington (4— $111\frac{1}{4}$); take the left hand road and through Quadring, 109.

At Donington, ancient *ch.*, on which are traces of a Roman inscription.

Donington to Swineshead, North End ($4\frac{1}{2}$ — $115\frac{3}{4}$); through Bicker, $111\frac{3}{4}$, and Gantlet, $112\frac{3}{4}$.

(*Swineshead*: Griffin.)

LONDON TO HORNCASTLE (by Boston).

London to Boston ($117\frac{1}{2}$)—p. 219.

Boston to Revesby ($10\frac{1}{2}$ — $127\frac{3}{4}$); level and pretty good road through Carrington, $124\frac{1}{4}$, and New Bolingbroke, $126\frac{1}{4}$, crossing part of the Fens. [There is another road from Stickney to New Bolingbroke, $2\frac{3}{4}$ — $128\frac{3}{4}$, level and pretty good.]

At Revesby is Revesby Abbey.

Revesby to Horncastle ($6\frac{1}{2}$ — $134\frac{1}{4}$); leaving Revesby bear to *l.*, through Marcham le Fen, $129\frac{1}{4}$, (turn to *r.*) Wood Enderby, $130\frac{3}{4}$, and Scrivelsby, 132; level all the way, good in parts, but generally bad and stony, and on the whole not favourable for bicycling.

At Scrivelsby, on *r.*, Scrivelsby Court, the seat of the Dymoke family, champions of England.

LONDON TO SPALDING (by Crowland).

London to Peterborough ($81\frac{3}{4}$)—p. 214.

Peterborough to Crowland ($8\frac{1}{2}$ — $90\frac{1}{4}$); in Peterborough turn to *r.*, then to *l.*, and it is a good road, almost level, through Newark, $83\frac{1}{4}$, and Eye, 85, beyond which turn to *l.*, and then a straight road into Crowland. [Or follow the Lincoln road for 1m., and then turn to *r.* and through Dods-
thorpe, $83\frac{3}{4}$, to Crowland, $90\frac{3}{4}$.]

At Crowland, ruins of the splendid abbey, founded in 716, part of it being still used as the parish *ch.*; also a remarkable old bridge, supposed to have been built about 860.

Crowland to Spalding ($9\frac{1}{2}$ — $99\frac{3}{4}$); good level road through Cowbit, $96\frac{1}{4}$.

SECTION VIII.

From Royal Exchange; North Eastern Roads (Essex, Suffolk, Norfolk, East Huntingdonshire, and East Cambridgeshire)

LONDON TO EDINBURGH (by Ware).

(The milestones on this route are measured from Shoreditch Church.)

Royal Exchange to Tottenham High Cross ($5\frac{1}{2}$); asphalte pavement for $\frac{1}{2}m.$, along Threadneedle Street and Bishopsgate Street, and then wood paving along Norton Folgate to Shoreditch, opposite Bishopsgate Street Station, $1m.$, where tramway begins; then it is granite paving past Shoreditch *ch.*, $1\frac{1}{4}$, and along Kingsland Road to Kingsland, $2\frac{1}{2}$, where it gives way to ordinary macadam, rough and lumpy, through Stoke Newington, $3\frac{3}{4}$, and Stamford Hill, $4\frac{1}{2}$, on the top of which, after a slight rise, the tramway ends: on the north side the descent is somewhat steeper, and then level to Tottenham High Cross, still macadam: heavy traffic, bad for bicycling.

Tottenham High Cross to Edmonton ($2\frac{3}{4}$ — $8\frac{1}{4}$); level road through Tottenham, $6\frac{3}{4}$, and Upper Edmonton, $7\frac{1}{4}$; the macadam continues very bad, rough, and greasy; it is almost one continuous street all the way.

At Edmonton is the Bell Inn, immortalised by Cowper in his ballad of John Gilpin.

Edmonton to Waltham Cross ($4\frac{1}{4}$ — $12\frac{1}{2}$); level road, still macadam, through Ponder's End, $9\frac{3}{4}$, to Enfield Highway, $10\frac{3}{4}$, when it changes to a capital bicycling road through Enfield Wash, $11\frac{1}{4}$. At Waltham Cross on *r.* to *Waltham Abbey*, $1\frac{1}{2}$, level, but rough macadam road.

(*Waltham Cross*: Falcon; Old Four Swans.—*Waltham Abbey*: Cock Inn; New Inn.)

At Waltham Abbey Harold was buried; from the remains of the abbey, the present fine old *ch.* is formed: in the neighbourhood, on the banks of the *R. Lea*, are several Government powder mills. Waltham Cross takes its name from the cross erected here by Edward I. in honour of Queen Eleanor.

Waltham Cross to Hoddesdon ($5\frac{3}{4}$ — $18\frac{1}{4}$); it is level through Brook Street, $13\frac{1}{4}$, Turner's Hill, $13\frac{3}{4}$, Cheshunt or Cheshunt Street, $14\frac{1}{4}$, Cheshunt Wash, $15\frac{1}{4}$, and Wormley, 16, to the 15th *ms.* just beyond here, then it is undulating through Broxbourne, 17: very good road.

(*Cheshunt*: Roman Urn; Ship.—*Broxbourne*: Crown.—*Hoddesdon*: Bull Inn; Rye House.)

At Cheshunt, the Manor *Ho.*, the residence of Cardinal Wolsey. At Hoddesdon, a little on *r.*, the remains of Rye *Ho.*, famous for the Rye House Plot.

Hoddesdon to Ware (4 — $22\frac{1}{4}$); through Amwell, $20\frac{1}{2}$, is a good road; a mile before Ware is a moderate rise, with corresponding descent: in dry weather it is rather sandy and loose.

(*Ware*: Saracen's Head.)

Beyond Hoddesdon, on *l.*, Haileybury College. At Ware, St. Mary's *ch.* contains many curious monuments; in the churchyard is the tomb of Dr. Mead, who, it is alleged, died 148 years old, in 1652. At "Saracen's Head" is the "great bed of Ware." On *l.* of town the Priory.

Ware to Puckeridge ($5\frac{1}{2}$ — $27\frac{3}{4}$); in Ware keep to *r.*, and there is a long gentle rise out of the town, and easy going with sharp descent to Wade's Mill, 24, followed by a very steep hill to mount with a turn in it, then easy undulating road through High Cross, $24\frac{3}{4}$, and Collier's End, 26, and a descent into Puckeridge.

At High Cross, 2*m.* on *l.*, Sacomb Park, and near it the remains of Rowney Abbey.

Puckeridge to Buntingford ($4\frac{1}{2}$ — $32\frac{1}{4}$); keep to *l.*, and it is a good slightly undulating road.

(*Buntingford*: George.)

Beyond Puckeridge, on *l.*, Hamells and Knights Hill Parks; at Buntingford, on *l.*, Aspenden Hall.

Buntingford to Royston ($6\frac{1}{2}$ — $38\frac{3}{4}$); good undulating road through Chipping, 34, and Buckland, 35, after which there are two stiff hills to mount followed by a considerable fall into Royston, but nothing very difficult: in Royston the High street is all downhill.

(*Royston*: Bull; Crown.)

At Royston, the *ch.* formerly belonged to a priory, and contains some old monuments. Here cross the Roman Iknield Street.

Royston to Arrington Bridge ($5\frac{1}{2}$ — $44\frac{1}{4}$); keep straight on through Royston, soon after leaving which there is a long incline, and the road is very loose, and in dry weather dusty as far as Kneesworth, $41\frac{1}{2}$, and thence, though in places rather narrow, it is fairly good and level. From Royston the road runs in a straight line to Godmanchester, being the Roman Ermine Street: this route is not so good as the Great North Road.

Near North End Green, 1*m.* on *l.*, beyond Kneesworth, is an ancient entrenchment. On *r.*, Kneesworth *Ho.*

Arrington Bridge to Caxton ($6\frac{1}{4}$ — $50\frac{1}{2}$); level to Arrington, $45\frac{1}{4}$, where there is a very severe hill to mount, and then the road is very hilly, and in many places loose and stony past the Golden Lion, 48.

(*Caxton*: George.)

At Arrington, on *r.*, Wimpole Hall and Park, the residence of Lord Hardwick; a fine avenue, 3*m.* long, runs from $1\frac{1}{2}$ *m.* before Arrington Bridge, past the Octagon Pond to the Hall. 1*m.* beyond Golden Lion, on *r.*, Bourne *Ho.* (Earl De la Warr). At Caxton, on *l.*, some ruins called the Moats.

Caxton to Huntingdon ($9\frac{1}{2}$ —60); the road still continues hilly, and some of the ascents are very stiff, notably one about a mile beyond Papworth St. Everard, $53\frac{1}{2}$; the surface improves slightly, in many places is very fair, and after Godmanchester, 59, is splendid going to Huntingdon Bridge (*R.* Ouse), where the pavement begins through the town, and is extremely rough.

(*Huntingdon*: Crown; Fountain, *B.T.C.*; George.)

Godmanchester is supposed to have been the Roman town of Durohipons. At Huntingdon are traces of a castle built by the Saxons; before the Reformation there were 15 churches here, of which only 2 are left. Oliver Cromwell was a native of the town. 1*m.* on *l.*, Hinchinbrook *Ho.*, formerly the property of the Cromwell family.

Huntingdon to Alconbury Hill ($5\frac{1}{2}$ — $65\frac{1}{2}$) is splendid going,

though hilly; there are severe double hills at both Great Stukeley, 62 $\frac{1}{4}$, and Little Stukeley, 63, that going into the latter being very sharp and requiring caution.

Beyond Great Stukeley, on *r.*, Stukeley Hall.

Alconbury Hill to Edinburgh (327 $\frac{1}{2}$ —392 $\frac{3}{4}$); by Norman Cross, 73 $\frac{1}{4}$, Wansford, 81, Stamford, 86 $\frac{3}{4}$, Grantham, 107 $\frac{1}{2}$, Newark, 121 $\frac{3}{4}$, Tuxford, 135, Bawtry, 150 $\frac{1}{2}$, Doncaster, 159 $\frac{1}{2}$, Wetherby, 191 $\frac{1}{2}$, Boroughbridge, 203 $\frac{1}{2}$, Catterick Bridge, 226 $\frac{1}{2}$, Durham, 256 $\frac{3}{4}$, Newcastle-upon-Tyne, 271 $\frac{1}{4}$, Morpeth, 286, Alnwick, 305 $\frac{1}{4}$, and Berwick-upon-Tweed, 334 $\frac{3}{4}$ —pp. 195-201.

LONDON TO HUNTINGDON (by St. Neots).

London to Tempsford (51 $\frac{1}{4}$)—p. 194.

Tempsford to St. Neots (4 $\frac{3}{4}$ —56); $\frac{1}{2}m.$ beyond Tempsford keep to *r.*, and it is a fair road through Little Barford, 53 $\frac{3}{4}$. [Or follow the Great North Road to *Eaton Socon*, 55 $\frac{1}{4}$ (p. 194), and a little beyond turning to *r.* through Eaton Ford, 56, and across *R. Ouse* to St. Neots, 56 $\frac{3}{4}$, but the road is rather heavy, and there is a very narrow and steep bridge over the *R. Ouse* into St. Neots.]

(*St. Neots*: Angel; Cross Keys; New Inn, *B.T.C.*)

Beautiful *ch.*, at St. Neots; also remains of an ancient priory. Just before the town, on *l.*, are traces of an ancient encampment.

St. Neots to Huntingdon (8 $\frac{1}{4}$ —64 $\frac{1}{4}$); splendid road through Great Paxton, 59, Offord D'Arcy, 60 $\frac{1}{4}$, Offord Cluny, 60 $\frac{3}{4}$, and Godmanchester, 63 $\frac{1}{4}$. [Or follow the Great North Road to *Buckden*, 61 $\frac{1}{4}$, and $\frac{1}{2}m.$ farther keeping to *r.* through Brampton, 63 $\frac{3}{4}$, again turning to *r.* for *Huntingdon*, 65 $\frac{1}{2}$, a good easy road.]

LONDON TO HUNTINGDON (by Potton).

London to Biggleswade (45 $\frac{1}{4}$)—p. 194.

Biggleswade to Potton (2 $\frac{3}{4}$ —48); the Potton road strikes off to *r.* $\frac{1}{4}m.$ before Biggleswade, and the distances are strictly 44 $\frac{1}{2}$ +3 $\frac{1}{2}$ =48.

Potton to Eltisley (8 $\frac{1}{2}$ —56 $\frac{1}{2}$); through Gamlingay, 50 $\frac{1}{2}$, and Waresley, 52 $\frac{1}{2}$.

Before Potton, on *r.*, Sutton Park. On *l.*, Waresley Park. At Eltisley, on *l.*, Croxton Park and the Abbey.

Eltisley to Huntingdon (8 $\frac{1}{4}$ —64 $\frac{3}{4}$); leaving Eltisley keep to *l.*, and at Kisby's Hut, 59 $\frac{1}{4}$, join the road from Caxton.

LONDON TO HERTFORD AND HITCHIN.

London to Hoddesdon (18 $\frac{1}{4}$)—p. 222.

Hoddesdon to Hertford (4—22 $\frac{1}{4}$); in Hoddesdon turn sharp to *l.*, and over Hertford Heath, 20 $\frac{1}{2}$, and past Ball Park is very hilly and not such a good road. [Or to Amwell, 20 $\frac{1}{2}$ (p. 222), and about 1 $\frac{1}{4}m.$ further on turn to *l.* just before entering Ware; there is a rather stiff hill to mount, then it is fairly level, but sandy, to Hertford, 24 $\frac{1}{4}$.]

(*Hertford*: Dimsdale Arms, *B.T.C.*; Dunstable Arms; Salisbury Arms.)

At Hertford are remains of a castle, erected in the beginning of the 10th century.

Hertford to Watton ($5\frac{1}{4}$ — $27\frac{1}{2}$); leaving Hertford keep to *r.*, and through Waterford, $24\frac{1}{4}$, and Stapleford, $25\frac{3}{4}$; almost level.

[Or to *Ware*, $22\frac{1}{4}$ (p. 222); then by left hand road by Tunwell to *Watton*, $27\frac{3}{4}$.]

Before *Watton*, on *r.*, Woodhall Park.

Watton to Stevenage ($6\frac{3}{4}$ — $34\frac{1}{4}$); out of *Watton* keep to *l.*, and it is almost level through Bragbury End, 30, and Broadwater, 32, where join the Great North Road.

Stevenage to Hitchin ($4\frac{1}{4}$ — $38\frac{1}{2}$); through *Stevenage* take the left hand road, and through Little Wymondley, $36\frac{1}{4}$.

LONDON TO HODDESDON (by Enfield).

London, General Post Office, to Newington Green (3); wood pavement for $\frac{1}{2}m.$ along Aldersgate street, then granite paving with tramway along Goswell road, past the "Angel," Islington, $1\frac{1}{4}$, along High street, and to *r.* along Essex road, where the paving soon gives way to ordinary macadam, continuing across St. Paul's road, $2\frac{3}{4}$, into Newington Green road.

Newington Green to Wood Green ($2\frac{3}{4}$ — $5\frac{3}{4}$); leave Newington Green by the north-west corner, along Green Lanes, the tramway continuing to the Seven Sisters Road; then skirting the east side of Finsbury Park; bad macadam all the way.

At Wood Green, on *l.*, is the Alexandra Palace.

Wood Green to Enfield (5 — $10\frac{3}{4}$); the road is still rough for another mile, then it changes to gravel and is very good, by Palmers Green, $7\frac{1}{4}$, with a stiff rise up Bush Hill, $8\frac{3}{4}$, and a good run down on the other side; macadam and rather rough through Enfield.

$1m.$ beyond Wood Green, on *l.*, Bromfield Ho. and Cullands Grove.

At Enfield, on *l.*, is the district formerly known as Enfield Chase, extending to the Great North road.

Enfield to Cheshunt ($4\frac{1}{2}$ — $15\frac{1}{4}$); by Forty Hill, 12, Maiden Bridge, $12\frac{1}{2}$, and alongside Theobald's Park, bearing round to *r.* into the Ware road at Brook Street, $14\frac{3}{4}$, is a very fair road with no hills of any consequence.

Cheshunt to Hoddesdon (4 — $19\frac{1}{4}$)—p. 222.

LONDON TO SPALDING (by St. Ives).

London to Caxton ($50\frac{1}{2}$)—p. 223.

Caxton to St. Ives (10 — $60\frac{1}{2}$); the road continues rather hilly through Papworth St. Everard, $53\frac{1}{2}$, by Kisby's Hut, 54 (turn to *r.*), through Hilton, 57, Gallow Hill, $58\frac{3}{4}$, (crossing here the Cambridge and Huntingdon road), and just before St. Ives crossing *R. Ouse*.

(*St. Ives*: Golden Lion, *B.T.C.*; Unicorn; White Horse.)

On *r.*, Papworth Hall. At St. Ives are slight remains of a priory.

St. Ives to Ramsey ($8\frac{3}{4}$ — $69\frac{1}{4}$); good and almost level road to Old Hurst, $64\frac{1}{2}$, and Warboys, $66\frac{1}{2}$, beyond which is the steep descent of Shilow Hill, generally very loose, and another hill to descend at Bury, $68\frac{1}{4}$, which is rather steep at the top, but with good surface.

[Or to *Huntingdon*, 60, as at p. 223; thence turning to *r.* and through Hartford, $61\frac{1}{4}$, and Hartford *Tp.*, 65, to Hurst, $65\frac{1}{4}$. Or from Huntingdon through Ripton Regis to *Ramsey*, $69\frac{3}{4}$.]

(*Ramsey*: Crown, *B.T.C.*; George.)

At Ramsey are remains of the abbey.

Ramsey to Whittlesea ($8\frac{3}{4}$ —78); by Black Swan, $73\frac{1}{4}$, and Ponds Bridge, 75.

Whittlesea to Thorney ($4\frac{1}{2}$ — $82\frac{1}{2}$).

Thorney to Crowland (5— $87\frac{1}{2}$.)

Crowland to Spalding ($9\frac{1}{2}$ —97)—p. 221.

LONDON TO HUNSTANTON.

London to St. Ives ($60\frac{1}{2}$)—p. 225.

St. Ives to Chatteris ($12\frac{3}{4}$ — $73\frac{1}{4}$); in St. Ives turn to *r.* when over the bridge, then the road bears round to *l.*, and $\frac{3}{4}m.$ outside the town take the left hand fork; it is a good undulating road through Somersham, $66\frac{1}{4}$.

(*Chatteris*: George; Horse and Gate.)

Somersham *ch.* is a noble edifice, containing some ancient brasses and monuments.

Chatteris to March (8— $81\frac{1}{4}$); good undulating road over Carter's Bridge, 75, and through Doddington, $77\frac{1}{4}$, and Wimblington, $78\frac{3}{4}$.

(*March*: Griffin.)

March is a long straggling town, situate on both sides of the Old *Nen R.* Before entering the town, on *l.*, is an ancient entrenchment.

March to Wisbeach ($10\frac{1}{2}$ — $91\frac{3}{4}$); in March, over the bridge, turn to *l.*, and it is a good level road by Twenty Foot Bridge, $84\frac{3}{4}$, and Guyhirne Ferry, $85\frac{3}{4}$, whence it runs alongside New *Nen R.* to Wisbeach.

(*Wisbeach*: Rose and Crown; Royal; White Hart; White Lion.)

At Wisbeach, St. Mary's *ch.* is a beautiful and curious building.

Wisbeach to Lynn ($12\frac{3}{4}$ — $104\frac{1}{2}$); after crossing canal or Old *Nen R.* turn to *r.*, and then through Walsoken, $92\frac{3}{4}$, Walton Highway, $94\frac{3}{4}$, Walpole Highway, $96\frac{3}{4}$, St. John's Highway, $97\frac{3}{4}$, by the Rose and Crown, $98\frac{1}{4}$ (keep to *l.*), and through Tilney-cum-Islington, $100\frac{1}{2}$, is a capital smooth level road; just before Lynn cross *R. Ouse*.

(*Lynn*: Crown, *B.T.C.*; Globe; Golden Lion; Maid's Head Inn; Norfolk-street (Fiddaman's); Railway.)

Lynn, or King's Lynn, is a considerable seaport town; St. Margaret's *ch.*, erected in 1160, is a large handsome building.

Lynn to Castle Rising ($4\frac{1}{4}$ — $108\frac{3}{4}$); after leaving Lynn cross the railway, and at Gaywood, $105\frac{1}{2}$, turn to *l.*, and again at South Wootton, $106\frac{1}{2}$, whence there is a succession of hills to Castle Rising; extremely good road.

At Castle Rising are the ruins of a castle, erected about 1176, by William de Albini. Isabella, Queen of Edward II., was confined here for 38 years. The *ch.* contains an ancient ornamental font, &c.

Castle Rising to Hunstanton, *Ch.* ($11\frac{3}{4}$ — $120\frac{1}{2}$); there are some very long ascents to work up for some distance out of Castle Rising, then the road sometimes gets very loose and heavy, and full of ruts, about Sandringham, 112 (which with the Hall is passed a little on *r.*), and through Dersingham, 113; after that it is good all the way through Ingoldisthorpe, $114\frac{1}{4}$, Snettisham, $115\frac{3}{4}$, and Heacham, $117\frac{1}{2}$, after which it runs along the top of the cliffs, from which there is a stiffish descent to Hunstanton. Fine scenery.

(*Hunstanton*: Golden Lion, *B.T.C.*)

At Sandringham, the gardens, grounds, and dog kennels can be seen on obtaining an order from the agent of the Prince of Wales. On *r.*, Hunstanton Hall; Hunstanton affords good sea-bathing.

LONDON TO HUNSTANTON (by Cambridge).

London to Royston ($38\frac{3}{4}$)—p. 223.

Royston to Cambridge (13 — $51\frac{3}{4}$); in Royston turn to the right and shortly after to the left, and up a slight rise followed by a descent, and the rest is level, and all a splendid smooth road through Melbourn, 42, Harlston, $46\frac{1}{2}$, Hauxton, $47\frac{1}{2}$, and Trumpington, $49\frac{3}{4}$; macadam entering Cambridge, and cobble paving in the middle of the town.

This is the best road to Cambridge the only difficult hill being that at Wade's Mill.

(*Cambridge*: Bird Bolt; Castle, *B.T.C.*; Hoop; Red Lion; University Arms; Webb's Restaurant.)

Cambridge, the sister University to Oxford, contains 18 colleges and halls. It is a somewhat irregularly built town, and has not the position or the architectural beauties of Oxford; yet there are some handsome buildings, notably, King's College Chapel; besides the colleges there are the Senate House, Library, Fitzwilliam Museum, Press, Observatory, Botanic Gardens, St. Sepulchre's *ch.*, &c., &c. N. of the town, across the *R. Cam*, are the remains of the castle, and further N. is an ancient entrenchment called Arbury. The scenery is very pretty at the back of the colleges, along the *R. Cam*.

Cambridge to Stretham ($11\frac{3}{4}$ — $63\frac{1}{2}$); turn to *l.* in the middle of Cambridge, and after crossing *R. Cam* turn to *r.*; it is a good and almost level road through Milton, 55, Waterbeach, $56\frac{3}{4}$, over Stretham Bridge, 62, and across Stretham Common.

About 3*m.* beyond Waterbeach, on *r.*, Denny Abbey.

Stretham to Ely ($4\frac{1}{4}$ — $67\frac{3}{4}$) is a good but rather hilly road, having the valley of the Old Ouse *R.* on *r.* Returning, a little out of Ely keep to *l.*

(*Ely*: Bell, *B.T.C.*; Lamb; White Hart.)

At Ely, the cathedral, erected at the end of the 11th century, and formerly belonging to the old monastery.

Ely to Littleport (5 — $72\frac{3}{4}$); keep to *l.* out of Ely, and except a descent to Chetisham *Tp.*, $69\frac{3}{4}$, it is fairly level, but an indifferent road past Woodhouse station, $70\frac{3}{4}$, and over Littleport Fields.

Littleport to Downham Market ($12\frac{1}{2}$ — $85\frac{1}{4}$); good level road over Littleport Bridge, $73\frac{3}{4}$, and alongside *R. Ouse* to Brandon Creek Bridge, $76\frac{3}{4}$ (cross *R. Ouse*), and by Southery Ferry, 78, to Southery, $78\frac{3}{4}$, whence it is rather hilly over Modney Bridge, $80\frac{1}{2}$, through Hilgay, $81\frac{3}{4}$, Fordham, $82\frac{3}{4}$ and Denver, 84, with a hill to mount into Downham Market.

(Downham Market: Castle; Chequers; Crown.)

At Fordham, 3m. on *r.*, Dereham Abbey. At Downham Market, remains of a Benedictine Priory. At Denver, on *r.*, Riston Hall.

Downham Market to Lynn ($11\frac{1}{4}$ — $96\frac{1}{2}$); through Wimbotsham, $86\frac{1}{4}$, Stow Bardolph, $87\frac{3}{4}$, South Runcton, $89\frac{1}{2}$, Tottenhill, 91, Setchy, $92\frac{3}{4}$, West Winch, 94, and Hardwick, $95\frac{1}{4}$, is a good but hilly road, along a succession of avenues of trees.

On *r.*, pass Stow Hall, at Stow Bardolph; 1m. further, Wallington Hall and ruins of the *ch.* on *l.*: Runcton *ch.* is in ruins.

Lynn to Hunstanton (16— $112\frac{1}{2}$)—pp. 226-7.

LONDON TO CAMBRIDGE (by Barkway).

London to Puckeridge ($27\frac{3}{4}$)—p. 223.

Puckeridge to Barkway (8— $35\frac{3}{4}$); splendid road, slightly on the rise, through Braughing, $28\frac{1}{2}$, and Hare Street, $31\frac{1}{4}$.

At Braughing, about 2m. on *r.*, Albury Hall. Beyond Hare Street, 1m. on *l.*, Widdiall Hall.

Barkway to Tun Bulls House ($5\frac{1}{2}$ — $41\frac{1}{4}$); very hilly road through Barley, $38\frac{1}{4}$.

At Tun Bull's Ho., cross the Royston and Newmarket road.

Tun Bulls House to Hauxton ($6\frac{3}{4}$ —48); chiefly downhill through Foulmire, $43\frac{1}{4}$, to Newton, 46, then a short hill to rise and downhill again to Hauxton, where join the main road from Royston.

Hauxton to Cambridge ($4\frac{1}{4}$ — $52\frac{1}{4}$)—p. 227.

LONDON TO WELLS.

London to Lynn ($96\frac{1}{2}$)—above.

Lynn to Hillington ($7\frac{1}{2}$ —104); after leaving Lynn cross the railway, and at Gaywood, $97\frac{1}{2}$, turn to *l.*, at South Wootton, $98\frac{1}{2}$, keep to *r.*, and at Rising Lodge, 100, to *l.*

1m. beyond Rising Lodge, on *r.*, Roydon Hall. At Hillington, on *l.*, Hillington Hall; before, on *l.*, Cougham Hall.

Hillington to Docking ($8\frac{1}{2}$ — $112\frac{1}{2}$); just beyond Hillington turn to *l.*, and through Flitcham, 105, Great Bircham, $109\frac{3}{4}$, and Bircham Newton, $110\frac{1}{2}$.

[Or from Lynn to Heacham, 13— $109\frac{1}{2}$ (pp. 226-7), then turn to *r.* and through Sedgford, $111\frac{1}{2}$, to Docking, $114\frac{3}{4}$.]

On *r.*, Flitcham Abbey; in the distance Houghton Hall, formerly the residence of Sir Robert Walpole, who is interred in the *ch.*

Docking to Burnham Westgate ($5\frac{1}{2}$ —118); in Docking turn to *r.*, and directly afterwards take the left hand road.

At Burnham Westgate, on *r.*, Burnham Thorpe, the birthplace of Nelson.

Burnham Westgate to Wells ($5\frac{3}{4}$ — $123\frac{3}{4}$); through Burnham Overy, $118\frac{3}{4}$, by Holkham New Inn, $120\frac{1}{2}$, and Holkham Staith, $122\frac{1}{4}$, part of the way skirting Holkham Park.

{Wells: Crown; Globe; Railway; Ship Inn; Sun.}

On *l.*, pass a Danish encampment at Holkham Park.

LONDON TO WELLS (by South Creake).

London to Hillington (104)—p. 228.

Hillington to East Rudham, Crown ($7\frac{1}{4}$ — $111\frac{1}{4}$); just beyond Hillington keep to right, cross Pedlar's Way, $107\frac{1}{2}$, and through Harpley, $108\frac{1}{2}$, and West Rudham, $110\frac{1}{4}$. Returning, out of East Rudham keep to r., and at West Rudham to l.

Beyond Hillington, on r., Belmont. At Harpley, 1m. on l., Houghton Hall; on r., Rudham Grange.

East Rudham to South Creake ($5\frac{3}{4}$ —117); leaving East Rudham turn to l., and about halfway pass Syerstone on l., beyond which at Banner are some ruins.

South Creake to Wells ($6\frac{1}{2}$ — $123\frac{1}{2}$); turning to l. in South Creake, at the "Swan," $\frac{1}{2}$ m. beyond, turn sharp on r., and $\frac{1}{2}$ m. again turn to l., and past Holkham Park Gate, $120\frac{1}{2}$, and alongside the Park to Wells.

The road straight forward at the "Swan" leads through North Creake, 118, to *Burnham Westgate*, $121\frac{1}{2}$.

At North Creake, on r., Creake Abbey.

LONDON TO CAMBRIDGE (by Harlow).

(The milestones on the following routes are measured from Whitechapel Church.)

London, Royal Exchange to Stratford (4); asphalt paving along Cornhill, Leadenhall street, and Aldgate to Whitechapel *ch.*, $\frac{1}{2}$, then granite paving with tramway along Whitechapel road, through Mile End, $1\frac{1}{2}$, and Bow, 3, and consequently bad for bicycling; very heavy traffic as far as Mile End, beyond which the road is on a gentle rise for some distance.

Stratford to Leytonstone (2—6), is macadam and a little better road, the second mile being very fair; at the Broadway in Stratford take the left hand road: the tramway continues.

Leytonstone to Woodford Wells ($3\frac{1}{2}$ — $9\frac{1}{2}$); just beyond Leytonstone keep to l., and the road is now considerably better, but on a continuous rise through Snaresbrook, $7\frac{1}{4}$, to Woodford, $8\frac{1}{2}$, after which it is a good gravel road through Woodford Green, 9.

(*Snaresbrook*: Eagle.—*Woodford*: Castle; George.)

[There is a better road out of London. to avoid the bad road to Stratford: either from Mile End along the Cambridge Heath road, Mare street, Hackney, to Lower Clapton, 3 (partly paved and partly macadam, with tramway); or starting from the "Angel," Islington, to Stoke Newington Green, $1\frac{3}{4}$, as at p. 225, and then from the N.E. corner along Matthias road, Barrett road, Wellington street, Shacklewel road and Downs road, and by the north side of Hackney Downs to Lower Clapton, $3\frac{1}{4}$: then turn to r., along the Lea Bridge road—all macadam—to Whips Cross, $2\frac{1}{2}$ m., and forward to the "Castle" at Woodford Green, 2m. more; or striking off to right at Whips Cross to Snaresbrook, $\frac{3}{4}$.]

Woodford Wells to Epping ($7\frac{3}{4}$ — $17\frac{1}{4}$); a short distance beyond Woodford Wells keep to the r. of the two roads, up a rise to Buckhurst Hill, followed by a long descent of that name, steep at first and generally rough, down the other side, and then level through Loughton, 12,

beyond which is a moderate ascent (Church Hill) and further on a very stiff one (Golding's or Golders Hill); though more hilly and the longer road, this is in better condition; but after Golding's Hill it runs through Epping Forest for about 3*m.* (the first *m.* like a racing path), past Wake Arms, 14½, the surface beyond here being sometimes very loose. [Or beyond Woodford Wells take the left hand road, which traverses the whole length of Epping Forest, rejoining the former road at Wake Arms, 14½, and is nearly always in bad repair, being very loose and rutty, and in wet weather heavy going; no steep, though two long hills by latter route.]

(Loughton: Crown.—Epping: Bell; Thatched House.)

1*m.* beyond Wake Arms, a little on *l.*, Copped Hall; on *r.*, Ambresbury Banks, an old Roman encampment. Epping Forest is now public property, and has been secured against encroachment by the City of London Corporation.

Epping to Harlow (6½—23¾); just through Epping keep to *l.*, and there is a long descent, after which the road is undulating, but no difficult hills to mount, and the surface becomes rough and loose for a couple of miles, but improves greatly nearing Potter's Street, 21½, through which is a capital run down, and the road is then good through Bromley, 23½.

(Harlow: George; Green Man; Great Eastern Railway.)

At Harlow, on *l.*, Mark Hall.

Harlow to Hockerill (6¾—30½); rather long descent out of Harlow to the bridge over *R. Stort*, followed by one or two moderate hills through Sawbridgeworth, 26, and Spelbrook, 28; mostly good and smooth surface, but in dry weather apt to be loose. ½*m.* before Hockerill on *l.* to *Bishop Stortford*, (¾—30¾), rejoining the above road 1*m.* beyond Hockerill, but this is longer by half-a-mile; or in *Bishop Stortford* from the High street turn to *r.* down a steep descent to the river, and up over the railway bridge to Hockerill.

(*Bishop Stortford*: Chequers; George, *B.T.C.*)

Beyond *R. Stort*, on *r.*, Pishiobury Park. At Spelbrook, on *r.*, Walbury Hall. At *Bishop Stortford*, are ruins of the castle; ancient *ch.* About 2*m.* on *r.*, on road to Dunmow, Thromhill Priory.

Hockerill to Newport (8½—39); the road is very undulating with a very good surface through Stanstead, 33¼, Ugley, 35½, and Quendon, 36½.

(*Newport*: Coach and Horses.)

At Stanstead, 1*m.* on *r.*, Stanstead Mountfitchet, which has an old *ch.*, and the remains of a castle, erected in the time of William I. Beyond Quendon, on *l.*, Quendon Hall. At Newport, 1*m.* on *r.*, Debden Hall; fine *ch.* at Newport.

Newport to Great Chesterford (6¼—45¼); through Littlebury, 42¾, and Little Chesterford, 44¼, the road is undulating, but mostly downhill and with a good smooth surface.

Beyond Newport, on *r.*, Shortgrove Hall; 3*m.* beyond Newport, on *r.* Audley Park, the splendid seat of Lord Braybrooke, erected about 1610, on the site of an ancient abbey; in the park is an ancient circular entrenchment, with a Druidical temple. 2 or 3*m.* on *r.*, is the town of Saffron Walden, with beautiful *ch.* Great Chesterford is the site of a Roman station.

Great Chesterford to Sawton (4¾—50); turning to *l.* at Stumps Cross, 46, and through Hinxtton, 46¾, it is a first-rate road on the whole, with no hills, but sometimes is very loose in places.

At Stumps Cross, the Roman Icknield way crosses the road; on *l.*, at the village of Ickleton, many Roman remains and antiquities have been found. Beyond Hinxtton, on *r.*, Whittlesford Hall. On *r.*, Sawton Hall.

Sawston to Cambridge ($6\frac{1}{2}$ — $56\frac{1}{2}$); first-rate road with no hills through Stapleford, $51\frac{1}{2}$, Great Shalford, $52\frac{1}{4}$ (keep to *r.*), and Trumpington, $54\frac{1}{2}$, where join the London road through Royston.

At Stapleford, on *r.*, the Gog Magog Hills, on which is a triple circular entrenchment, supposed to be of British origin, with several tumuli.

LONDON TO CROMER.

London to Great Chesterford ($45\frac{1}{4}$)—p. 230.

Great Chesterford to Bourn Bridge ($4\frac{1}{2}$ — $49\frac{3}{4}$); at Stumps Cross, 46, keep to *r.*, and it is almost a straight line, following the Roman Ickneild Way; very good road with a long rise a little after Stumps Cross, and a sharp descent to Bourn Bridge.

About $1\frac{1}{4}$ *m.* before Bourn Bridge, on the crest of the hill looking N.E., a line of ancient ditch or entrenchment, about 3 *m.* in length, crosses the road. At Bourn Bridge, on *r.*, Abington Hall; on *l.*, Babraham Hall.

Bourn Bridge to Newmarket ($11\frac{1}{2}$ — $61\frac{1}{4}$); by Worsted Lodge, 51, Green Man, $54\frac{3}{4}$, and Devil's Ditch, 59, a very good road with some long ascents and descents, but the last 2 or 3 *m.*, across Newmarket Heath, are very loose and bad in dry weather, the material not binding well. The country is very lonely and the scenery uninteresting,

(*Newmarket*: Rutland Arms; White Hart.)

At Worsted Lodge, cross a Roman road; on *l.*, are the Gog Magog Hills. At the 51st *ms.*, $\frac{1}{2}$ *m.* beyond Worsted Lodge, a little on *l.*, Ely Cathedral is seen, 18 *m.* distant; 1 *m.* further cross Fleam Dyke or Balsham Ditch, an ancient entrenchment, several miles in extent. Just before 56th *ms.*, on *l.*, looking backwards, you have a view of Cambridge, 9 *m.* distant. Devil's Ditch is a line of Roman entrenchment. Newmarket derives its celebrity from being the headquarters of horse-racing.

Newmarket to Barton Mills ($8\frac{1}{2}$ — $69\frac{3}{4}$); a mile beyond Newmarket keep to *l.* and over Snailwell Heath and Kennet Heath to Red Lodge, $66\frac{3}{4}$, where is a moderate ascent; extremely bad road, being very loose and stony, except soon after heavy rain when it hardens somewhat: stiff and rough descent to Barton Mills.

At Kennet Heath, 1 *m.* on *l.*, Chippenham Park. Beyond Red Lodge, on *r.*, Herringwell Ho.

Barton Mills to Thetford ($10\frac{3}{4}$ — $80\frac{1}{2}$); leaving Barton Mills keep to *r.*, and it is a monotonous and undulating road, over Icklingham Heath to Elvedon, $76\frac{3}{4}$, and then over Thetford Heath; extremely bad road, for miles being little better than a track across the heath, with very loose surface, in some parts covered with sand and flints, which makes the slight hills difficult. Thetford lies in a valley.

(*Thetford*: Anchor; Angel; Bell.)

On *r.*, Elvedon Hall. Thetford was the capital of East Anglia during the Heptarchy, and has been the residence of several kings of England; it possesses the remains or site of a castle, remains of a Cluniac priory, nunnery, and other religious houses; there were formerly 20 churches here.

Thetford to Larlingford ($8\frac{1}{4}$ — $88\frac{3}{4}$); moderate hill to mount out of Thetford, and then it is an undulating road over Thetford Warren and Larling Heath; for the greater part rather stony and nearly as bad as the previous stage—a mere wheel and hoof track often filled in with flints—

for 6m., when there is a level railway crossing, after which the surface improves a little; it is only decent going after rain and warm sunshine.

Larlingford to Attleborough ($5\frac{3}{4}$ — $94\frac{1}{2}$); over Fettle Bridge, $92\frac{1}{4}$, the road is somewhat of a similar character to the previous stage, but gradually improves towards Attleborough; no hills worth speaking of.

(*Attleborough*: New Inn.)

Before Fettle Bridge, on r., Hargham Hall. At Attleborough, 2m. on r., Buckenham Abbey.

Attleborough to Wymondham (6 — $100\frac{1}{2}$); over Morley Common is a splendid road, with no hills to speak of; about 4 or 5m. an hour quicker than the last 25m.

(*Wymondham*: King's Head, B.T.C.; Queen's Head; White Hart.)

Wymondham to Norwich ($8\frac{1}{2}$ —109); there is a little uphill through and out of the former, and it is a splendid smooth road through Hethersett, 104, Thickethorn, 105, with a steep descent through Cringleford, $106\frac{1}{2}$; and after crossing the bridge over the R. Yare, a rather steep ascent out of Eaton, 107, and another in the last mile: Norwich is paved mostly with cobblestones.

(*Norwich*: Bull Inn; Castle; Grapes, Hqrs.; Maid's Head; Norfolk; Rampant Horse, B.T.C.; Royal.)

At Norwich, the most interesting buildings are the cathedral and remains of the castle, both founded towards the end of the 11th century; there are also the Bishop's Palace, St. Peter's ch., St. Julian's ch., St. Andrew's Hall (formerly the nave of a ch. belonging to the Black Friars), Shire Hall, Erpingham's Gate, Theatres, Library, Museum, &c.

Norwich to Aylsham ($11\frac{1}{4}$ — $120\frac{1}{2}$); through Horsham St. Faith, $112\frac{3}{4}$, Newton St. Faith, $113\frac{3}{4}$, Hevingham, $117\frac{1}{2}$, and Marsham, $118\frac{1}{4}$; about 2m. out of Norwich keep to r.: very good surface with no difficult hills.

(*Aylsham*: Blackboys.)

Aylsham ch. has some beautiful memorials.

Aylsham to Cromer ($10\frac{1}{2}$ — $130\frac{3}{4}$); by Ingworth Mill, 122, Hanworth Green, $125\frac{1}{2}$, Powder Hill, 127, and Routon Windmill, 129; very good surface with no difficult hills.

[There is another road from Norwich by Catton Lodge, 111, Spixworth, 113, Maiden Bridge, 115, ($\frac{1}{4}$ m. before that keep to r.) Skeyton, $119\frac{1}{2}$, Felmingham, 122, Antingham, 124, and Thorpe Market, $126\frac{1}{2}$, to Cromer, $130\frac{1}{2}$.

Or $\frac{1}{4}$ m. before Maiden Bridge turn to l., and through Buxton, $117\frac{3}{4}$, to Aylsham, 121, thence to Cromer, $131\frac{1}{2}$ —above.]

(*Cromer*: Hotel de Paris; Tucker's.)

On l., Spixworth Hall. Beyond Aylsham, on l., Blickling Park. On l., Hanworth Hall. 2m. before Cromer, a little on l., Felbrigg Hall. At Antingham, on l., Gunton Hall (Lord Suffield). Cromer is a newly opened up watering place, and from its position has a salubrious and invigorating air; there is some pretty scenery in the neighbourhood.

LONDON TO LYNN (by Newmarket).

London to Barton Mills ($69\frac{3}{4}$)—p. 231.

Barton Mills to Brandon (9 — $78\frac{3}{4}$); out of Barton Mills take the left of the two middle roads, and by Hobb's Cross, $72\frac{3}{4}$, over Lakenheath, and through Wangford, $75\frac{3}{4}$, and past Brandon Park.

(*Brandon*: Chequers.)

Before Brandon, on *r.*, Brandon Park; through the town, on *r.*, remains of priory.

Brandon to Stoke Ferry (10—88 $\frac{3}{4}$); after crossing *R.* Ouse or Brandon keep to *l.* and through Weeting All Saints, 80, is all more or less uphill across Weeting Field or Heath to Feltwell Lodge, 82 $\frac{3}{4}$, and then downhill and up across Methwold Warren and through Methwold, 84 $\frac{3}{4}$, and Whittington, 88, to which is a long descent.

[Or turn to *l.* 1*m.* before Barton Mills, and through Mildenhall, 69 $\frac{3}{4}$, Lakenheath, Hockwold-cum-Wilton, Feltwell St. Mary, to Methwold; about 2*m.* shorter: or turn sharp to *l.* after crossing *R.* Larke at Barton Mills.]

Past Weeting, on *r.*, Weeting Hall; on *l.*, old castle and ruins of *ch.* On *l.*, Feltwell Lodge.

Stoke Ferry to Lynn (14—102 $\frac{3}{4}$); ascent out of Stoke Ferry and hilly through Wereham, 90 $\frac{1}{2}$, Stradset, 93 $\frac{3}{4}$, and Shouldham Thorpe, 95 $\frac{1}{4}$. to Fodderstone Gap, 95 $\frac{3}{4}$, whence nearly all downhill to Setchy, 99, West Winch, 100 $\frac{1}{4}$, and Hardwick, 101 $\frac{1}{2}$.

At Wereham, 2*m.* on *l.*, Dereham Abbey; on *r.*, Stradset Hall.

LONDON TO WELLS (by Swaffham).

London to Brandon (78 $\frac{3}{4}$)—p. 232.

Brandon to Swaffham (14 $\frac{3}{4}$ —93 $\frac{1}{2}$); cross *R.* Ouse or Brandon and keep to *r.* out of the town, and 1 $\frac{3}{4}$ *m.* further to *l.*; uphill more or less for nearly 3*m.*, then a little level over Mundford Field and downhill into Mundford, 83 $\frac{1}{2}$, whence another long rise over Ickborough Field, and a similar descent to Hilborough, 87 $\frac{3}{4}$; out of here is a short stiff hill to mount, half-way up which turn sharp on *l.* (this should be descended carefully), and past Rowley Corner, and over Swaffham Heath is rather hilly.

(*Swaffham*: Crown; George.)

Swaffham *ch.* contains some curious monuments and a fine carved roof. Past Mundford, on *r.*, Lyndford *Ho.*

Swaffham to Fakenham (15 $\frac{3}{4}$ —109 $\frac{1}{4}$); hilly to Newton, 97 $\frac{3}{4}$, then easier over Lexham Heath, through Weasenham St. Peter, 102 $\frac{1}{2}$, by Rainham Hall, 105 $\frac{1}{2}$, and Toft Trees, 107 $\frac{1}{4}$. [Or turn to *r.* 2*m.* beyond Newton and through West Lexham, 99 $\frac{1}{4}$, East Lexham, 100 $\frac{1}{4}$, Litcham, 102, Tittleshall, 104, and Pattesley Hill, 106 $\frac{1}{4}$, to Fakenham, 110 $\frac{1}{4}$.]

(*Fakenham*: Crown, *B.T.C.*; Lion.)

Before Newton, $\frac{3}{4}$ *m.* on *l.*, is the village of Castle Acre, where numerous antiquities are to be seen: British earthworks, a Roman camp, ruins of a castle (erected in the reign of William I. by Earl Warren on the site of a more ancient work), and ruins of Cluniac Priory; there have also been found here a tessellated pavement, and an Anglo-Saxon cemetery, where many burial urns have been dug up. About 2*m.* W., at West Acre, remains of abbey and *ch.* Rainham Hall (Marquis of Townshend), was erected in 1636, by Inigo Jones; beyond it the ruins of Coxford Abbey.

Fakenham to New Walsingham (4 $\frac{3}{4}$ —114), through East Barsham, 112 $\frac{1}{4}$, and Houghton-in-the-Dale, 113 $\frac{1}{4}$.

At New Walsingham, the remains of a monastery of Black Canons, founded in the reign of William the Conqueror.

New Walsingham to Wells (5—119), through Wighton, 116, and by Warham Hall, 117.

LONDON TO HOLT AND CLEY.

London to Brandon ($78\frac{3}{4}$)—p. 232.

Brandon to Watton ($12\frac{1}{2}$ — $91\frac{1}{4}$); cross *R.* Ouse or Brandon, and keep to *r.* out of the town, and again to *r.* $1\frac{3}{4}m.$ further on; then by Lyndford Lodges, $82\frac{3}{4}$, West Tofts Hall, 84, through Stanford, $85\frac{1}{2}$, and by Clermont or Claremont Lodge, $88\frac{1}{2}$; undulating road, very loose and sandy, especially in dry weather.

(Watton: George.)

Watton has a remarkable old *ch.* with round tower, supposed to have been built in the time of Henry I., near the old manor *Ho.* In the vicinity is Wayland Wood, where tradition says two infants were murdered by their uncle, which gave rise to the well-known ballad. On *l.*, West Tofts Hall; at Stanford, on *l.*, Buckenham *Ho.*

Watton to East Dereham ($9\frac{3}{4}$ —101); in Watton turn to *l.*, and through Ovington, $92\frac{3}{4}$, Shipdham, 96, Market Street, $96\frac{3}{4}$, (at $1\frac{1}{4}m.$ further on keep to *l.*), and Lolly Moor, 99.

(East Dereham: King's Arms; King's Head.)

In East Dereham *ch.* is the monument to the poet Cowper, who was buried here; also a tombstone recording the burial and subsequent removal of the remains of a Saxon princess.

East Dereham to Guist Bridge (8—109); $2m.$ beyond East Dereham keep to *l.*, and by King's Head, $105\frac{3}{4}$, and through North Elmham, $106\frac{1}{2}$.

At North Elmham, on *l.*, Elmham Hall.

Guist Bridge to Holt ($10\frac{1}{4}$ — $119\frac{1}{4}$); past Melton Park, $114\frac{1}{4}$, and through Thornage, 117.

(Holt: Feather; White Lion.)

Holt to Cley ($4\frac{1}{4}$ — $123\frac{1}{2}$).

LONDON TO WATTON (by Thetford).

London to Thetford ($80\frac{1}{2}$)—p. 231.

Thetford to Watton (12— $92\frac{3}{5}$); leaving Thetford, take the left of the two middle roads, and through Croxton, $82\frac{3}{4}$, over Croxton Heath, by Frogs Hall, $85\frac{1}{4}$, through Tottington, $88\frac{3}{4}$, and by Merton Hall, $90\frac{1}{2}$.

LONDON TO CROMER (by East Dereham).

London to East Dereham (101)—above.

East Dereham to Reepham ($10\frac{3}{4}$ — $111\frac{3}{4}$); leaving East Dereham keep to *r.*, and through Swanton Morley, $104\frac{1}{2}$, and Bawdeswell, $107\frac{3}{4}$.

(Reepham: King's Arms.)

Reepham was formerly remarkable for having three churches in one churchyard.

Reepham to Aylsham (7— $118\frac{3}{4}$); by Sall Hall, 113, and through Cavston, $114\frac{1}{2}$, a mile beyond which cross the Norwich and Holt road.

Aylsham to Cromer ($10\frac{1}{2}$ — $129\frac{1}{4}$)—p. 232.

LONDON TO NORWICH (by Hingham).

London to Watton ($91\frac{1}{4}$)—p. 234.

Watton to Hingham ($6\frac{3}{4}$ —98); by Carbrook Common, $93\frac{1}{2}$, Ugate, $94\frac{1}{2}$, and Scoulton Common *Tp.*, $96\frac{3}{4}$.

Hingham to Barford Bridge ($7\frac{1}{2}$ — $105\frac{1}{2}$); through Hackford *Tp.*, $100\frac{1}{2}$, and Kimberley Green, $101\frac{1}{2}$, beyond which keep to *r.*, and through Carlton Forehoe, $103\frac{1}{2}$.

At Kimberley Green, on *r.*, Kimberley Hall.

Barford Bridge to Norwich (7 — $112\frac{1}{2}$); from Barford Bridge there is a steep ascent to climb, followed by a steep hill to descend, and a capital run down into Colney, $109\frac{3}{4}$; then, after crossing the *R. Yare*, there is a steep hill to climb through Earlham, $110\frac{1}{2}$, to Norwich.

LONDON TO CROMER (by North Walsham).

London to Norwich (109)—p. 232.

Norwich to North Walsham ($14\frac{1}{4}$ — $123\frac{1}{4}$); uphill to Sprowston, $111\frac{1}{4}$, then undulating and very good through Crostwick, $113\frac{3}{4}$, Horstead, $115\frac{3}{4}$, Coltishall, $116\frac{1}{4}$, and Scottow Common, $118\frac{1}{2}$.

(*North Walsham*: Black Lion Inn; Black Swan Inn.)

On *l.*, Scottow Hall; further on, on *r.*, Westwick Hall, and beyond it the village of Worstead, whence the name of "worsted" is derived, as applied to woollen twists, which were first manufactured here by the Flemings, in the time of the Plantagenets; here is a beautiful *ch.*

North Walsham to Cromer (9 — $132\frac{1}{4}$); very good undulating road through Antingham, $125\frac{3}{4}$, and Thorpe Market, $128\frac{1}{4}$. [There is another road through Swafeld, Trunch, Southrepps, and Northrepps to Cromer, $132\frac{1}{2}$. Or from Trunch through Gimingham, by the cliffs, through Trimingham, Sidestrand, and Overstrand to Cromer, 133: on the rise for about $3m.$, then all more or less downhill to Cromer, ending with a long steep descent, the last $\frac{1}{2}m.$ of which must be walked: bad road, loose and stony.]

Trimingham Point is the highest part here in Norfolk, and Norwich can be plainly seen. About $3m.$ N.E. of North Walsham is Bromholm Abbey.

LONDON TO DUNMOW.

London to Harlow ($23\frac{3}{4}$)—p. 230.

Harlow to Hatfield Heath ($4\frac{1}{4}$ —28); turn to the right in Harlow and through Shearing Street, $26\frac{3}{4}$.

At Shearing Street, on *r.*, Downs Hall.

Hatfield Heath to Dunmow ($10\frac{1}{2}$ — $38\frac{1}{2}$); through Hatfield Broad Oak, $30\frac{1}{2}$, and $3m.$ further turn to *r.*, joining the road from Bishop Stortford, and go through Little Canfield, $35\frac{1}{2}$.

Beyond Hatfield Broad Oak, on *l.*, Barrington Hall. On *l.*, Little Canfield Hall; further on, Easton Hall. At Little Dunmow, $2m.$ S.E. of Dunmow, was formerly an Augustine Priory, the site being now partly occupied by the Manor *Ho.*; the tenure of Little Dunmow Manor is that of the well-known fitch of bacon.

LONDON TO DUNMOW (by Abridge).

London to Leytonstone (6)—p. 229.

Leytonstone to Chigwell (5—11); just beyond Leytonstone keep to *r.* and it is a good road, level to Woodford Bridge, $9\frac{1}{2}$, then rather hilly, with a very steep hill up into Chigwell.

[To avoid the bad road through Stratford, take the alternative route at p. 229, from Mile End or the "Angel," Islington, by Lea Bridge road to Whips Cross, $5\frac{1}{2}$ or $5\frac{3}{4}$, and Snaresbrook, $6\frac{1}{4}$ or $6\frac{1}{2}$, whence, having crossed the main Epping road, there is a short lane on the left of the "Eagle" which goes over a level railway crossing and into the Chigwell road about $1\frac{1}{2}m.$ beyond Leytonstone.]

(Chigwell: King's Head.)

At Woodford Bridge, on *r.*, Claybury Hall; beyond it, Hainault Forest extends for some miles past Chigwell.

Chigwell to Abridge (3—14) is a good road, rather hilly either way, but nothing difficult.

(Abridge: Stag's Head; White Hart.)

Abridge to Chipping Ongar ($7\frac{1}{2}$ — $21\frac{1}{2}$); over Passingford Bridge, $16\frac{3}{4}$, and through Hare Street, 19, is a good and very undulating road, all the hills being easy to mount.

(Chipping Ongar: Crown; King's Head; Lion.)

At Passingford Bridge, on *r.*, Albyns, and further on Suttons; 2*m.* further, Navestock Old Park.

Chipping Ongar to Dunmow (14— $35\frac{1}{2}$); beyond Chipping Ongar, after crossing the Epping and Chelmsford road, take the right-hand of the fork roads, through Fyfield, $24\frac{1}{2}$, ($\frac{3}{4}m.$ beyond, keeping to *l.*) Leaden Roding, $29\frac{1}{4}$, (turn sharp to *l.*) and High Roding street, 32; bad road to Fyfield, then better, and nearer level, but still rather bumpy.

(Leaden Roding: King William IV.)

[Or there is a better route taking the left-hand road $\frac{3}{4}m.$ beyond Chipping Ongar, and going through Moreton End, $24\frac{1}{2}$, (turn sharp to *l.*) and Matching Green, $27\frac{1}{2}$, a mile beyond which is a drop, then another one, dangerous, with corresponding descent after; surface excellent all the way to Hatfield Heath, $30\frac{1}{2}$. Thence to Dunmow ($10\frac{1}{2}$ —41), p. 235.]

LONDON TO THETFORD (by Sudbury).

London to Stratford (4)—p. 229.

Stratford to Ilford ($3\frac{1}{4}$ — $7\frac{1}{4}$); at the Broadway in Stratford take the right hand road; the paving continues for $\frac{1}{2}m.$, then rough macadam: very bad for bicycling.

Ilford to Romford (5— $12\frac{1}{4}$); through Chadwell Street, $9\frac{1}{2}$, and by the "Whalebone," $10\frac{1}{2}$, is almost a dead level, the macadam continuing all the way, very bad and rough for first 3*m.*, then a little better; sometimes loose and dusty, and in wet weather very heavy.

(Romford: White Hart, B.T.C.)

The Whalebone belonged to a whale that is said to have been caught in the Thames the same year that Oliver Cromwell died. At Ilford, 1*m.* on *r.*, near Barking, is an ancient Roman encampment.

Romford to Brentwood ($6\frac{1}{4}$ — $18\frac{1}{2}$); beginning with an easy rise out of Romford, the road is undulating through Hare Street, $13\frac{1}{4}$, and Brook

Street, 17, beyond which there is a long and rather steep hill to mount; the surface having now changed to gravel it is generally pretty good, but occasionally is rather loose and rough.

(*Brentwood*: George and Dragon; White Hart.)

On *r.*, Hare Hall. At Brook St., on *l.*, Weald Hall.

Brentwood to Chelmsford (11—29½); out of Brentwood good run down for 1½ *m.*; through Shenfield, 19½, Mountnessing Street, 21½, Ingatestone, 23½, Margaretting Street, 25½, Stisted, 27, Widford, 28, and Moulsham, 28¾, is a good road, with a few hills, but nothing difficult.

(*Ingatestone*: George and Dragon.—*Chelmsford*: Bell; Plough; Saracen's Head, *B.T.C.*, *Hqrs.*; White Hart.)

Beyond Ingatestone, on *l.*, Hide Hall. At Stisted, on *l.*, Haylands.

Chelmsford to Little Waltham Tg. (4¼—33¾); in Chelmsford turn to *l.*, and ¾ *m.* further on, when at the end of the town, turn to *r.*; it is a good road, generally very smooth, through Broomfield, 32.

Little Waltham Tg. to Braintree (7¼—41); take the right hand fork and it is rather undulating through Blackwater St. Anne's, 36¾, and Young's End, 38½, with a rather steep descent into Braintree; good road, generally very smooth.

(*Braintree*: Horn; White Hart.)

Braintree to Halstead (6—47); through Bocking Street, 41¾, and High Garret or Trotters Green, 43½ (keep to *r.*), is a smooth road, fairly level for the first 4 *m.*, then all downhill, rather steep towards the end.

(*Halstead*: Bull; George, *B.T.C.*; Railway; White.)

Beyond High Garret, on *l.*, Gosfield Place, and behind it Gosfield Hall, a fine old baronial mansion.

Halstead to Sudbury (8—55): through Palmer's Street, 50, Catley Cross, 51¼, and Bulmer Tye, 52¾, is a capital road, though rather hilly; long descent into Sudbury.

[Or keep to *l.* at High Garret, and through Gosfield, 45¼, Swan Street, 47¾, to Sible Hedingham, 48¼, out of which keep to *r.*, and through Castle Hedingham, 49¼, past the Compasses, 51½, and through Bulmer Tye, 54½, to *Sudbury*, 56¾.]

(*Sudbury*: Anchor Inn; Bear; Christopher; Four Swans; Rose and Crown; White Horse.)

At *Sudbury* are some remains of an Augustine Priory. At Castle Hedingham is the castle.

Sudbury to Bury St. Edmund's (16½—71½); leaving *Sudbury* turn to *l.*, and through Redbridge, 57, Long Melford, 58½, Alpheaton, 62½, Bradfield, 66½, and Welnetham, 69, is a fairly good road; there are two or three (not more) stiffish hills.

(*Long Melford*: Black Lion.—*Bury St. Edmund's*: Angel; BeD, Everard's; Suffolk, *B.T.C.*)

Beyond Long Melford, on *l.*, Kentwell Park; on *r.*, Melford Hall. On *r.*, Bradfield Hall; further on, on *r.*, Rushbrook Hall. At Bury St. Edmund's, ruins of magnificent abbey, once the second in the kingdom.

Bury St. Edmund's to Thetford (12¼—83¾); through Fornham St. Martin, 73½, Ingham, 76, by Rymer Point, 79¾, through Barnham, 81¾, and over Barnham Cross Common.

At Fornham St. Martin, on *r.*, the Priory. At Ingham, 1 *m.* on *l.*, Culford Park; further on, on *r.*, Livermere Park.

LONDON TO NORWICH (by Ixworth).

London to Bury St. Edmund's ($71\frac{1}{2}$)—p. 237.

Bury St. Edmund's to Ixworth ($6\frac{1}{2}$ —78); in Bury St. Edmund's past the station, and through Barton, $74\frac{1}{4}$, it is an easy undulating road, good going, though occasionally loose in places.

At Ixworth, are ruins of the abbey; $\frac{1}{2}m.$ on *r.* of the town have been found some Roman remains.

Ixworth to Botesdale ($8\frac{1}{4}$ — $86\frac{1}{4}$); through Stanton, 81, the road for the first $5m.$ is not so good, being sometimes loose and stony in places, and the rest is good; undulating, with a stiff ascent into Botesdale.

Botesdale to New Buckenham ($11\frac{1}{2}$ — $97\frac{3}{4}$); at the end of Botesdale turn to the left, and through Redgrave, 88, Lopham Ford Gate, $88\frac{3}{4}$ (cross *R.* Waveney), through South Lopham, $90\frac{1}{2}$, North Lopham, $91\frac{1}{4}$, and Kenninghall, $93\frac{1}{2}$.

At Kenninghall, on *l.*, Quidenham Park; beyond Botesdale, on *r.*, Redgrave Park. At New Buckenham, on *l.*, remains of ancient castle; $2m.$ on *l.*, Buckenham Abbey; the *ch.* contains some interesting monuments; also South Lopham *ch.*

New Buckenham to Norwich ($15\frac{1}{4}$ —113); very fair undulating road through Bunwell, $101\frac{1}{4}$, Tacolneston, $103\frac{1}{4}$, Bracon Ash, $106\frac{3}{4}$, Mulbarton-cum-Kenningham, $107\frac{3}{4}$, Swardeston, $108\frac{3}{4}$, Keswick, 110, and Harford Bridge *Tg.*, $110\frac{3}{4}$.

LONDON TO NORWICH (by Stowmarket).

London to Sudbury (55)—p. 237.

Sudbury to Stowmarket (15—70); leaving Sudbury keep straight on past Chilton Park, 57, through Little Waldingfield, 59, Brent Eleigh, $61\frac{1}{2}$, Kettlebarston or Kettlebastone, $63\frac{1}{4}$, Hitcham, $64\frac{1}{4}$, Cross Green, $65\frac{1}{2}$, High Street Green or Hoisted Green, 67, and Great Finborough, 68.

(*Stowmarket*: Fox; King's Head, *B.T.C.*)

Stowmarket to Botesdale ($13\frac{1}{2}$ — $83\frac{1}{2}$); by Tot Hill, $71\frac{1}{2}$, Haughley Street, 73, Bacton, 77, and Furningham, $78\frac{1}{2}$.

Botesdale to Norwich ($26\frac{3}{4}$ — $110\frac{1}{4}$); through New Buckenham, 95, above.

LONDON TO NORWICH (by Ipswich).

London to Chelmsford ($29\frac{1}{2}$)—p. 237.

Chelmsford to Witham ($8\frac{3}{4}$ — $38\frac{1}{4}$); in Chelmsford the road turns off to the right opposite the conduit in the middle of the street, up a slight rise, and then it is somewhat hilly but very easy riding through Springfield, $30\frac{3}{4}$, Boreham Street, $33\frac{3}{4}$, and Hatfieldbury, $35\frac{1}{2}$, just beyond which is a pretty stiff hill; capital hard surface.

(*Witham*: George, *B.T.C.*; Spread Eagle, *Hqrs.*; White Hart.)

On *l.*, Springfield Place; at Boreham Street, on *r.*, Boreham *Ho.* At Hatfieldbury, on *r.*, Hatfield Priory.

Witham to Marks Tey ($8\frac{1}{4}$ — $46\frac{1}{2}$); a very good undulating road by Rivenhall End, $39\frac{3}{4}$, through Kelvedon, $41\frac{1}{2}$, and Gore Pitt, $42\frac{1}{2}$.

At Kelvedon on *l.* to *Coggleshall*, (3— $44\frac{1}{2}$.)

At Rivenhall End, on *r.*, Braxted Park. At Kelvedon, on *l.*, Felix Hall.

Marks Tey to Colchester ($4\frac{3}{4}$ — $51\frac{1}{4}$); through Stanway, $47\frac{3}{4}$, and Lexden, $49\frac{1}{2}$, is a good and almost level road: entering Colchester turn to *l.* and then sharp to *r.*, down a rather steep descent into the town, and down the High street.

(*Colchester*: Bull; George, *Hqrs.*; Shaftesbury Refreshment Rooms; Three Cups.)

On *r.*, Lexden Park. At Colchester are remains of the old walls and of the castle, a place of immense strength; ruins of St. John's Abbey, founded 1097, and of St. Botolph's Priory, &c. South of the town are the remains of an ancient encampment.

Colchester to Stratford St. Mary ($8\frac{1}{2}$ — $59\frac{3}{4}$); from the High street in Colchester turn to *l.*, and follow the telegraph wires, turning to the left again after crossing the *R.* Colne; there is a steep ascent rising from the river, and then the road is rather more hilly and not so good, in some places being very loose; there is a stiff and rough descent, with a sharp curve to *l.* half-way down, to Stratford Bridge, $58\frac{3}{4}$ (*R.* Stour), after crossing which keep to *r.*

Stratford St. Mary to Ipswich, Stones End ($9\frac{3}{4}$ — $69\frac{1}{2}$); stiff rise out of Stratford, and then it is a very hilly road, through Cross Green, $62\frac{3}{4}$, by Capel Station, $63\frac{3}{4}$, where there is a level railway crossing, and through Copdock, $65\frac{3}{4}$, with a long run down into Ipswich; in some places the road is very loose, mostly on the hills, and the descents require careful riding. Ipswich is paved.

(*Ipswich*: Coach and Horses, *B.T.C.*; County; Crown and Anchor; Golden Lion; White Horse.)

At Stratford, on *l.*, Hill Ho. Before Ipswich, on *r.*, Stoke Park, and on *l.*, The Chantry. Ipswich is a considerable seaport town, pleasantly situate on the *R.* Orwell, which, below the town, expands into an arm of the sea. Cardinal Wolsey was born here. At Stoke, *1m.* down the right bank of the river, is capital seawater bathing.

Ipswich to Claydon ($3\frac{1}{2}$ — 73); in Ipswich turn sharp to *l.*, and through Whitton Street, $71\frac{3}{4}$: good road, but in dry weather loose and stony.

Claydon to Thwaite ($11\frac{3}{4}$ — $84\frac{3}{4}$); take the right hand road, over Coddenham Bridge, $75\frac{3}{4}$, through Little Stonham, 80 , Brockford Green, $82\frac{1}{4}$, and Brockford Street, 84 : good road.

Beyond Claydon, on *r.*, Shrubland Hall.

Thwaite to Scole ($7\frac{1}{2}$ — $92\frac{1}{4}$); through Stoke, $86\frac{1}{2}$, and Yaxley, $88\frac{1}{2}$, is a good undulating road, with no difficult hills.

Beyond Thwaite, on *l.*, Major Ho. On *r.*, Yaxley Hall. Scole Inn was formerly noted for its singular sign of carved figure work, the size of life, and exhibiting the arms of the chief county towns and families; here also was an immense circular bed.

Scole to Long Stratton ($9\frac{1}{4}$ — $101\frac{1}{2}$); through Dickleburgh, $94\frac{3}{4}$, and Titshall Green, 97 , is a pretty good undulating road.

Long Stratton to Norwich (10 — $111\frac{1}{2}$); through Newton Flotman, 105 , and Harford Bridge *Tg.*, $109\frac{1}{4}$, is a pretty good undulating road, but chiefly on the fall.

At Newton Flotman, on *r.*, Shottesham Hall. Before Harford Bridge *Tg.*, on *r.*, at Caistor-cum-Marshall, a Roman camp.

[There is another road through Sudbury and Bury St. Edmunds to *Botesdale*, 86 $\frac{1}{4}$ —p. 238; thence through *Sturston*, 91 $\frac{3}{4}$, to *Scole*, 93 $\frac{1}{2}$, the road is simply perfect, smooth as a billiard table, and but slightly undulating: $\frac{1}{2}m.$ beyond *Sturston* join the *Ipswich* and *Norwich* Road and turn to *l.*

Or through *Sudbury* and *Stowmarket* to *Botesdale*, 83 $\frac{1}{2}$, p. 238, whence to *Scole*, 90 $\frac{3}{4}$, above.

Or from *Stowmarket* through *Thorney Green*, 71 $\frac{1}{2}$, *Mendlesham*, 76 $\frac{1}{2}$, to *Brockford Street*, 77 $\frac{1}{2}$, on the *Ipswich* and *Norwich* road, whence through *Thwaite*, 78 $\frac{1}{4}$, *Yaxley*, 82, to *Scole*, 85 $\frac{3}{4}$ —p. 239. This is the shortest road to *Norwich*, 105.]

LONDON TO CHELMSFORD (by Epping).

London to Epping (17 $\frac{1}{4}$)—p. 229.

Epping to High Ongar (7 $\frac{1}{2}$ —24 $\frac{3}{4}$); nearly through Epping keep to *r.*, and it is an easy undulating road, through *Weald Gullet*, 20, *Tylers Green*, 21, and by *Bobbingworth Mill*, 22: good surface, but rather stony sometimes.

$\frac{3}{4}m.$ before High Ongar on *r.* to *Chipping Ongar*, 24 $\frac{1}{2}$.; or from London to *Chipping Ongar*, 21 $\frac{1}{2}$ —p. 236, and $\frac{1}{2}m.$ further on *r.* to *High Ongar*, 22 $\frac{3}{4}$.

High Ongar to Chelmsford (10—34 $\frac{3}{4}$); through *Norton Heath*, 27 $\frac{1}{4}$, *Hoastly Hatch*, 28 $\frac{1}{4}$, *Cooks Mill Green*, 29 $\frac{3}{4}$, *Oxney Green*, 31 $\frac{3}{4}$ (turn to *r.*), and *Writtle*, 32, is a good road with no difficult hills.

LONDON TO BILDESTON AND HITCHAM.

London to Stratford Bridge (58 $\frac{3}{4}$)—p. 239.

Stratford Bridge to Hadleigh (6 $\frac{1}{4}$ —65); $\frac{1}{2}m.$ beyond Stratford Bridge turn to *l.*, and through *Higham*, 60 $\frac{1}{2}$, and *Layham*, 64.

Hadleigh to Bildeston (5 $\frac{1}{4}$ —70 $\frac{1}{4}$); by *Semer*, 68 $\frac{1}{4}$, and *Nedging*, 69 $\frac{1}{4}$. [Or turn to *r.* $1\frac{1}{2}m.$ beyond *Little Waldingfield*, 59—p. 238, and through *Chelworth*, 63, to *Bildeston*, 64.]

Bildeston to Hitcham (1 $\frac{1}{2}$ —71 $\frac{3}{4}$).

LONDON TO NEW BUCKENHAM (by Diss).

London to Stowmarket (70)—p. 238.

Stowmarket to Yaxley (12—82)—above.

Yaxley to Diss (4 $\frac{1}{2}$ —86 $\frac{1}{2}$); follow the main *Norwich* road for $1\frac{1}{2}m.$, then turn to *l.*, and through *Sturston*, 84 $\frac{1}{2}$, a little beyond which cross the *R. Waveney*, and turn to *l.* at *Diss Common*, 85 $\frac{1}{2}$.

(Diss: King's Head, B.T.C.)

Diss to New Buckenham (7 $\frac{1}{2}$ —94); through *Shelfanger*, 89, *Winfarthing*, 90 $\frac{1}{4}$, by *Winfarthing Pond*, 91 $\frac{1}{2}$, and *Haugh Farm*, 93.

LONDON TO SCOLE (by Debenham).

London to Ipswich (69 $\frac{1}{2}$)—p. 239.

Ipswich to Debenham ($13\frac{1}{2}$ —83); in Ipswich take first turn sharp to *l.*, and shortly after keep to *r.*, and through Henley, $74\frac{1}{2}$, Gosbeck, $77\frac{1}{2}$, and Pettaugh, $80\frac{1}{2}$. [Or taking second turn to *l.*, and through Westerfield, 72, Witnessham Street, 74, Helmingham, $79\frac{1}{2}$, Framsdon, $80\frac{3}{4}$, and Winston, $82\frac{1}{4}$, to Debenham, $83\frac{1}{2}$.]

(*Debenham* : Red Lion, *recom. C.T.C.*)

On *l.*, Helmingham Hall, a moated mansion, erected in the reign of Henry VIII.; in the *ch.* are some splendid memorials of the Tollemache family; in Debenham *ch.* are some ancient monuments.

Debenham to Eye ($9\frac{1}{2}$ — $92\frac{1}{2}$); through Rishangles, $87\frac{1}{2}$.

(*Eye* : White Lion, *recom. C.T.C.*)

At Eye are remains of a castle, and of a Benedictine monastery.

Eye to Scole ($4\frac{1}{2}$ —97); through Langton Green, $93\frac{1}{2}$, and Broome, $94\frac{1}{2}$, $\frac{1}{2}$ *m.* beyond which join the main Ipswich and Norwich road.

[Or through Sudbury and Stowmarket to Brockford Street, $77\frac{1}{2}$ (p. 240), whence turn to *r.*, and through Thorndon, 80, to *Eye*, 83.]

LONDON TO YARMOUTH.

London to Ipswich ($69\frac{1}{2}$)—p. 239.

Ipswich to Woodbridge ($7\frac{3}{4}$ — $77\frac{1}{4}$); keep straight through Ipswich, and out of the town there is a long steep ascent to mount, easy at first, but it becomes steeper after the turn; then it is fairly level, and a very good road, but rather loose in places, through Kesgrave, $72\frac{1}{4}$, and Martlesham Street, $75\frac{1}{2}$, beyond which there is a steep sandy descent and ascent.

(*Woodbridge* : Bull; Crown, *B.T.C.*; King's Arms; King's Head; Lion; Sun; White Horse.)

Beyond Kesgrave on *l.*, Kesgrave Hall. At Woodbridge, St. Mary's *ch.*, supposed to have been built in the reign of Edward III.

Woodbridge to Wickham Market ($4\frac{3}{4}$ —82); through Melton *Tp.*, $78\frac{3}{4}$, Ufford Street, 80, and Pettistree, $81\frac{1}{4}$, is a rather hilly road, with a steep descent into Wickham Market; good surface, but occasionally loose and sandy.

(*Wickham Market* : Vine; White Hart, *C.T.C.*)

At Pettistree, on *r.*, Loudham Hall, and beyond it the remains of Campsey Ash Abbey; 2*m.* farther, Rendlesham *Ho.*

Wickham Market to Saxmundham (8—90); through Glemham, 85, Stratford St. Andrew, $86\frac{3}{4}$, and Farnham, $87\frac{1}{4}$, is a similar kind of road to the last stage.

(*Saxmundham* : Bell, *C.T.C.*; White Hart.)

Beyond Wickham Market, on *l.*, Glevering Hall. At Glemham, on *l.*, Marlesford Hall; on *r.*, Glemham Hall. At Saxmundham, on *r.*, Hurts Hall. About 4*m.* E. are the remains of Leiston Abbey.

Saxmundham to Blythburgh ($9\frac{3}{4}$ — $99\frac{3}{4}$); through Kelsale, $91\frac{1}{4}$, and Yoxford, $94\frac{1}{4}$, is a good undulating road, but loose in places.

(*Blythburgh* : White Hart, *recom. C.T.C.*)

Blythburgh to Lowestoft ($14\frac{3}{4}$ — $114\frac{1}{2}$); after crossing the *R.* Blythe keep to *r.*, and through Wangford, $102\frac{3}{4}$, Wrentham, $106\frac{1}{2}$, Benacre *Tp.*, 108, Kessingland, $109\frac{3}{4}$, Pakefield, $112\frac{3}{4}$, and Kirkley, $113\frac{1}{4}$, is an undulating and fairly good road till the last 2 or 3*m.*, which are heavy and sandy; after Kessingland the road runs near the sea shore, and just before Lowestoft crosses *R.* Waveney, which forms the inner harbour on *l.*, and there is an ascent over macadam road through the town.

Beyond Blythburgh first turn on *r.* to Southwold, 105½, generally a loose sandy road.

(*Lowestoft*: Globe; Royal; Suffolk, *B.T.C.*)

Beyond Blythburgh, on *l.*, Henham Hall. Beyond Wrentham, on *r.*, Benacre Hall.

Lowestoft to Yarmouth, M.P. (10—124½); good hard gravel road, hilly for the first 3 or 4*m.*, and then slightly undulatory through Hopton, 119, with a mile run down to Gorleston, 122¼, whence it is laid with tramway through South Town, 123½: cross *R.* Yare just before entering Yarmouth. [Or from Gorleston cross *R.* Yare by the ferry, and thus avoid the tram lines. There is also another road by turning to *r.* just out of Lowestoft, and over a common, the first mile or so being very sandy, but it becomes better near Corton, 117, where it goes almost to the edge of the cliffs; then it is but a narrow lane, with very good surface, to Hopton, 118¼, where, on passing the *ch.*, a turn to *l.* must be taken leading into the main road at the "White Hart" at Hopton, 119.]

(*Yarmouth*: Angel; Bath; Crowa and Anchor; Franklin's; Norfolk; Queen's; Royal; Star; Victoria.)

Yarmouth is an important seaport town, consisting chiefly of four principal streets, crossed at right angles by about 150 narrow lanes, called rows: it had formerly a moat and embattled walls, and during last century some fortifications were erected. The quay is one of the finest in the kingdom, with a broad promenade. The *ch.* was erected in 1123. Nelson's Monument. Splendid sea bathing. 2*m.* before Hopton, on *l.* 3*m.*, Somerleyton Hall, containing a splendid gallery of paintings, sometimes open to the public. At Gorleston, 3*m.* on *l.*, ruins of Burgh Castle.

LONDON TO YARMOUTH (by Bungay).

London to Scole (85¾); through Stowmarket (p. 240).

Scole to Harleston (7—92¾); at Scole turn to *r.*, over Bilingford Common, through Thorpe Abbots, 88, Brockdish Street, 89¾, and Needham, 91½, running close to *R.* Waveney. [The better way is to follow the Norwich road to Dickleburgh, 88¼, which is pretty good, then turn to *r.*, and through Rushall, 90¼, to Harleston, 93¼.]

(*Harleston*: Cardinal's Hat; Magpie; Swan.)

At Brockdish, on *r.*, across *R.* Waveney, remains of Wingfield Castle. At Harleston, on *r.*, across *R.* Waveney, Menham Priory and ruins.

Harleston to Bungay (7¼—100¼); dead level road through Redenhall, 9¼, Wattle Wortwell, 95, by Dove Alehouse, 96, Buck Alehouse, 98, and Earsham, 99¼, running close by the *R.* Waveney, and crossing it just before Bungay: good road.

(*Bungay*: King's Head.)

At Wattle Wortwell, on *l.*, Denton Ho. On *r.*, across *R.* Waveney, Flixton Hall and ruins of Abbey. At Bungay, ruins of a Benedictine Nunnery and remains of a castle. At Redenhall, on *l.*, Gaudy Hall; here is a *ch.* of the 14th century. At Earsham, on *l.*, Earsham Ho.

Bungay to Beccles (5½—105¾); in Bungay turn to *r.* and then to *l.* by the church; hilly but good road through Mettingham, 102, Shipmeadow, 103¼, Barsham, 104¼.

At Mettingham, on *r.*, ruins of castle.

Beccles to Yarmouth, M.P. ($14\frac{3}{4}$ — $120\frac{1}{2}$); in Beccles turn to the left and cross *R.* Waveney, then the road is fair and level through Gillingham All Saints, $107\frac{1}{4}$ (keep to *r.* twice), Toft Monks, $109\frac{1}{2}$, and Haddiscoe, 111, to St. Olave's Bridge, $113\frac{1}{4}$ (cross *R.* Waveney again); after that through Fritton, 114, Bradwell, 116, to South Town, $119\frac{1}{4}$, the road is undulating, but frequently very loose and sandy, especially so in summer.

[There is another road from Bungay to Gillingham, by turning to *l.* in the former, crossing *R.* Waveney and following its left bank through Ellingham $101\frac{3}{4}$, Kirby Row, $103\frac{1}{4}$, and Geldeston, $104\frac{3}{4}$, to Gillingham All Saints, $106\frac{3}{4}$.

Or from Beccles through Worlingham, North Cove, and Barnaby, a very good road, to *Lowestoft*, $112\frac{3}{4}$, whence to *Yarmouth*, 10 — $122\frac{3}{4}$ —p. 242.]

Beyond St. Olave's Bridge, Herringfleet Hall, and the ruins of the abbey: *2m.* on *r.*, Somerleyton Hall, containing a fine gallery of pictures, which is sometimes open to the public; very loose and sandy road to it. At Bradwell, *2m.* on *l.*, remains of Burgh Castle.

LONDON TO FRAMLINGHAM.

London to Wickham Market (82)—p. 241,

Wickham Market to Framlingham ($5\frac{3}{4}$ — $87\frac{3}{4}$); after crossing *R.* Deben beyond Wickham Market turn to *l.*, and through Hacheston, $84\frac{1}{2}$, and Parham, $85\frac{3}{4}$, where keep to *l.*

(*Framlingham*: Crown, *B.T.C.*)

At Framlingham are the ruins of a castle, formerly a magnificent building of great strength; the *ch.* has a curious carved roof, and contains some old monuments.

LONDON TO NORWICH (by Bungay).

London to Saxmundham (90)—p. 241.

Saxmundham to Halesworth ($10\frac{1}{4}$ — $100\frac{3}{4}$); follow the *Yarmouth* road for *2m.* beyond Yoxford, $94\frac{1}{2}$, then turn to *l.* and through Bramfield, $98\frac{3}{4}$. At Halesworth, on *r.*, Mells Chapel.

Halesworth to Bungay (9 — $109\frac{3}{4}$); through Stone Street, 104, St. Lawrence Ilketshall, $106\frac{3}{4}$, and St. John Ilketshall, $107\frac{3}{4}$. Before Bungay on *r.*, ruins of Mettingham Castle.

Bungay to Norwich M.P. (14 — $123\frac{3}{4}$); through Bungay cross *R.* Waveney, then turn to *l.* at White House, $110\frac{1}{2}$, and through Ditchingham, 112, Hedenham, 113, by Tumbledown Dick, $114\frac{1}{2}$, Kirkstead Hall, 117, Poringland, $119\frac{1}{4}$, over Poringland Heath to Bixley, $121\frac{1}{4}$, and through Trowse *Tp.*, $122\frac{1}{2}$.

On *r.*, Ditchingham Hall, Kirkstead Hall, and Bixley Park.

LONDON TO BECCLES (by Blythburgh).

London to Blythburgh ($99\frac{3}{4}$)—p. 241.

Blythburgh to Beccles (10 — $109\frac{3}{4}$); after crossing *R.* Blythe, take the left hand road through Bulchamp, $100\frac{3}{4}$, and over a common, skirting Henham Park and through Sotherton, $103\frac{1}{4}$, to Brampton, 105; here turn to *r.* up a hill by the *ch.* and through Shaddingfield, $105\frac{3}{4}$, and Weston, $107\frac{1}{2}$.

LONDON TO LODDON.

London to Bungay ($100\frac{1}{4}$)—p. 242.

Bungay to Loddon ($6\frac{1}{4}$ — $106\frac{1}{2}$); keep straight on through Bungay and cross *R.* Waveney, $1\frac{1}{2}m.$ beyond which turn to *l.*, and through Broome, $102\frac{3}{4}$. [Or to *Beccles*, $105\frac{3}{4}$, (p. 242), *through* which bearing to *l.*, cross *R.* Waveney to Gillingham All Saints, $106\frac{1}{4}$, and through Stockton, $108\frac{3}{4}$, and Hales, 110, to *Loddon*, $111\frac{1}{2}$.]

LONDON TO DUNWICH.

London to Woodbridge ($77\frac{1}{4}$)—p. 241.

Woodbridge to Snape Bridge ($10\frac{1}{4}$ — $87\frac{1}{2}$); beyond Woodbridge turn to *r.*, and through Eyke, $81\frac{1}{4}$, Rendlesham, $82\frac{1}{4}$, and Tunstall, $85\frac{1}{4}$.
On *l.*, Rendelsham *Ho.*, and further on ruins of Campsey Ash Abbey.

Snape Bridge to Dunwich ($10\frac{1}{4}$ — $97\frac{3}{4}$); through Snape Street, 88, Cold Fair Green, $90\frac{3}{4}$, Leiston, $92\frac{1}{4}$, and East Bridge, $94\frac{3}{4}$. [The best road to Dunwich is to follow the main Yarmouth road to Yoxford, $94\frac{1}{4}$, (as on p. 241), and then $1\frac{1}{4}m.$ beyond on *r.*, through Darsham, $96\frac{1}{4}$, to Dunwich, $100\frac{1}{4}$.]
Beyond Leiston, on *l.*, Leiston Abbey; on *r.*, Leiston Old Abbey.

LONDON TO ORFORD.

London to Woodbridge ($77\frac{1}{4}$)—p. 241.

Woodbridge to Orford (13 — $90\frac{1}{4}$); through Woodbridge, on the Saxmundham road turn to *r.* at Melton *Tp.*, $78\frac{3}{4}$, and then through Bromeswell, $80\frac{1}{4}$, over Sprat Bridge, $82\frac{1}{4}$, and through Butley, $84\frac{3}{4}$, Chillesford, $85\frac{3}{4}$, and Sudbourn, $88\frac{1}{4}$.

Before Sudbourn, on *r.*, Sudbourn Hall (Marquis of Hertford). At Orford, ruins of castle.

LONDON TO ALDBOROUGH.

London to Wickham Market (82)—p. 241.

Wickham Market to Aldborough ($12\frac{1}{2}$ — $94\frac{1}{2}$); follow the Yarmouth road through Glemham, 85, and Stratford St. Andrew, $86\frac{3}{4}$, to Farnham, $87\frac{1}{4}$, a rather hilly road with good surface, but occasionally loose and sandy; then turn to *r.*, and through Snape, $89\frac{1}{2}$, a very good road, ending with a steep descent into the town: this is the best road.

[Or turn to *r.* just beyond Wickham Market, and through Campsey Ash, Blaxhall, over Snape Bridge and through Snape Street, $1\frac{3}{4}m.$ beyond which join above road $1m.$ out of Snape: distance about $1m.$ shorter; the road is extremely bad, being often loose and stony, made with flints.

Or to Snape Bridge, $87\frac{1}{2}$ (above); thence to *Aldborough*, $93\frac{3}{4}$ —above.]
(*Aldborough*: East Suffolk; White Lion.)

LONDON TO HARWICH.

London to Colchester ($51\frac{1}{4}$)—p. 239.

Colchester to Manningtree ($9\frac{1}{4}$ — $60\frac{1}{2}$); from the High street in

Colchester, turn to *l.*, following the telegraph wires, and after crossing *R.* Colne keep first to *r.*, and shortly after, beyond the railway, to *l.*; then through Ardleigh, $56\frac{1}{4}$, and Wignell Street, $58\frac{3}{4}$: very bad loose hill to climb (dangerous to ride down) $3m.$ out of Colchester.

At Wignell Street, on *l.*, Lawford Hall.

Manningtree to Harwich ($11\frac{1}{2}$ —72); through Mistley Thorn, $61\frac{1}{4}$, Bradfield, $63\frac{1}{2}$, Ramsey Street, $68\frac{1}{4}$, Ramsey, $68\frac{3}{4}$, and Dovercourt, 70, running near *R.* Stour all the way.

(*Harwich*: Great Eastern; Pier; Three Cups; White Hart, *B.T.C.*)

Beyond Manningtree, on *r.*, Mistley Hall; further on, ruins of old *ch.* Beyond Bradfield, $1\frac{1}{2}m.$ on *r.*, Wicks Abbey; before Ramsey, on *r.*, Ramsey Hall.

LONDON TO HARWICH (by Great Oakley).

London to Colchester ($51\frac{1}{4}$)—p. 239.

Colchester to Elmstead Market ($4\frac{1}{4}$ — $55\frac{1}{2}$); from the High street in Colchester turn to *l.*, following the telegraph wires, and after crossing *R.* Colne keep to *r.* twice for Greenstead, $52\frac{1}{2}$, just out of which there is a steep and rather long hill, often covered with dust and loose stones, which must be walked up; thence (keeping to *l.* $1m.$ further on) the road is loose and dusty to Elmstead Market.

[Or turning to *r.* just entering Colchester, and along Barrack street to Hythe, a suburb of the town, and the road is good and hard to Greenstead, just before which cross *R.* Colne.]

Beyond Greenstead, on *r.*, Wivenhoe Park.

Elmstead Market to Great Oakley ($9\frac{1}{2}$ —65); at the end of the former take left hand road through Horsley Cross, $60\frac{1}{2}$, and Wicks Cross, 63; it is undulating, but very loose and bad. [Or keep to *r.* out of Elmstead Market to Frating, $57\frac{1}{2}$, where turn to *l.* and go through Tendring, $62\frac{1}{2}$, Weeley, $63\frac{1}{2}$, Thorpe-le-Soken, $65\frac{3}{4}$ (again turn to *l.*), and Beaumont, $67\frac{3}{4}$, to Great Oakley, $70\frac{1}{2}$; the road is very bad for the greater part of the way, being loose and heavy with dust, but approaching Thorpe-le-Soken it improves and after that is hilly but generally good.]

At Wicks Cross, on *l.*, Wicks Abbey; at Thorpe-le-Soken, on *r.*, Thorpe Abbey.

Great Oakley to Harwich (6—71); at Great Oakley turn to the *l.*, and through Little Oakley, 66, Ramsey, $67\frac{3}{4}$, and Dovercourt, 69; an up and downhill road, but nothing difficult, and generally in good condition.

The whole of this road to Harwich is often very bad and heavy, with thick dust and loose stones in dry weather, and in wet weather is very soft.

LONDON TO WALTON-ON-NAZE.

London to Elmstead Market ($55\frac{1}{2}$)—above.

Elmstead Market to Thorpe-le-Soken ($10\frac{1}{4}$ — $65\frac{3}{4}$); at the end of the former keep to *r.* for Frating, $57\frac{1}{2}$ (turn to *l.*), and through Tendring, $62\frac{1}{2}$, and Weeley, $63\frac{1}{2}$; the road is very bad for the greater part of the way, being loose and heavy with stones and dust, but approaching Thorpe it improves.

At Thorpe, on *r.*, Thorpe Abbey. At Frating, on *r.*, to *St. Osyth* ($5m.$ — $62\frac{1}{2}$), where are remains of a priory.

Thorpe-le-Soken to Walton-on-the-Naze ($5\frac{1}{4}$ —71); at Thorpe turn to *l.*, and nearly 1*m.* beyond to *r.*, and through Kirby Soken, 69, and Walton Ashes, 71, is an excellent road. [Or at Thorpe keep straight on to Kirby Cross, 68, then turn to *l.* to Kirby Soken, 69.]

(*Walton-on-the-Naze*: Bath; Clifton, *B.T.C.*; Dorling's; Ordnance.)

LONDON TO BRADWELL AND BURNHAM.

London to Margaretting Street ($25\frac{1}{3}$)—p. 237.

Margaretting Street to Great Baddow ($4\frac{1}{4}$ —29 $\frac{3}{4}$); at the former turn to *r.*, and over Galleywood Common, 27 $\frac{1}{2}$.

[Or by *Chelmsford*, 29 $\frac{1}{2}$ (p. 237), and then to *r.* to *Great Baddow*, 31.]

Great Baddow to Maldon ($8\frac{1}{4}$ —38); at Great Baddow turn to *l.*, and a little after to *r.*, and through Danbury, 33 $\frac{1}{4}$, and Runsells, 34 $\frac{1}{2}$.

(*Maldon*: Blue Boar; King's Head, *Hqrs.*—*Heybridge*: Queen's Head, *Hqrs.*)

Before Danbury, on *r.*, Danbury Place: S. of the village is an ancient Danish encampment, in which the *ch.* stands; here is a curious tomb. At Maldon, St. Mary's *ch.*, supposed to have been erected 1056. At Maldon, 1*m.* on *l.*, is Heybridge across Blackwater R.

Maldon to Snoreham (5—43); in Maldon turn to right.

Snoreham to Bradwell ($8\frac{1}{2}$ —51 $\frac{1}{2}$), through Steeple, 47.

Beyond Snoreham, on *r.* to Althorn, 45 $\frac{1}{2}$, thence to Southminster, 48 $\frac{1}{2}$. At Althorn on *r.* to *Burnham*, 49.

LONDON TO SOUTHEND.

London, Royal Exchange, to Barking ($7\frac{1}{3}$); asphalte along Cornhill, Leadenhall street, and Aldgate, to Whitechapel *ch.*, $\frac{1}{2}$ *m.*, then granite paving, with tramway, along High street, Whitechapel (at $\frac{3}{4}$ *m.* turning to *r.*), along Commercial road, through Limehouse, 2 $\frac{1}{4}$, and Poplar, 3, to the East India Docks; then crossing R. Lea at the Iron Bridge, 3 $\frac{3}{4}$, it is macadam, bad and lumpy, along Barking road to Plaistow, 4 $\frac{3}{4}$, after which it improves, though liable to be dusty in very dry summers, to East Ham, 6 $\frac{1}{2}$, and good to Barking: level all the way, except a slight rise from R. Roding into Barking; tramway extends for about 3*m.*, and the road is bad for bicycling on account of the heavy traffic. The road takes several sharp turns in Barking. [There is another road to East Ham by turning to *r.* $\frac{1}{4}$ *m.* beyond Stratford, 4 (p. 229), and through West Ham, 4 $\frac{3}{4}$, to East Ham, 6 $\frac{3}{4}$.] From East Ham there is a good level road on *r.*, across the marshes, to *North Woolwich*, 3, whence Woolwich can be reached by ferry.

At Barking are remains of a nunnery, said to have been the earliest in England. About $\frac{1}{2}$ *m.* N. of Barking, at a farm called Uphall, on the road to Ilford, is a large Roman entrenchment.

Barking to Rainham ($5\frac{1}{2}$ —13); level railway crossing just out of Barking, then a dip to and rise from St. Mary's or Mays Bridge, 8 $\frac{1}{2}$, and by Ripple Side, 10, The Chequers, 10 $\frac{3}{4}$, Beam River *Tg.*, 11 $\frac{1}{4}$, and Beam Bridge, 11 $\frac{1}{2}$; the road is flat, and generally rather loose and sandy, especially in summer, but sometimes good. [Or follow the Romford road to the "Whalebone," 10 $\frac{1}{2}$ (p. 236), then turn on *r.*, and through Dagenham, 13 $\frac{1}{4}$, to Rainham, 15 $\frac{1}{2}$.]

(*Rainham*: Angel; Phoenix; White Horse.)

Just before Mays Bridge, on *r.*, Eastbury Ho., traditionally associated with the meetings of the Gunpowder Plot conspirators.

Rainham to Stifford (6—19); this is a similar description of road through Wennington, 14 $\frac{1}{4}$, at $\frac{1}{2}m.$ beyond which turn to *l.*, and there is a long stiff hill to climb, followed by a steep descent, with a turn in it, to Aveley, 16 $\frac{1}{2}$, whence it is level over Stifford Bridge, 18 $\frac{1}{4}$.

Beyond Aveley, on *l.*, Belhus Park.

Stifford to Stanford-le-Hope (6—25); undulating but very good road through Baker Street, 21 $\frac{1}{4}$ (turn to *r.* and $\frac{1}{5}m.$ further to *l.*), and by the Cock Inn, 23: entering Stanford there is a level railway crossing, then a sharp rise and turn to *l.* by the King's Head. [Or at Baker Street keep straight to Orsett, 22, then turn to *r.*, rejoining the other road just before the Cock Inn. Or instead of going through Baker street turn to *r.* out of Stifford, and $\frac{1}{2}m.$ further to *l.*, joining the other road at 21 $\frac{3}{4}$; this is not so hilly.]

Stanford-le-Hope to Pitsea (5 $\frac{1}{2}$ —30 $\frac{1}{2}$), is a very hilly road, chiefly on the rise as far as Vange, 28 $\frac{3}{4}$, and then undulating; very fair surface; beyond the railway bridge past Vange take the first turn to *r.*

Pitsea to Hadleigh (4 $\frac{3}{4}$ —35 $\frac{1}{4}$); good undulating road past Bowers, 31 $\frac{1}{4}$, to the bottom of Bread and Cheese Hill, otherwise called Jarvis Hill (top of), 33 $\frac{3}{4}$, which is a long steep incline winding up through a wood, (and dangerous to ride *down*); from the top an excellent road runs along the top of a range of hills past Hadleigh Cross, 34 $\frac{3}{4}$, on Hadleigh Common.

From Jarvis Hill an extensive view is obtained over the *R.* Thames, and the opposite Kentish shore. On *r.*, the ruins of Hadleigh Castle, situate on the brow of a steep hill, overlooking *R.* Thames.

Hadleigh to Southend (5—40 $\frac{1}{4}$); by Leigh Elm, 37 $\frac{1}{4}$, is good travelling, and an easy undulating road: $\frac{1}{2}m.$ before Southend turn to *r.*

At Leigh Elm on *r.*, $\frac{1}{2}m.$ to the village of Leigh, which is worth a visit; here is Leigh Hill to descend, a steep declivity leading from the table land above the cliffs to the village and beach; it is dangerous to ride down; near the top is a right-angled turn in the steepest part, then a straight shoot down the side of the cliff, terminating in a narrow street, with a railway crossing and another turn to the beach. 1*m.* before Southend, $\frac{1}{2}m.$ on *l.*, the village of Prittlewell, 39 $\frac{1}{2}$.

(*Southend*: Britannia; Hope; London; Middleton; Royal, *B.T.C.*; Ship.)

Southend is much frequented as a bathing-place, &c. About 3*m.* E. in Shoeburyness, the locality of some of the great artillery experiments.

LONDON TO SOUTHEND (by Billericay).

London to Brentwood (18 $\frac{1}{2}$)—p. 236.

Brentwood to Billericay (5 $\frac{1}{4}$ —23 $\frac{3}{4}$); out of Brentwood there is a good run down to Shenfield, 19 $\frac{1}{2}$, where turn to *r.*, and the road becomes bad through Hutton Street, 21, with a long and shingly ascent to Billericay.

(*Billericay*: Red Lion, *B.T.C.*)

Billericay to Wickford (5 $\frac{3}{4}$ —29 $\frac{1}{2}$); past South Green, 24 $\frac{3}{4}$, there is a long descent down Windmill Hill, steep at first, and generally rough and

stony, after which it is a good hard road through Cray's Hill, $27\frac{1}{4}$, but sometimes loose and rough; just before Wickford turn to *r.*

From Windmill Hill there is a grand view.

Wickford to Rayleigh ($4\frac{3}{4}$ — $34\frac{1}{4}$); by Rawreth Shot, $31\frac{1}{2}$, is a fairly level and good road till just before Rayleigh, when there is a very steep hill to be mounted into the town: parts of the road are sometimes bad, loose and rough.

Entering Rayleigh, on *l.*, remains of an ancient castle.

Rayleigh to Hadleigh (3 — $37\frac{1}{4}$); turn to *r.* at Rayleigh, and it is a fairly good and hard road through Rivers, 35, and over Thundersley Common, 36, to Hadleigh Cross, $36\frac{3}{4}$, where join the more direct London road through Pitsea.

Hadleigh to Southend (5 — $42\frac{1}{4}$)—p. 247.

[There is another road from Rayleigh through Prittlewell to Southend; it is a bye-road, but level and good running, except in very dry and dusty weather: at Prittlewell is a broad pathway across Prittlewell Fields to Southend: about $1\frac{1}{2}m.$ shorter.]

LONDON TO GREAT WAKERING.

London to Rayleigh ($34\frac{1}{4}$)—above.

Rayleigh to Rochford (6 — $40\frac{1}{4}$); at Rayleigh turn to *l.*, and through Hockley, $36\frac{1}{2}$.

(*Rochford*: King's Head; Old Ship.)

Rochford to Great Wakering (8 — $48\frac{1}{4}$); at Rochford keep to *r.*, and at Sutton, $41\frac{1}{2}$, to *r.* again, to within a mile of Southend, then to the *l.*, and through South Church, $44\frac{3}{4}$, and North Shoebury, $46\frac{1}{2}$.

[Or from Sutton on *l.* through the lanes to *Great Wakering*, $45\frac{3}{4}$.

Or by the direct London road through Hadleigh to the junction of the roads ($\frac{1}{2}m.$ before Southend), $39\frac{3}{4}$, p. 247; here keep to *l.*, and through South Church, $40\frac{3}{4}$, and North Shoebury, $42\frac{1}{2}$, to *Great Wakering*, $44\frac{1}{4}$.]

LONDON TO SOUTHEND (by Upminster).

London to Romford ($12\frac{1}{4}$)—p. 236.

Romford to Upminster ($3\frac{3}{4}$ — 16); in the middle of Romford turn to *r.*, and the road is good and level through Havering Well, $13\frac{1}{4}$ (turn to *l.*), with a hill to ride up into Hornchurch, $14\frac{1}{2}$, and then down again to Upminster.

At Hornchurch, on *l.*, Langtons, and beyond it Nelmes.

Upminster to Wickford (14 — 30); for $10m.$ it is an almost straight lane, not passing through a single village; then, turning to *l.*, it falls into the Billericay and Wickford road, about $1m.$ before Cray's Hill, $27\frac{3}{4}$.

Wickford to Southend ($12\frac{3}{4}$ — $42\frac{3}{4}$)—above.

LONDON TO SOUTHEND (by Purfleet).

London to Rainham (13)—p. 246.

Rainham to Purfleet ($3\frac{1}{2}$ — $16\frac{1}{2}$); fairly level and very good road, but sometimes loose, to Wennington, $14\frac{1}{4}$, at the fork beyond which keep to *r.*, and with very good surface there is a decline to the railway crossing, whence is a sharp rise past the barracks and again down into Purfleet, to the river beach,

(*Purfleet*: Royal.)

Purfleet to Chadwell ($6\frac{1}{2}$ —23); in Purfleet turn sharp to *l.*, and it is a good road slightly on the fall through Stone House, 18, and West Thurrock, 19, to $1\frac{1}{2}m.$ beyond, where the road to Grays Thurrock, $20\frac{3}{4}$, strikes off to *r.*; then ascend a long and rather steep hill, and from the top a slightly undulating road with a very good surface runs to Chadwell.

Beyond West Thurrock, on *l.*, Belmont Castle: from the high ground near Chadwell, capital view of Thames valley and Gravesend.

Chadwell to Stanford-le-Hope ($4\frac{1}{4}$ — $27\frac{1}{4}$); $1\frac{1}{4}m.$ beyond Chadwell keep to *l.*; it is a fairly good road, undulating with easy gradients, through Muckingford, 25, and Muckinge, $26\frac{1}{2}$.

Stanford-le-Hope to Southend ($15\frac{1}{4}$ — $42\frac{1}{2}$)—p. 247.

LONDON TO TILBURY FORT.

London to Chadwell (23)—above.

Chadwell to Tilbury Fort (3—26); $\frac{3}{4}m.$ beyond Chadwell turn to right; there is a steep and loose hill to descend, and then it is a level and smooth road.

[Or to *Upminster*, 16, (p. 248); thence it is a very good road, turning to *r.* to Corbetts Tye, 17, and through South Ockendon, $20\frac{1}{4}$, to Stifford Bridge, $21\frac{1}{2}$, Stifford, $22\frac{1}{4}$, where turn on *r.* to the road from Purfleet at $21\frac{1}{2}m.$

Or from *Upminster* by turning to *l.* at Corbetts Tye and through North Ockendon, $18\frac{3}{4}$, to South Ockendon, $20\frac{1}{2}$.]

(*North Ockendon*: Old White Horse; White Horse.)

From Tilbury, cross *R.* Thames by ferry to Gravesend; this is the best route from N. and E. London to East Kent.

CROSS ROADS.

MARGATE TO SOUTHAMPTON (by the Coast).

Margate to Ramsgate ($4\frac{1}{2}$), is an almost straight road; there is Chapel Hill to mount, and a fall into Ramsgate, but nothing difficult, and good surface all the way: through Ramsgate is mostly macadam. [There is another road by Broadstairs, $3\frac{1}{2}$, (p. 4); thence to Ramsgate, $2-5\frac{1}{2}$. Or by North Down, $1\frac{1}{2}$, and Kingsgate, $2\frac{3}{4}$, to Broadstairs, $4\frac{3}{4}$.]

Margate, Ramsgate and Broadstairs, hotels, &c., pp. 3 and 4.

Ramsgate to Sandwich ($6-10\frac{1}{2}$); ascent out of Ramsgate and downhill out of St. Lawrence, $5\frac{1}{4}$, to Nether Court, $5\frac{3}{4}$, ($\frac{1}{4}m.$ beyond which keep to the *l.*), and Cliffs End, $6\frac{3}{4}$; from here the road is excellent and level, skirting Pegwell Bay and traversing Sandwich Marshes, past Halfway House, 8, and The Salterns, $8\frac{3}{4}$: through Sandwich is paved and bad riding. [Or instead of going through Ramsgate, turn to *r.* $2\frac{1}{4}m.$ out of Margate, and through Haine, 3, and $1\frac{1}{4}m.$ further joining the road $\frac{3}{4}m.$ beyond Nether Court, and on to Sandwich, 9.]

Beyond Salterns, on *r.*, Richborough Castle, p. 5. Sandwich, p. 5.

Sandwich to Deal, The Castle ($6\frac{1}{2}-17$), is a good undulating road through St. Bartholomew, 11 (keep to the *l.*), Worth, $11\frac{1}{2}$, Hacklinge, $12\frac{1}{2}$, How Bridge, 13, Cottington, $13\frac{1}{2}$, Sholden, $14\frac{1}{2}$, and Upper Deal, $15\frac{1}{2}$. [There is another and shorter route on the *l.* across the sands or marshes and close by the shore, passing Sandown Castle.]

Deal, p. 6.

Deal to Dover ($8\frac{1}{2}-25\frac{1}{2}$); a little way past Deal Castle turn to the *r.*, and a gentle rise begins which ends in a stiff pull through Walmer, $18\frac{1}{4}$, and Ringwould, $19\frac{3}{4}$, followed by a steep descent into a valley and a long ascent again to Dover Castle, whence there is the very steep winding descent of Castle Hill into Dover, not safe to ride down without a powerful brake: good smooth surface.

[There is another road from Sandwich by keeping to *r.* at St Bartholomew, 11, and through Statenborough, $12\frac{1}{4}$, Eastry, 13, whence it is rather hilly past Updown Ho. on *l.*, through Tilmanstone, $15\frac{1}{4}$, and Waldershare, 17, where on *r.* is Waldershare Park; $2m.$ further the top of the hills is reached and there is a $\frac{3}{4}m.$ descent into the London road $\frac{1}{2}m.$ beyond Ewell, whence to Dover, $22\frac{1}{2}$, see p. 6.]

Beyond Ringwould, on *l.*, Oxney Court. At Walmer, on *l.*, the Castle. Dover, p. 6.

Dover to Folkestone ($7-32\frac{1}{2}$); the road out of Dover leaves by the upper part of the town, and there is a long rather steep ascent past the Priory Railway Station, which continues with two or three undulations through Hougham, 28, up a long valley and over an indifferent road to the

Signal House *Tq.*, 31, on the top of Folkestone Hill; then there is a steep and dangerous descent with several sharp turns in it, and which ought not to be ridden down without a powerful brake, the surface being generally rather rough; it ends in the narrow and tortuous streets of Folkestone, through which bicyclists should keep to the right, avoiding the old or lower town.

Folkestone, hotels, &c., p. 9.

Folkestone to Hythe, *Ch.* ($4\frac{1}{3}$ —37); there are two roads out of Folkestone to Sandgate, $34\frac{1}{2}$; the lower one next the sea is perhaps the better one, starting from the Old Town and with slight undulations skirting the base of the cliffs to Sandgate; for the other road (to the *r.*) go up the sharp hill on to the Lees in the upper part of the town, then level for a mile or so and down a long fall into Sandgate; thence the road runs alongside the sea through Shorncliff, $35\frac{1}{4}$, macadam and shaky most of the way. See also pp. 8-9.

Hythe, hotels, &c., p. 8.

Hythe to New Romney, *M.H.* (9—16); just beyond Hythe take the left hand road over the Royal Military Canal, and across Romney Marsh, running near to the sea shore the whole distance and almost dead level; it is a very fair road on the whole to Dymchurch, 42, but frequently portions are covered with loose gravel and shingle, and the remainder to New Romney is very bad for bicycling, being all made of loose stones and shingle with a cart track in the middle to ride on.

(*Dymchurch*: Ship.—*New Romney*, p. 10.)

New Romney to Rye, Strand Gate ($12\frac{1}{2}$ —58 $\frac{1}{2}$); follow the Appledore road for $4\frac{1}{4}$ *m.*, through Old Romney, 48, to the junction of the roads $\frac{1}{4}$ *m.* before Brenzett Corner, (50 $\frac{1}{2}$); then turn to the *l.*, and across Walling Marsh through Brookland, $51\frac{1}{4}$, and along Guldeford (or Guildford) Lane, by Kent Ditch, $54\frac{1}{4}$, to Scot's Flat, $56\frac{1}{4}$, where the R. M. Canal is recrossed: level but extremely bad for bicycling, being a continuation of the last stage, made of loose gravel and shingle, with one and sometimes two cart and horse tracks, to within 1 or 2*m.* of Rye, which is situate upon a hill, and has badly paved streets.

Old Romney, p. 10.—Rye, &c., p. 13.

[Instead of the bad road from Hythe to Rye, the bicyclist will do well to go inland from Hythe along the road to Ashford for 6 or 7*m.* (p. 8), and then bearing to the *l.* ride through the villages Aldington, &c., to Appledore, and thence through Reading Street, $2\frac{1}{2}$ *m.* (p. 10), to Rye, 7*m.* (p. 14); pretty fair going on the whole, though some 4 or 5*m.* farther.

There is also a direct road from Appledore to Rye, 6*m.*, alongside the Royal Military Canal, but it is a very bad road, being very grassy and full of loose pebbles, except last 2*m.*]

Rye to Winchelsea, Strand Gate (2—60 $\frac{1}{2}$); very good road, dead level, except a steep winding ascent to the latter town, which is on a hill.

Winchelsea, p. 13.

Winchelsea to Hastings, Swan Inn ($8\frac{3}{4}$ —69 $\frac{1}{4}$); leaving Winchelsea a sharp turn to the *r.*, at the direction post, has to be taken, and through Icklesham, $62\frac{1}{2}$, Guestling Thorn, $64\frac{1}{2}$ (keep to *l.* twice), and Guestling, 66, is undulating, then there is a long, steep, winding ascent, *unrideable either way*, to Leanham, $67\frac{1}{4}$, with another short stiff rise on to Fairlight Down,

then it begins to descend, and at 68*m.* turn sharp to *l.* into the road from Battle; about 1*m.* farther is a long steep hill to go down into Hastings; this stage requires careful riding in descending the hills in either direction; good road on the whole.

At Guestling Thorn on *l.*, Broomham Place. Hastings, p. 15.

Hastings to Bexhill ($5\frac{1}{2}$ — $74\frac{3}{4}$); through the new town and along the Parade of Hastings and St. Leonards, $70\frac{1}{4}$, the road is level, but macadam for a couple of miles, then it turns inland and with fairly good surface is rather undulating, but chiefly on the rise; at the direction post, $\frac{1}{2}$ *m.* before Bexhill keep to the *l.*

3*m.* N. of Bexhill is Crowhurst, in the churchyard of which is a large yew tree; also remains of manorial mansion. On the beach at Bexhill, a submarine forest is being left uncovered by the sea.

Bexhill to Pevensey or Pevensea, Sluice Bridge ($7\frac{1}{4}$ —82); very sharp fall to Bexhill Common, $75\frac{1}{4}$, then (keeping to *l.*) long pull up, and another sharp loose descent to Little Common, 77; here keep straight on, the road being up a narrow, shingly, cart-and-hoof-track lane, uphill for nearly a mile, on to Barnhorne Hill with a couple of sharp ascents and descents to Stone Bridge, $78\frac{3}{4}$ (just before keep to *r.*); then across the marshes, over Sewers Bridge, $79\frac{3}{4}$ (where returning keep to *r.*), is level but loose and shingly road. [Or turning to *l.* at Little Common, good for a mile to the coastguard station on the beach, then very bad, simply a loose shingle bed for nearly 1*m.* till you cross the railway at a level, after which the surface improves across the marshes, but is still shingly; join the other road just before Pevensey.]

About 3*m.* N., ruins of Hurstmonceux Castle, p. 18. Pevensey, p. 18.

Pevensey to Eastbourne ($6\frac{1}{2}$ —88 $\frac{1}{2}$); passing by the Castle ruins and through Westham, 82 $\frac{1}{2}$, (where keep to *l.*, and again $1\frac{1}{2}$ *m.* on) it is undulating and generally loose and sandy to Langley Tg., 85, and the rest level and good over Crumble Bridge, 85 $\frac{1}{2}$, through Bourne or Sea Houses, 87.

Eastbourne, hotels, &c., p. 18.

Eastbourne to Seaford, New Inn ($7\frac{3}{4}$ — $96\frac{1}{2}$); turn to *l.* by the *ch.* in Eastbourne, and there is a long steep hill to walk up out of the town on to the top of the Downs behind Beachy Head, and after a little rough riding on the top there is a steep descent, which must be ridden down very carefully and is best walked, towards East Dean, 91 $\frac{1}{2}$; then a steep and loose uphill again to Friston, 92, and an easy descent, except the last part, which is rather steep and rough, through Excet, 93 $\frac{3}{4}$, to Excet Bridge, 94 (*R. Cuckmere*); from here is a hill to mount, then a good run down through Sutton, 95 $\frac{1}{4}$, to Seaford: on this stage the descents either way require very careful riding; the surface is rather rough across the Downs, but improves towards Seaford.

On *r.*, Friston Place, a mansion built in the Tudor style, but dating from the 17th century. At West Dean the *ch.* is Norman; also an old parsonage house of the 14th century. Seaford, p. 22.

Seaford to Newhaven, Bridge ($3\frac{1}{4}$ — $99\frac{1}{2}$)—p. 22.
Newhaven, &c., p. 22.

Newhaven to Brighton, Aquarium (9—108 $\frac{1}{2}$); keeping straight through the town there is a steep ascent out of Newhaven up to the Downs,

then it is an undulating road to Rottingdean, $104\frac{1}{2}$, where there is a steep descent and a corresponding rise; after that the road continues all up and down hill for 2 or $3m.$, the gradients being very steep and often rough and stony; from Kemp Town, 107, the eastern suburb of Brighton, it is a gradual slope down to the Aquarium; on the whole very good surface, though sometimes shaky. After the first mile the road runs on the top of the cliffs close by the sea shore.

From Eastbourne to Brighton this road is not so easy riding as the inland route, but following the coast there is more to see and better scenery than on the other route, for which see pp. 260-1.

Brighton, hotels, &c., p. 25.

Brighton to Old Shoreham, Ch. ($6\frac{3}{4}$ — $115\frac{1}{4}$); continuing by the sea shore, along the parade or esplanade through Cliftonville, $109\frac{1}{2}$, Hove, $110\frac{1}{2}$, Coppard's Gap, $111\frac{3}{4}$, Southwick, 113, Kingston-by-Sea, $113\frac{1}{2}$, and New Shoreham, $114\frac{1}{2}$, is a very good road, nearly level; slight rise and fall in Shoreham. [There is another, the upper road, by following the London road back out of the town, and $\frac{1}{2}m.$ beyond St. Peter's *ch.* turn to the *l.* over a stiff hill, and then very undulating by Portslade, $112\frac{3}{4}$, and Buckingham House, 115, to Old Shoreham, 116. Or from the lower road turn to the *r.* beyond Coppard's Gap, and through Portslade, $112\frac{3}{4}$, to Old Shoreham, above.]

Before Coppard's Gap, on *r.*, the ruins of Aldrington *ch.* Old Shoreham *ch.* is very ancient.

Old Shoreham to Arundel, Bridge ($123\frac{3}{4}$ —128); take the road to *r.* across the *R.* Adur over the wooden bridge (Norfolk Bridge) at which is a toll of 2d. to pay; thence through Lancing, 117, and Sompting, $118\frac{1}{4}$, is easy going and a good road, almost level to $\frac{1}{2}m.$ before Offington House, where join the London road from Worthing ($1\frac{3}{4}m.$ on *l.*) and follow it up the hill to the next cross roads at Offington House, $120\frac{1}{4}$; then keep straight on, leaving the London road on the *r.*, and for the next mile it is not a good road, and there is a descent which must be taken carefully, the road bearing first to *r.* then to *l.*; the rest is undulating, and except a long stiff ascent at Patching Pond, $123\frac{1}{2}$ ($1\frac{1}{4}m.$ further on turn first to *r.* then to *l.*), is all easy riding and a very good road, by Poling Cross Roads, 126, to Arundel, with a steep descent into the town.

$2m.$ past Offington *Ho.*, on *l.*, Goring Lodge; before Arundel, on *r.*, Budworth Park. Arundel, &c., p. 31.

Arundel to Chichester, Market Cross ($103\frac{3}{4}$ — $133\frac{3}{4}$); in Arundel after crossing *R.* Arun turn to *l.*; there is a good ascent out of the town, then down and up again; afterwards undulating, but nothing difficult, by Avisford Hill, 131, Ball's Hut, $132\frac{1}{2}$, Crocker Hill, $134\frac{1}{2}$, and through Maudlin, $136\frac{3}{4}$, and West Hampnet, $137\frac{1}{4}$: good surface, but in places loose at times. Pretty country. (On the return journey out of Chichester take the left hand road, and at Maudlin the *r.*).

$1m.$ after Crocker Hill, a little on *r.*, Boxgrove, the *ch.* of which was part of a Benedictine priory, founded 1117—35. At Avisford Hill, on *r.*, Avisford *Ho.*; $\frac{1}{2}m.$ on *l.*, Walberton Place. At Ball's Hut, on *r.*, Slinden *Ho.* At Maudlin, $2m.$ on *r.*, Goodwood *Ho.* and Park. Chichester, &c., p. 31.

Chichester to Havant (9— $147\frac{3}{4}$); through Fishbourn, $140\frac{1}{4}$, Old Fishbourn, $140\frac{3}{4}$, by Broadbridge Mill, $141\frac{3}{4}$, through Nutbourne, $144\frac{1}{4}$,

and Emsworth, $145\frac{3}{4}$; almost level road, and very good going—like a racing-path.

(*Havant*: Bear; Dolphin, *C.T.C.*: Star.—*Emsworth*: Crown.)

At Broadbridge Mill, $1m.$ on *l.*, Bosham, with very fine Saxon *ch.*, which is a conspicuous feature in the Bayeux tapestry, as Harold sailed from here on his voyage to Normandy, and the site of his residence is still pointed out.

Havant to Cosham ($4\frac{1}{4}$ —152); continues good going, and almost level, there being only one ascent worth mentioning, about $1m.$ beyond Bedhampton, $148\frac{1}{2}$; it is short but rather stiff on account of its being generally loose and stony.

Beyond Bedhampton, on *r.*, Belmont Castle.

Cosham to Fareham (5—157); turn to *l.* a short distance on the Portsmouth road, then to *r.*; through Wimmering, $152\frac{1}{2}$, Palsgrave, $153\frac{1}{2}$, and Porchester, $154\frac{1}{2}$, is the same kind of road, though sometimes rough.

Porchester Castle, &c., p. 36. On *r.* pass the three forts. Before Fareham, on *l.*, Cams Hall. Fareham, p. 41.

Fareham to Titchfield (3—160), is a good undulating road; $2m.$ beyond Fareham keep to *l.*

Halfway on *r.*, Blackbrook Ho. Near Titchfield, the ruins of Titchfield Ho., where Charles I. was twice concealed.

Titchfield to Southampton ($9\frac{3}{4}$ — $171\frac{3}{4}$); rise out of Titchfield, and pretty easy road over Titchfield Common and Sarisbury Green, 163, with a descent to Bursledon Bridge, 164, where there is a toll to pay; on the other side there is a long stiff hill to mount on to Bursledon Heath, then undulating over the Heath (keeping to *l.*), and Netley Common, to the junction with the London road from Botley, $3m.$ further, and over Northam Bridge, $168\frac{3}{4}$ (*R.* Itchen); Southampton is partly paved, with tramways. Returning, after Northam Bridge $1\frac{3}{4}m.$, keep to *r.*, and on Titchfield Common first to *r.* then to *l.* [Or instead of going through Titchfield, you may keep to *r.* $1m.$ E. of it, rejoining the road on the Common $3m.$ further on. Or beyond Bursledon Bridge turn to *l.*, and there is a long stiff hill to mount, then undulating, with one or two descents which must be taken carefully, through Netley and over Netley Common to Itchen, whence cross the river by steam ferry, which plies across every 20 minutes, to Southampton.]

At Netley, on *l.*, Netley Abbey ruins; also Netley Castle, the Victoria Hospital and Weston Ho. At Itchen, on *r.*, Woolston Ho. There are some splendid views along this road. Before Northam Bridge, on *l.*, Chewsel Ho.; on *r.*, Bittern Grove Ho. Southampton, p. 40.

CANTERBURY TO RYE.

Canterbury to Chilham ($5\frac{1}{2}$); in the middle of Canterbury from the London road turn to *r.*, and through the suburb of Wincheap, at the end of which, $1m.$ out of the town, keep to the *r.* (the left hand or old road through Shalmsford Street, $4\frac{1}{2}$, being more hilly and $\frac{1}{2}m.$ longer), and through Thanington, $1\frac{1}{4}$, and by Howfield, $2\frac{1}{4}$, is a good undulating road.

At Chilham, on *l.*, across *R.* Stour, a circular entrenchment, supposed to be British. A little further, on *r.*, Chilham Castle.

Chilham to Ashford, Saracen's Head ($8\frac{1}{4}$ — $13\frac{3}{4}$); at the entrance of Chilham turn to *l.*, keeping close by the railway, and it is rather more

hilly, but nothing very difficult through Bilton or Bilting, $8\frac{3}{4}$, Boughton Corner, $9\frac{3}{4}$, Broad Street, $10\frac{3}{4}$, Kennington, 12, and Bybrook, 13. [Or in Chilham turn to *l.* at the cross roads, by the Castle, along the old road, through Mountain Street, $6\frac{3}{4}$, and Godmersham, $7\frac{3}{4}$, to Bilton, 9, skirting Chilham Park and Godmersham Park.] Returning, $\frac{1}{2}m.$ past Bybrook keep to *r.*; surface not quite so good as the preceding stage.

At Bilton, on *l.*, Olantigh Ho. At Broad Street, $1m.$ on *r.*, Eastwell Park. At Boughton Corner, $1\frac{1}{4}m.$ on *l.*, is the small old town of Wye. Ashford, p. 8.

Ashford to Ham Street ($6\frac{1}{2}$ — $20\frac{1}{4}$); turn to *l.* on the Hythe Road, and a little further turn to *r.*; passing the station and through Kingsnorth, $16\frac{1}{4}$, the road gradually rises to Bromley Green, 18, whence there are a couple of descents to Ham Street: pretty good road.

Ham Street to Brenzett Corner ($4\frac{1}{2}$ — $24\frac{3}{4}$); cross the Royal Military Canal, and over Stock Bridge, 22, through Snaive, $23\frac{3}{4}$, and Brenzett, $24\frac{1}{4}$; level road. At Snaive on *l.* through Ivychurch to New Romney, $8m.$

Brenzett Corner to Rye ($8\frac{1}{4}$ —33)—p. 251.

[Or from *Ham Street* turn to *r.* and pretty good road through Wareborn to *Appledore*, $4\frac{1}{2}$ — $24\frac{3}{4}$, whence to *Rye*, 6— $30\frac{3}{4}$ —p. 251.]

CANTERBURY TO NEWENDEN.

Canterbury to Ashford ($13\frac{3}{4}$)—p. 254.

Ashford to Bethersden, *Ch.* ($5\frac{3}{4}$ — $19\frac{1}{2}$); in Ashford turn to *r.* on the Charing road, and at the end of the town turn to *l.*; good and nearly level by Buckford Mill, $15\frac{1}{2}$ (keep to *r.*), to Great Chart, $16\frac{1}{4}$, through which is a short rise, then level and indifferent road, in wet weather heavy and greasy, by New Street, $17\frac{1}{4}$, beyond which keep to *r.* by Worse Bridge, $18\frac{1}{4}$. [Or *l.* by Cablehook, $17\frac{3}{4}$, and Marlin Green, $18\frac{1}{2}$, to Bethersden, $19\frac{1}{4}$. Returning, on entering Bethersden, also $\frac{1}{4}m.$ farther on keep to *r.*, and not go past the *ch.*] At Marlin Green on *l.* sharp fall to Brissenden Bridge, $\frac{1}{4}m.$, and then uphill, with a descent into *Woodchurch*, $3\frac{1}{4}$.

Bethersden to Tenterden ($6\frac{1}{2}$ —26); out of the former is a stiff descent with rough surface, and after $1\frac{1}{2}m.$ of pretty level but still bad and heavy going, is another rather steep and longer descent, followed by a long gradual rise with better surface to High Halden, $22\frac{1}{4}$, and then level through Hocksted Green, 23, London Beach, $23\frac{3}{4}$, Bird's Isle or Boar's Isle, $24\frac{1}{2}$ (except a short fall and rise at St. Michael's, $24\frac{3}{4}$), and Gallow's Green, $25\frac{1}{4}$ (keep to *r.*).

Tenterden, p. 10.

Tenterden to Rolvenden (3—29); gradual downhill for a mile out of Tenterden, ending with a steep fall to Ashbourne Mill, $27\frac{1}{4}$, then more or less uphill through Strood or Stroud Quarter, 28: bad road.

Rolvenden to Newenden (3—32); keeping to *r.* of the *ch.*, there is a long stiff descent out of Rolvenden followed by a short pull up, and downhill to Hexden Bridge, 31; again a short rise, at the top of which join the London road, and downhill into Newenden: bad surface.

CANTERBURY TO BRIGHTON.

Canterbury to Chilham ($5\frac{1}{2}$)—p. 254.

Chilham to Challock Lees ($4\frac{1}{2}$ —10); keep to *r.* past Chilham

Castle, and it is generally a good hard road, rising steadily to Moldash, 9, with a steep descent to Challock Lees.

Challock Lees to Charing, Ch. ($3\frac{3}{4}$ — $13\frac{3}{4}$); slight gradual rise by Paddock Street, 11, to Stockwood Head, $12\frac{3}{4}$, whence is a very steep descent into Charing; generally good road. Returning, at Stockwood Head keep to *r.* [Or past Chilham by 2nd turn on *r.*, by Shottenden Thorn, 8, Bound Gate, $10\frac{1}{2}$, to Stockwood Head, $13\frac{1}{2}$.]

(*Charing*: Swan, *recom.* C.T.C.)

Fine view from Stockwood Head; Canterbury Cathedral is to be seen.

Charing to Smarden ($7\frac{1}{4}$ —21); fairly level to Little Chart, 16, through which is a short stiff pull, and presently a sudden and very steep descent through and out of Pluckley, 17, after which it is nearly level by Ovens Green, $18\frac{1}{4}$, Maltmans Hill and Biddenden Green, $19\frac{3}{4}$: good surface.

Past Little Chart, on *l.*, Cale Hill; a little farther Surrenden.

Smarden to Biddenden ($3\frac{1}{2}$ — $24\frac{1}{2}$); turn to *l.*, and the road is good to Standen, $23\frac{1}{2}$, then rather rough; all level. Returning, turn to *l.* at Biddenden, and nearly *1m.* farther (2nd fork) to *r.*

Biddenden to Milkhouse Street (4— $28\frac{1}{2}$); in Biddenden turn to *r.*; all but level to Three Chimnies, 26 (keep to *l.*), and after a sharp fall the rest is nearly all a long rise: not good surface.

[Or $\frac{1}{2}m.$ past Pluckley turn to *r.*, and the descent is followed by an ascent, then level for *2m.* by Houghill Green, descent to Hadman's Bridge, 21, and chiefly uphill to Three Chimnies, $24\frac{1}{2}$.]

Or at the 2nd fork road beyond Smarden keep to *r.*, joining the last road $\frac{1}{4}m.$ past Hadman's Bridge, to Three Chimnies, $25\frac{1}{2}$.]

Milkhouse Street to Cranbrook ($1\frac{3}{4}$ — $30\frac{1}{4}$); nearly level through Willesly Green, $29\frac{1}{4}$, where keep to *l.*, with fall into the town.

Cranbrook, p. 13.

Cranbrook to Hartley ($1\frac{1}{2}$ — $31\frac{3}{4}$); long rise through and out of Cranbrook.

Hartley to Highgate ($2\frac{1}{2}$ — $34\frac{1}{4}$)—p. 14.

Highgate to Hurst Green ($3\frac{1}{2}$ — $37\frac{3}{4}$); steep descent from Highgate, then up through Hawkhurst, 35 (keep to *r.*), and from Seales Crouch, $35\frac{3}{4}$ (keep to *l.*), downhill to Rother Bridge, $36\frac{1}{2}$, and uphill by Kingshill *Tg.*, $36\frac{3}{4}$, and Cooper's Corner, $37\frac{1}{4}$, where join the Flimwell road on *r.*

(*Hurst Green*: George, C.T.C.)

Hurst Green to Burwash Wheel (6— $43\frac{3}{4}$); turn to *r.* and shortly a descent to Etchingham, $39\frac{1}{4}$, then mostly uphill to Burwash, $41\frac{3}{4}$, and level to Burwash Wheel.

Burwash Wheel to Cross-in-Hand Tp. ($5\frac{3}{4}$ — $49\frac{1}{2}$); almost level through Milkhurst Toll, $45\frac{1}{4}$, and by Heathfield Tower Hill, $47\frac{3}{4}$.

Cross-in-Hand Tp. to Ringmer ($9\frac{1}{2}$ —59); over Waldron Down to Blackboy *Tp.*, $51\frac{3}{4}$, then downhill past Blackboy, $52\frac{1}{4}$, to Stone Bridge, $52\frac{3}{4}$, and up and down, mostly the latter, over Eason's Green, $53\frac{3}{4}$, Terrible Down, $55\frac{1}{4}$, and by Short Gate *Tp.*, 56: very heavy going. Returning, just beyond Ringmer keep to *l.*, and $\frac{3}{4}m.$ before Cross-in-Hand, to *r.*

Ringmer to Lewes, T.H. ($2\frac{1}{2}$ — $61\frac{1}{2}$); pretty nearly level for $1\frac{1}{2}m.$, past Ringmer *Tg.*, $59\frac{1}{2}$, then a steep descent through Cliff, 60 (where keep to *r.*), to *R.* Ouse at the entrance of Lewes, and after crossing the river a

very steep hill to climb through the town. Returning, at the top of the hill above Cliff, keep to *r.*

At Ringmer, 1*m.* on *l.*, Glyndbourn. At the top of the hill, on *r.*, Malling Ho. Lewes, p. 22.

Lewes to Brighton, Aquarium ($8\frac{1}{4}$ — $69\frac{3}{4}$); long stiff ascent continued out of Lewes, then undulating past Ashcombe *Tp.*, $63\frac{1}{4}$, with another long but easy ascent to Falmer, $65\frac{1}{2}$, whence it is almost all downhill into Brighton to the junction with the London road at St. Peter's *ch.*; it is an easy ride between the two towns in either direction: capital surface all the way.

Beyond Falmer, on *r.*, Stanmer Park. Brighton, p. 25.

CANTERBURY TO BRIGHTON (by Lamberhurst).

Canterbury to Milkhouse Street ($28\frac{1}{2}$)—pp. 255-6.

Milkhouse Street to Goudhurst ($4\frac{3}{4}$ — $33\frac{1}{4}$)—p. 13, reversed; keep straight on at the cross roads beyond Milkhouse Street.

Goudhurst to Lamberhurst ($3\frac{1}{2}$ — $36\frac{3}{4}$); out of Goudhurst is the long descent of Clay Hill, the first part best walked down, to the bridge over *R. Teise* nearly 1*m.* out of the town, then more or less uphill for 2*m.* more, when turn to *l.*, and there is a very steep $\frac{1}{2}$ *m.* descent into Lamberhurst, which requires careful riding; good surface.

Lamberhurst, p. 12.

Lamberhurst to Wadhurst ($4\frac{1}{4}$ —41); in Lamberhurst take the right-hand road up a stiff, winding, and narrow hill, at the top of which keep to *r.* again, then after a short fall there is another steep hill to climb, and the rest pretty level through Coursely Wood Street and Turners Green, to Sparrows Green, at the entrance of the village, which is on the *l.*: narrow and rough road.

[Or from Goudhurst turn to *l.*, near top of Clay Hill, and walk down steep descent to Rise Bridge, $34\frac{1}{2}$, then uphill to Stents Corner, $35\frac{1}{4}$, where keep to *r.*, and steep descent to Beal's Bridge, $36\frac{1}{2}$, then short steep ascent, at the top of which turn to *l.*, and level for $1\frac{1}{2}$ *m.* to junction of above road, $\frac{3}{4}$ *m.* before Coursely Wood Street, whence to Wadhurst, $40\frac{1}{4}$.]

(Wadhurst: Greyhound.)

Wadhurst to Mayfield (5—46); coming back on the London road to Sparrows Green, turn to the *l.*, and 1*m.* further to *l.* again, whence it is downhill to Fidebrook, 44, then half up and half down to Coggingsmill Street, 45, and uphill into Mayfield; this is not a main highway. [The main road is very circuitous; from Sparrows Green keep straight on over a pretty level road to Mark Cross *Tp.*, 45, whence on *l.* to Mayfield, 48, as at p. 17. Fine views.]

Mayfield to Cross-in-Hand *Tp.* (6—52)—p. 17.

Cross-in-Hand *Tp.* to Brighton ($20\frac{1}{4}$ — $72\frac{1}{4}$)—p. 256; at Cross-in-Hand turn to *r.*, or about $\frac{1}{2}$ *m.* before it turn to *r.* to Waldron Down, saving $\frac{1}{2}$ *m.*

FAVERSHAM TO ASHFORD.

Faversham to Challock Lees ($6\frac{3}{4}$); through Preston, $\frac{1}{2}$ (where cross the London road), and Northstreet, $2\frac{1}{4}$, the road is undulating to

Sheldwich, 3, then downhill to Sheldwich Lees, $3\frac{1}{2}$, and it rises gradually through Baddlesmere Lees, $4\frac{3}{4}$, Bound Gate, $5\frac{1}{2}$, and Pearfield Green, 6.

At Sheldwich, on *l.*, Lees Court.

Challock Lees to Ashford ($6-12\frac{3}{4}$); slightly uphill for $1\frac{1}{2}m.$, through Challock Wood, then long descent, skirting Eastwell Park on *r.*, through Boughton Lees, $9\frac{1}{4}$, and undulating through Goatly's Lees, $10\frac{1}{4}$ (turn sharp to *l.*), and across Kennington Common, $10\frac{3}{4}$, and through Bybrook, 12. Returning, $\frac{1}{4}m.$ past Bybrook keep to *l.*

Ashford, p. 8.

MAIDSTONE TO KEY STREET.

Maidstone to Key Street ($9\frac{3}{4}$); out of the town there is a long but not steep hill to Pennenden Heath, $1\frac{1}{4}$, after mounting which a very good road, on a slight incline, runs to Deptling, $2\frac{3}{4}$, where there is a loose and rough hill, nearly a mile long, and very steep (dangerous to ride down returning); capital view; from the top is a continuous run of downhill, but not a good road, through Stockbury Valley, $6\frac{3}{4}$, and Danaway, $8\frac{3}{4}$.

Beyond Maidstone, on *r.*, Vinters Hall. At Penneuden Heath, on *r.*, Newnham Court.

MAIDSTONE TO BRIGHTON.

Maidstone to Teston (4); take the London road back through the town, and after crossing *R.* Medway keep to *l.* past the Bower, $\frac{1}{2}$, and the road is uphill on to Barming Heath, 2, then down past Barming Cross, $2\frac{1}{2}$, to Barming, 3, and fairly level to Teston.

At Teston, on *r.*, Barham Court.

Teston to Mereworth Cross ($3-7$); by Wateringbury Cross, 5, and Wateringbury, $5\frac{1}{2}$.

Before Mereworth, on *l.*, Mereworth Place.

Mereworth Cross to Tunbridge ($7\frac{1}{4}-14\frac{1}{4}$); turn sharp on *l.*, and through Goose Green, $9\frac{1}{4}$, Hadlow Common, and Hadlow, $10\frac{1}{4}$, is rather hilly; awkward descent $1\frac{1}{2}m.$ before Tunbridge. Returning, after crossing the river in Tunbridge turn to *r.*

Tunbridge, p. 12.

Tunbridge to Tunbridge Wells ($5\frac{3}{4}-20$)—p. 15.

Tunbridge Wells to Uckfield ($14\frac{1}{4}-34\frac{1}{4}$), crosses the Sussex Wealds, and is very bad and hilly; passing the Frant road on the *l.* and leaving the Common on the *r.*, there are a couple of hills to climb, the second a very steep one, to Eridge Green, $22\frac{3}{4}$, then a stiff descent to Hamsell Bridge, 24, after which is another long pull up to Boarshead Street, $25\frac{1}{4}$, again a little downhill to Steel Cross, 26 (where keep to *r.* and directly after to *l.*), and finally a very steep hill with loose and rough surface, riding up (or down) which is out of the question, past Boxes Gate, $26\frac{1}{4}$, and Crowborough Cross (or Miff), 27, to Crowborough Beacon *Ty.* 28; thence a fall and rise up to Pound or Crowborough Gate, $29\frac{1}{2}$, from which is a steep descent about $1m.$ long and the rest is nearly all an easy downhill and capital road by Handle (or Handell) Gate, 31, Cooper's Green, 33, and Ringles Cross, $33\frac{1}{2}$: beautiful scenery. Returning, at Ringles Cross keep to *r.*

Crowborough Beacon, on *r.*, is the highest point in Sussex, 1400ft. high. At Eridge Green, on *l.*, Eridge New Park and Castle. At Cooper's Green, on *l.*, Buxted Place. Uckfield, p. 19.

[There is another road by turning to the *r.* at the entrance of Tunbridge Wells, over Rushall Common, by Gips Cross, $21\frac{1}{2}$, Lengthington Green, $21\frac{3}{4}$, with a long descent to Groombridge, $23\frac{1}{2}$, out of which keep to *r.*, then to *l.* at Florence Farm, $24\frac{1}{4}$, and mostly uphill through Frayers Street, $27\frac{1}{4}$, to Ashdown Forest, where at 30*m.* join the road from Hartfield on *r.*, whence by Duddleswell Gate, $30\frac{3}{4}$, and *Maresfield*, $33\frac{1}{2}$, to Uckfield, $35\frac{1}{4}$, as at p. 19.]

Uckfield to Lewes ($8\frac{1}{2}$ — $42\frac{3}{4}$)—p. 22.

Lewes to Brighton, Aquarium ($8\frac{1}{4}$ —51)—p. 257.

MAIDSTONE TO LAMBERHURST.

Maidstone to Teston (4)—p. 258.

Teston to Yalding (3—7); entering Teston turn to *l.*, and after crossing *R. Medway* there is a long steep hill to mount to Yalding Down, followed by downhill, the last part very steep, into Yalding.

Yalding to Horsemonden ($6\frac{1}{4}$ — $13\frac{3}{4}$); after crossing *R. Beult* keep to *l.*, and through Denver Street, 8 (just beyond keep to *l.*), and the road is fairly level to beyond Gafford's Bridge, 11 (*R. Teise*), then chiefly uphill to Horsemonden.

Horsemonden to Lamberhurst ($3\frac{1}{4}$ — $16\frac{1}{2}$); out of the former a short fall and rise, then turn to *r.*, and there is a steep descent, and the rest undulating, with a sharp fall into Lamberhurst.

[Or out of Yalding keep to *r.*, and over Lattingford Bridge, $7\frac{3}{4}$, to junction with road on *r.* from Wrotham, whence to Lamberhurst, through Beltering Green, Homebush Green, and Brenchley.]

MAIDSTONE TO GOUDHURST.

Maidstone to Stile Bridge ($5\frac{1}{2}$)—p. 10.

Stile Bridge to Marden ($2\frac{1}{4}$ — $7\frac{3}{4}$): past Stile Bridge keep to *r.*, and through Underhill Green, $6\frac{1}{4}$; level road with one or two easy rises; entering Marden turn to *r.*

Marden to Goudhurst ($4\frac{1}{4}$ —12); undulating road by Marden Beach, 9, and Winchet Hill, $10\frac{3}{4}$, with long steep ascent to Goudhurst. [Or to *Horsemonden*, $13\frac{1}{4}$ (above), thence (keeping to *l.*) very hilly, 2*m.* beyond joining the London road on *r.*, and after crossing *R. Teise* the very steep ascent of Clay Hill to walk up into *Goudhurst*, 3— $16\frac{1}{4}$.]

MAIDSTONE TO TUNBRIDGE WELLS (by Hale Street).

Maidstone to Teston (4)—p. 258.

Teston to Hale Street (4—8); by Wateringbury Cross, 5 (turn to *l.*), Nettlested, 6, and Nettlested Green, 7, joining the road from Wrotham on *r.* $\frac{1}{4}$ *m.* before Hale Street: undulating road.

Hale Street to Pembury Green ($6\frac{1}{2}$ — $14\frac{1}{2}$); crossing *R. Medway*,

follow the Brencley road for a mile, then turn to *r.*, and for 2*m.* the road is fairly level, then a stiff rise at Colts Hill, 11½, and the rest is on a gentle rise by Lower Pembury Green, 13¾.

At Hale Street, on *r.*, to Hadlow, 2½*m.*

[Or from *Teston* to *Yalding* (3—7)—p. 259; at the latter, after crossing *R. Beult*, keep to *r.*, and over *Lattingford Bridge*, 7¾, and 1¼*m.* further join the above road; level from *Yalding*; same distance.]

Pembury Green to Tunbridge Wells (3—17½); at *Wood's Tg.*, 15½, turn to *l.*, and the road is nearly all on the rise to *Tunbridge Wells*.

HASTINGS TO BRIGHTON (by Horsebridge).

Hastings to Battle, entrance of (7¼); long steep hill to climb out of *Hastings* to *Fairlight Down*, 1¼ (where keep to *l.*), the rest up and down hill, but nothing difficult, by *Ore*, 2¼, *Beauport*, 4¾, and *Rose Green*, 6½: rather lumpy in places. See also p. 15.

Battle, p. 14.

Battle to Ninfield (3½—10¾); turn to *l.* at the bottom of the hill entering *Battle*, and the road is rather up and down hill through *Catsfield Green*, 9¾, with a stiff pull up to *Ninfield*.

[Or go through *Battle*, then keep to *l.*, and again 1¾*m.* further, joining the other road just before *Catsfield Green*, 11¼.

Or from *Hastings* to *Bexhill* (5½)—p. 252; there turn to *r.*, and after descent from *Bexhill* is mostly uphill through *Sidley Green*, 6¼, to *Luntsford Cross*, 8, and then level through *Ninfield Green*, 9¾, to *Ninfield*, 10.]

Ninfield to Gardner's Street (5½—16¼); in *Ninfield* keep to *l.*, and from *Standard Hill*, 11¾, there is a descent to *Boreham Bridge*, 13¼, then a stiff mount to *Boreham Street*, 14¼, and almost level following the ridge, through *Windmill Hill*, 14¾.

At *Boreham Street*, on *l.*, by *Wartling*, 1½, to *Pevensay*, 4¼.

Beyond *Ninfield*, 1½*m.* on *r.*, *Ashburnham Park and Ho.* At *Windmill Hill*, on *l.*, *Hurstmonceux Park and Castle ruins*.

Gardner's Street to Horsebridge (4—20¼); taking the left hand road, there is a good descent, then very undulating over *Magham Down*, 17¾, and through *Amberstone Gate*, 18¾.

Horsebridge to Ringmer (8½—23¾); beyond *Horsebridge* keep to *l.*, and after mounting a very stiff hill it is a capital undulating road over *Dicker Common*, *Burg Hill*, 23¼ (keep to *l.*), *Stone Cross*, 24½, and *Laughton Pound*, 25¼, joining the *Tunbridge* road on *r.* ¾*m.* before *Ringmer*.

Ringmer to Brighton (10¾—39¾)—pp. 256-7.

LEWES TO EASTBOURNE (by Glynd).

Lewes to West Firle (4½); cross *R. Ouse*, and through *Cliff*, ½, where turn to *r.*, and through *Southerham*, 1½, and *Glynd*, 3½ (turn to *r.*); good undulating road. [Or at *Cliff* turn to *l.*, and at the top of the hill keep to *r.*, to *Ringmer Gate*, 2, where again to *r.*, to *Glynd*, 4: very hilly road.]

Before *Glynd*, on *l.*, *Mount Caburn*, on which is an old beacon. At *Glynd*, on *l.*, *Glynd Place*, and 1*m.* from *Ringmer Gate*, on *l.*, *Glyndbourn*. At *West Firle*, on *l.*, *Firle Place*.

West Firle to Polegate Green (8—12½); rather hilly to Bopeep Gate, 6½, where turn to *l.*, and fairly level over Berwick Common to Chilver Bridge, 7¼ (*l.* Cuckmere), then hilly again to Polegate Green: good surface. Polegate Green, p. 18.

Polegate Green to Eastbourne (3½—16)—p. 18.

CUCKFIELD TO BATTLE.

Cuckfield to Hayward's Heath (2); chiefly downhill through Butlers Green, 1¼, keeping to *r.* at the entrance of the Heath just beyond.

Hayward's Heath to Chailey Common, King's Head (5—7); crossing the London road a little on *r.*, about a mile beyond is a stiff rise up to Beadles Hill, then down and up to Skeims Hill, 4½, steep fall to Pellings Bridge, 5½, and rise up to the Common.

Chailey Common to Maresfield, Cross (5¼—12¼); pretty level to beyond Newick Green, 9, then descent to Gold Bridge, 9½, and rather hilly over Grislands Common and Pilt Down, 10½, Batts Hill, 11, and Batts Bridge, 11½, whence a stiff hill up to Maresfield: good road.

At the beginning of Pilt Down, on *l.*, to Fletching, 1*m.*; on *r.* by Short Bridge to *Uckfield*, 2¾.

At Maresfield on *r.* Maresfield Park.

Maresfield to Cross-in-Hand Tp. (7¾—20); in Maresfield turn to *r.* by the *ch.*, down a short stiff hill to the Mill Pond, ½*m.* (beyond which keep to middle road), by Cooper's Green, 13¼, Buxted Bridge *Ty.*, 14¼, after which are two or three steep hills up and down to negotiate by Pound Green, 15¼, Five Chimneys House, 16, Curtain Hill or Hadlow Down, 17, Hadlow, 17¾, Croust Corner, 18¼ (keep to *r.*), and Gate House, 19¼ (keep to *l.*).

Beyond Cooper's Green, on *r.*, Buxted Place.

Cross-in-Hand Tp. to Wood's Corner (8—23); turn to *l.*, and again to *l.* about ½*m.* further; pretty level by Heathfield Tower Hill, 21¼, to Half Moon Inn, 22, a little beyond which turn to *r.*, and a steep descent skirts Heathfield Park on *r.*, to Cade Street, 23¼, thence hilly and not a good road by the Chapel, 23¾, Punnett's Town, 24½, Three Cups Corner, 25¼, and Dallington, 27½.

At the Chapel on *r.* to Warbleton, 1½*m.*; and to Rushlake Green, 1½, whence by Foul Mile, 3, Cobecch, 4½, and on *l.* to Stunts Green, 5½, to *Gardner's Street*, 6¼.

At Wood's Corner, on *l.*, to Rose Hill Park, Brightling, 1¾*m.* On *r.*, by Potts Green, to Ashburnham, 4*m.* At Cade Street, the rebel Jack Cade was killed, 1450.

Wood's Corner to Battle (6—34); level for 1½*m.*, then descent to Darvel Hole, 30, and ascent to Netherfield Gun, 30¾, level to Netherfield Toll, 31¾, and mostly downhill through Stroom, 33¼, to Battle.

Beyond Wood's Corner, on *l.*, Brightling Park. Beautiful scenery. Battle, p. 14

TUNBRIDGE WELLS TO FOREST ROW.

Tunbridge Wells to Groombridge (3½)—p. 259.

Groombridge to Hartfield (4¼—7¾); out of Groombridge keep to

r., and uphill to Florence Farm, $4\frac{1}{4}$ (keep to r.), then pretty level except descent into Withyham, $6\frac{1}{2}$.

At Groombridge on l. to Hamsell Bridge, 2*m.*, very hilly.
Before Withyham, on l., Buckhurst Park.

Hartfield to Forest Row ($4\frac{1}{4}$ —12); beyond Hartfield keep to r., and it is a rather hilly road.

GRAVESEND TO WROTHAM.

Gravesend to Meopham ($5\frac{1}{4}$); turn to r. from the London road past the railway station, and nearly a mile further is an easy rise, with a short fall to Northumberland Bottom, $1\frac{3}{4}$, then the road rises gradually through Nursted, $3\frac{3}{4}$, and Hook Green, $4\frac{1}{2}$; very good surface.

1*m.* out of Gravesend, on r. New Ho. Before Nursted, on l., Nursted Court. Meopham is pronounced Mep-ham.

Meopham to Wrotham ($5\frac{1}{4}$ — $10\frac{1}{2}$); the road continues on the rise till beyond Meopham Green, 6, then fairly level through Culversore Green, $7\frac{1}{2}$, to Vigo, $8\frac{3}{4}$, half a mile beyond which a steep descent begins, on which keep to r., running under the side of the hill for a mile, with short fall into Wrotham; pretty good road. [Or at Vigo turn to l., down the hill to the "Kentish Drover," $9\frac{1}{4}$.]

DARTFORD TO SEVENOAKS.

Dartford to Farningham ($5\frac{1}{4}$); by Hawley, $1\frac{1}{4}$, through Sutton Place, $2\frac{1}{4}$, Sutton-at-Hone, $2\frac{1}{4}$, and Sutton Street, $3\frac{1}{4}$, is a splendid road, though rather undulating, along the valley of the Darent R.

On r., Wilington Ho., Summerhill, Oakfield Lodge, and Hawley Ho. Farningham, p. 7.

Farningham to Otford ($5\frac{1}{4}$ — $10\frac{1}{2}$); in Farningham turn to l., cross R. Darent, and out of the town turn to r.; rather hilly road through Eynesford, $6\frac{1}{4}$, and up the Darent valley; just before Otford turn to r., and descent into it. [$1\frac{1}{2}$ *m.* before Otford on r. to Shoreham, $\frac{1}{4}$ *m.*]

Beyond Eynesford, on r., Lullingstone Park and Castle; another mile, Shoreham Castle.

Otford to Sevenoaks (3— $13\frac{1}{2}$); turn to l. in Otford and almost level to Sevenoaks Station, $12\frac{1}{4}$, and a long stiff hill up into Sevenoaks.

Sevenoaks, p. 11.

CRAYFORD TO GREEN STREET GREEN.

Crayford to Bexley ($1\frac{1}{2}$)—p. 7.

Bexley to St. Paul's Cray ($3\frac{1}{4}$ — $4\frac{3}{4}$); in Bexley turn to l., cross R. Cray, and through North Cray, 3 ($\frac{3}{4}$ *m.* further cross Eltham and Farningham road), is a capital smooth road, almost level.

Beyond Bexley, on l., Mount Mascal. On r., North Cray Place.

St. Paul's Cray to Green Street Green (4— $8\frac{3}{4}$); through the long, straggling, and narrow villages of St. Mary's Cray, $5\frac{1}{4}$, and Orpington, $6\frac{3}{4}$, is a good smooth road with slightly upward gradient: at end of St. Mary's Cray turn to l., then to r.

(Orpington: White Hart.)

At Orpington, on r., Broom Hill

GUILDFORD TO MAIDSTONE.

Guildford to Dorking (12); out of Guildford take the Leatherhead road on *r.*, good and level or slightly uphill to Merrow, 2, then turn to *r.* before the *ch.*, and it is a long uphill to Newland's Corner, $3\frac{3}{5}$. From Newland's Corner there is a steep descent, rough in places, and best walked down, about 1*m.* long, then almost level through Shere, $5\frac{1}{2}$, Gomshall, $6\frac{1}{4}$, and Abinger Hammer, 7, to Crossways Farm, $7\frac{3}{4}$, but the surface is inclined to be heavy and muddy; thence an easy ascent, followed after a little level past Wotton Hatch, $9\frac{1}{4}$, by a steep descent which requires careful riding, being rather rough and narrow at the bottom; directly after occurs a short but rough and stony rise, and the rest is nearly all more or less downhill through Westgate Street, $10\frac{1}{2}$, and over Milton Heath to Dorking; good surface for last 5*m.* [Or in Guildford halfway down the hill turn to *l.* into Quarry street, taking the Cranleigh road; the pavement soon ends and there is a short descent out of the town, then fairly level through Shalford, 1, beyond which, after crossing the railway, turn to *l.* along Shalford Common and again to *l.* then to *r.*, over a level railway crossing at $3\frac{1}{2}$, past Chilworth Station, $3\frac{3}{4}$, whence the road is more undulating through Albury, $5\frac{1}{2}$, and skirting Albury Park on *r.*, where it joins the upper road $\frac{3}{4}$ *m.* before Shere, 7: good road but apt to be heavy and muddy when wet.]

(*Wotton Hatch*: Evelyn Arms.—*Dorking*, p. 29.)

Fine view from Newland's Corner; $1\frac{1}{2}$ *m.* S.W., the ruins of St. Martha's Chapel. In Albury Park, the Silent Pool. Abinger *ch.*, 1*m.* on *r.*, is early English.

Dorking to Reigate ($6\frac{1}{4}$ — $18\frac{1}{4}$); a mile out of Dorking the road takes a sudden turn to *l.*, down a sharp but short dip which should be ridden carefully, then cross *R.* Mole and keep to *r.* over a good but rather hilly road through Betchworth, 15, and Buckland, $15\frac{3}{4}$, with a very stiff pull up to Reigate Heath, 17, whence the surface is macadam into Reigate.

2*m.* out of Dorking, on *r.*, Betchworth Park and ruins of Castle. At Betchworth, on *l.*, Tranquil Dale; in the village, on *r.*, a fine old *ch.*, Moor Place, Wonham Manor, and Broome Hall. 2*m.* beyond it, at Leigh, is Swain's Farm, an Elizabethan mansion. Reigate, p. 27.

Reigate to Red Hill (2— $20\frac{1}{4}$); out of Reigate there is a hill to mount and about $\frac{3}{4}$ *m.* beyond the town keep to *l.*, and it is mostly a slight decline into Red Hill: good road.

Red Hill, p. 24.

Red Hill to Godstone Green, *ms.* ($4\frac{3}{4}$ —25); straight across the London road, under the railway, then a very steep hill to walk up (dangerous to ride down), from the top of which the road is up and downhill but nothing difficult, through Nutfield, $22\frac{1}{4}$, and Bletchingley, $23\frac{1}{4}$; good gravel surface.

Bletchingley formerly was a town with 7 churches and a castle, which latter was destroyed 1263, and is only represented by a mound. Godstone, p. 21.

Godstone Green to Westerham, *M.P.* (7—32); at Godstone Green turn to *l.*, and follow the London road back to Tyler's Green, $25\frac{1}{4}$, then turn to *r.* by the sign-post; through Oxted, $27\frac{3}{4}$, and Limpsfield, (end of) 29, and across the Common, good surface throughout, but there are several steep hills in each direction, and the descents require careful riding.

1m. beyond Godstone Green, on *l.*, Rooksnest *H.* 1m. before Oxted, on *r.* $\frac{1}{2}$ m., in Tandridge churchyard, a large yew tree. Westerham, p. 19.

Westerham to River Head ($4\frac{1}{2}$ — $36\frac{1}{2}$); leaving Westerham turn to *l.*, and through Brasted, $33\frac{3}{4}$, Sundridge, $34\frac{1}{2}$, and Bessells Green, $35\frac{3}{4}$, is a good smooth road and easy going.

(*Brasted*: White Hart.)

A little beyond Westerham, on *r.*, Hill Park. After Brasted, on *r.*, Brasted Place; on *l.*, Comb Bank. At Bessells Green, on *l.*, Chipstead Place; on *r.* Montreal Place. River Head and Sevenoaks, p. 11.

River Head to Ightham (6 — $42\frac{1}{2}$); turn to *l.* and directly after to *r.*, and the road is level and good for a mile beyond Sevenoaks Station, $37\frac{1}{2}$, then a long ascent through and out of Seal, $39\frac{1}{4}$, on to Seal Chart, 40 , across which and Ightham Common the road is level for about 2 m., followed by a long descent into Ightham: good smooth surface. Pretty country.

Beyond River Head, on *r.*, Bradbourn *H.* Beyond Sevenoaks Station, on *l.*, Greatness. At Seal, on *r.*, Wilderness. Ightham, p. 16.

Ightham to Wrotham Heath, Royal Oak ($3\frac{1}{4}$ — $45\frac{3}{4}$); through Ightham turn to *r.*; through Borough Green, $43\frac{1}{2}$, a very good road but hilly.

Wrotham Heath to Maidstone, Rain's Cross ($8\frac{1}{4}$ — 54)—p. 7.

STAINES TO BROMLEY AND FOOT'S CRAY.

Staines to Hampton (7); coming through the town Londonwards, turn to *r.* just beyond the railway, along Knowles Green, then short but stiff rise and fall over a railway bridge, after which the road is level by Ashford Ford, $1\frac{3}{4}$, except a railway bridge at Sunbury Station, 4 , and a short fall approaching Hampton: very often the greater part of this road is extremely loose and sandy, especially in dry weather.

Beyond Sunbury Station, on *l.*, Kempton Park Racecourse.

Hampton to Kingston M.P. ($2\frac{1}{2}$ — $9\frac{1}{2}$); level but generally sandy and heavy after leaving Hampton to Hampton Court, 8 , whence to Kingston—p. 37. At Kingston Bridge macadam begins, and continues through the town.

Hampton Court, p. 37.—Kingston, p. 32.

Kingston to Ewell ($5\frac{1}{2}$ — 15); in Kingston turn to *r.* by the *ch.*, and $\frac{1}{2}$ m. further turn to *l.*; then there is a stiff ascent up Surbiton Hill, $10\frac{1}{2}$, at the top the road improves and is level for a short distance, followed by an easy fall, and the rest is undulating and capital going through Talworth, 12 , to Ewell, with a sharp descent into the town.

Ewell, &c., p. 28.

Ewell to Sutton, Cock Inn ($3\frac{1}{4}$ — $18\frac{1}{4}$); nearly through Ewell take left hand fork; $\frac{1}{2}$ m. further the road begins to rise, and ends with a stiff pull through a cutting at Howell Hill, 16 , with a fall on the other side and afterwards undulating, with good surface through Cheam, $17\frac{1}{4}$; sometimes rather rough and loose about Howell Hill.

Sutton, p. 26.

Sutton to Croydon, George Street ($4\frac{1}{2}$ — $22\frac{3}{4}$); nearly $\frac{1}{2}$ m. out of Sutton there is a stiffish descent, generally with rather loose surface,

after which it is an undulating and good road through Carshalton, 19½, Wallington, 20, Beddington, 21, and Waddon, 21¾; enter Croydon by Church street, turning to *r.* beyond the *ch.*, and mounting a short but very sharp pitch up Crown Hill to the London road, across which is George street: macadam through the town.

(*Carshalton*: Greyhound.—*Croydon*: p. 20.)

Before Carshalton, on *l.*, Carshalton *Ho.*; in the village, on *r.*, Carshalton Park. On *l.*, Beddington Park and Waddon Court. Croydon, p. 20.

[There is another road from *Kingston* by *Merton*, Double Gates, 14¼, reversing the route at p. 32; thence follow the Tooting road back for ¾ *m.*, when turn to *r.* by a wood yard, and keeping to *l.*, it is all level except a railway bridge, and pretty good road to *Lower Mitcham*, 17. Here keep straight on across the Green, to *r.* at the pond and when over the railway bridge to *l.*, and it is level across Mitcham Common, and to the beginning of *Croydon*, 20¾, which enter over Pitlake Bridge to Church street: sometimes rather loose and sandy across the Common, otherwise good.]

Croydon to Beckenham, *Ch.* (4¾—27½); along George street, Addiscombe road (passing East Croydon Station), and Upper Addiscombe road, to Addiscombe, 23¾, where turn to *l.* (fifth turning past the station), into Havelock road, whence turn to *r.*, and past Stroud Green, 24¾, into Long Lane, and through Elmers End or Lower Elm End, 26½: after getting clear of Croydon town, the macadam changes to a pretty good gravel and flint road; in Beckenham the road twists about very much, and there is a short stiff rise up to the *ch.*, otherwise almost level.

(*Beckenham*: Rodway, *Hqrs.*)

Beckenham to Bromley, *M.H.* (1¾—29¼); turn to *r.* at Beckenham *ch.*, and keep to *l.* twice about ½ *m.* further; then there is a stiff ascent over Clay Hill, 23½, and a good descent on the other side to Shortlands Station, 28¾, whence into Bromley is a rather steep winding ascent (which requires very careful riding in descending); pretty good road: entering Bromley turn to *r.* [Or at Beckenham *ch.* keep straight on, and there is a fair road past Beckenham Place, with a good ascent and descent to Southend, 29, where turn to *r.* on to the London road from Lewisham, which follow as at p. 11 to *Bromley*, 31¼.]

Bromley, p. 11.

Bromley to Foot's Cray (5¾—35); in Bromley turn to *l.*, and it is pretty level to Widmore, 30½ (where keep to *l.*), and there is a long descent, which should be ridden down carefully to Chislehurst Station, 31¼, followed by a tremendously steep hill, ½ *m.* long, to walk up to Chislehurst Common (cyclists should beware against trying to ride *down* this hill, as it is utterly impossible to do so with safety); after that is a good level road across the Common, through Chislehurst, 32½, and Perry Street, 33½, to Sidecup, 34¼, where join the London road, and a good downhill to Foot's Cray.

Foot's Cray and Sidecup, p. 7. Beyond Widmore, on *r.*, Bickley Park. At Chislehurst Common, on *l.*, Camden Place.

HOUNSLOW TO REIGATE.

Hounslow to Kingston, *M.P.* (5¾); turn sharp to *l.* entering Hounslow, and through Worton, ½, at the bridge a little further on turn to

r., and past Queens Bridge, $1\frac{1}{2}$, through Twickenham, $2\frac{3}{4}$, whence run close to *R.* Thames, through Teddington, 4, to Hampton Wick, $5\frac{1}{2}$, through which turn to *l.*, and cross Kingston bridge into the town. Past Worton on *l.*, through Isleworth to Brentford, $3\frac{1}{4}$.

(*Twickenham*: King's Head.—*Hampton Wick*: White Hart.—*Teddington*: Clarence.—*Isleworth*: Milford Arms.—*Kingston*: p. 27.)

Kingston to Ewell ($5\frac{1}{2}$ — $11\frac{1}{4}$)—p. 264.

Ewell to Burgh Heath ($3\frac{1}{2}$ — $14\frac{3}{4}$); through Ewell, at the bottom of the hill on the Epsom road turn to *l.*, and it is a good undulating road for 2*m.*, then is a steep ascent to climb to Nork Park, $13\frac{3}{4}$, and the rest is slightly downhill through Borough Street, $14\frac{1}{2}$.

Burgh Heath to Reigate, M.H. ($5\frac{3}{4}$ — $20\frac{1}{2}$)—p. 27.

CRAWLEY TO HORSHAM.

Crawley to Horsham ($7\frac{1}{2}$); in Crawley turn to *r.*, and $\frac{1}{4}$ *m.* further to *l.*, then a moderate ascent and descent over Goff's Hill, and the rest is slightly undulating skirting the north side of St. Leonard's Forest, and through Roughtey Street, $4\frac{1}{2}$: perfectly good surface.

KINGSTON TO LEATHERHEAD.

Kingston to Leatherhead ($8\frac{1}{4}$); from Kingston *M.P.* follow the Esher road for $1\frac{1}{4}$ *m.*, all macadam, then turn to *l.* down the Brighton road, past the Surbiton race ground; a little further a stiff hill has to be mounted, and after a moderate descent the road is more or less uphill through Hook, $3\frac{1}{4}$, to Telegraph Hill, $5\frac{1}{4}$, then $1\frac{1}{2}$ *m.* downhill, and the rest level, with a short pull up in the town; nothing very difficult in either direction; splendid hard surface

GUILDFORD TO BRIGHTON.

Guildford to Cranleigh ($8\frac{3}{4}$); in Guildford, halfway down the hill, turn to *l.* into Quarry street; the pavement soon ends, and there is a short descent out of the town, then fairly level through Shalford, 1, over Shalford Common, to Stonebridge Bar, 2; from here, after crossing the river, canal, and railway all together, the road is gently undulating, with a rather upward tendency, and running close by the railway, canal, and river, through Bramley, $3\frac{1}{4}$, to Rushwood (or Russet) Common, 5, where keep to *l.*, recross railway, river, and canal, and undulating to Cranleigh: flint road with good smooth surface. Returning, keep to *l.* about $2\frac{1}{4}$ *m.* out of Cranleigh. [Or on Shalford Common take left hand road, and through Womersh, 3, and Shambley Green, $4\frac{1}{4}$, and Stroud Green, 5, rejoining the other road $\frac{1}{4}$ *m.* further on, to Cranleigh, $8\frac{1}{2}$; more hilly and not so smooth running as the other.]

(*Cranleigh*: Onslow Arms.)

Cranleigh to Rowhook ($6\frac{1}{2}$ — $15\frac{1}{4}$); $1\frac{1}{2}$ *m.* beyond Cranleigh is a stiff rise and stiffer fall, otherwise mostly on a gradual incline, with good smooth surface, by Cranleigh Lane End, 12, to Ellens Green, $12\frac{3}{4}$, where turn to *l.*, and $1\frac{1}{4}$ *m.* further join the road from Stone Street, and

undulating to Rowhook: after Ellens Green the surface deteriorates, and for the last $1\frac{1}{4}m.$ is rough, and in wet weather inclined to be greasy.

[Or at Rushwood Common keep to *r.*, and by Goose Green, $6\frac{1}{4}$, Leather Bottle *Ty.*, 7, Stovers Hill, $8\frac{1}{2}$, *Aldfold Cross-ways*, 10, taking middle road, and Bucks Green, 13, to *Rowhook*, $15\frac{1}{4}$.]

Rowhook to Horsham ($3\frac{3}{4}$ —19); rather hilly road with rough surface, through Broadbridge Heath, $17\frac{3}{4}$; Horsham streets are narrow.

2*m.* beyond Craleigh, on *r.*, Brookland *Ho.* $1\frac{1}{2}m.$ beyond Rowhook, on *l.*, Strood; before Broadbridge Heath, on *l.*, Field Place. Horsham, p. 29.

Horsham to Cowfold, *Ch.* ($6\frac{3}{4}$ — $25\frac{3}{4}$); rather hilly but good road, by Manning's Heath, $21\frac{1}{2}$, Monks Gate, $22\frac{1}{4}$, and Crab Tree, $24\frac{1}{4}$, where there is a steep descent.

Cowfold to Henfield ($4\frac{3}{4}$ — $30\frac{1}{2}$); good undulating road by Corner House *Ty.*, 28, and Mock Bridge, $28\frac{3}{4}$.

Henfield to Piecombe, Plough ($5\frac{3}{4}$ — $36\frac{1}{4}$); a little beyond Henfield is an easy ascent to Woodmancote, $31\frac{1}{2}$, and a similar descent to Terrys Cross *Ty.*, 32, then undulating to Shaves Wood cross roads, 33, (take turn to *r.*) and level to Poyning's Cross roads, where turn to *l.*, to the bottom of Dale Hill, which is a long stiff climb up through Piecombe Street, $35\frac{3}{4}$, good road.

[Or at Shaves Wood keep straight on for 1*m.* to the main London road at Muddleswood: but not so good road.]

Piecombe to Brighton, Aquarium (6 — $42\frac{1}{4}$)—p. 25.

GUILDFORD TO LEWES.

Guildford to Cowfold, *Ch.* ($25\frac{3}{4}$)—above.

Cowfold to Albourn Green ($7\frac{1}{2}$ — $33\frac{1}{4}$); follow the Henfield road to Mock Bridge, $28\frac{3}{4}$, and $\frac{1}{2}m.$ further turn to *l.* and over Blackland Common, $30\frac{1}{4}$, and by High Cross, $32\frac{1}{4}$; rather hilly road.

Albourn Green to Ditchling (4 — $37\frac{1}{4}$); level through West Town, $33\frac{3}{4}$, and Hurstpierpoint, $34\frac{1}{4}$, to Stonepound Gate, $35\frac{1}{2}$, beyond which is a descent and ascent to Keymer, $36\frac{1}{2}$, and rest level.

Ditchling to Lewes, *T.H.* ($7\frac{1}{2}$ — $44\frac{1}{4}$); turn to *r.* and follow the Brighton road for nearly a mile to the foot of the South Downs, then turn to *l.*, and it is an undulating road through Westmeston, 39, Middleton, $39\frac{1}{4}$ and Plumpton, 40, to Offham Street, 43, where join the London road from Chailay on *l.*

Lewes, p. 22.

GUILDFORD TO BILLINGHURST.

Guildford to Aldfold Cross-ways (10)—above.

Aldfold Cross-ways to Billinghamurst, *Ch.* ($8\frac{1}{4}$ — $18\frac{1}{4}$); keep to *r.* through Aldfold, 11, Loxwood Common, Loxwood, $12\frac{1}{2}$, Round Street Common, $14\frac{1}{4}$, Newpound Common, 16, and over New Bridge, $16\frac{3}{4}$, entering Billinghamurst at the south end.

[Or to Bucks Green, 13 (above), then turn on *r.* by Maxfields Green, $14\frac{3}{4}$, to Buckman's Corner, $15\frac{3}{4}$, whence to Billinghamurst, $17\frac{3}{4}$ (pp. 30-1).

Or to Ellens Green, $12\frac{3}{4}$, (p. 266); keep straight on and through Rudgwick, $13\frac{3}{4}$, to Bucks Green, $14\frac{3}{4}$.]

WINCHESTER TO BRIGHTON.

Winchester to Petersfield (18); leave Winchester by the main Alresford road, as to which see page 39, and turn to *r.* about 3*m.* out of the town; uphill and downhill over Longwood Warren, 4½, past Hockley Farm, 6, to Hinton Ampner, 8½, then through Bramdean, 9, perfectly level road to West Meon Hut or George Inn, 11½ (where cross London to Fareham and Southampton road), after which there is a long gradual ascent, then a fine run down Bordean Hill, 15, to Langrish, 15½, through which there is a slight hill to climb, followed by a nice run down to Strood Common, 16½, (now enclosed) whence it is slightly on the rise to Petersfield; usually splendid surface, except for a few patches of stones, but heavy in wet weather.

On *r.*, Hinton Ho. Beyond Bramdean, on *l.*, Woodcote Ho.; a little further, on *r.*, Brookwood Ho. At Borden Hill, on *r.*, Borden Ho. Petersfield, p. 36.

Petersfield to Midhurst (9½—27½); keep to *l.* at the entrance to Petersfield, following the London road back to Sheet Bridge, 19½, where turn to *r.*, and through Rogate, 22½, Trotton, 24½, and across Trotton Common is rather undulating.

Midhurst, p. 34.

Midhurst to Petworth (6¼—33¾); turn to *l.* for Easebourn, 23½, where turn to *r.*, and through Cowdry Park for 1½*m.*, over Halfway Bridge, 30¾, and through Tillington, 32¾, is rather hilly and a moderately good road.

Petworth, p. 35. Beyond Halfway Bridge, on *l.*, Pitt's Hill.

Petworth to Fittleworth, *Ch.* (3—36¾)—p. 35.

Fittleworth to Pulborough (2¾—39½); at Fittleworth *ch.* turning to *l.*, shortly after to *r.*, the downhill continues through and out of the village, followed by a rise on to Fittleworth Common, whence there is a descent through Stopham, 133, to the *R. Arun*, after crossing which the road is pretty level to Pulborough.

(*Pulborough*: Swan.)

Pulborough to Storrington (4½—44); except a long gradual rise beyond Wickfield Bridge, 40¾, it is a fairly level and good road over Wiggonholt Common, 42, Cootham Common, 42¾, and Storrington Common.

Entrance of Storrington on *r.*, through Houghton to *Arundel*, 8½.

At Cootham Common, on *r.*, Parham Park.

Storrington to Washington Common (2¼—46½); out of Storrington is uphill over Sullington Common, and after a short descent, last 1¼*m.* level: good road.

Washington Common to Steyning (4¼—50½); entering the Common, turn to *r.*, and ¼*m.* further to *l.*; past Wiston Park, 48, and over Broadbourn Bridge, 49¾, is a good road, with a few slight hills. Returning, keep to *l.* past Broadbourn Bridge.

Steyning to Old Shoreham, *Ch.* (4¾—55¼)—p. 28.

Old Shoreham to Brighton, Aquarium (6¾—62); reversing route on p. 253.

BRIGHTON TO BOGNOR.

Brighton, Aquarium, to New Shoreham, Norfolk Bridge ($6\frac{1}{2}$); by the sea shore, along the parade or esplanade through Hove, 2, Portslade, $3\frac{1}{4}$, and by Kingston Lighthouse, 5, is a very good road, nearly all level.

New Shoreham to Worthing, Station ($6-12\frac{1}{2}$); turn to *r.* at Norfolk Bridge, and directly after keep to *l.*; level to Old Shoreham *ch.*, 7, turn to *l.*, and cross *R. Adur*, and bear to *r.* at Lancing House, and sharp to *l.* through Upper Lancing, $8\frac{3}{4}$, to Upper Cokeham, 10, where take right-hand turn, and $1m.$ further on turn sharp on *l.* (straight on for Arundel) to Broadwater, $11\frac{1}{2}$, where turn first to *r.* and then to *l.*

Worthing, p. 30.

Worthing to Littlehampton ($10-21\frac{1}{2}$); in Worthing turn to *r.*, and from the end of the town there are two roads, one on *l.* through Goring, and the other through Broadwater, $12\frac{3}{4}$ (where keep to *l.*), the latter being the better and a good road, and both joining again just before Highdown Hill, 16; thence through Hangleton, $16\frac{3}{4}$, and Preston, 18; all a fairly level road, with capital surface. [Or one can go to Goring and also from beyond Preston Corner by the coast road, but it is bad for bicycling, being mostly loose shingle.

(*Littlehampton* : Norfolk; Terminus.)

Littlehampton to Bognor ($7-23\frac{1}{2}$); through Atherington, Middleton, and Felpham, is very bad for bicycling, being a mere beach road of loose gravel.

(*Bognor* : Norfolk.)

ALRESFORD TO BISHOP'S WALTHAM.

Alresford to Bishop's Waltham (10); in Alresford turn to *l.*, and through Cheriton, $2\frac{1}{2}$, over Mill Barrow Down, 5, and Steven's Down, 7, where join the Winchester road on *r.*

$1\frac{1}{2}m.$ past Alresford, on *r.*, Titchborne *Ho.* On Mill Barrow Down, on *l.*, Preshaw *Ho.* At Steven's Down, on *r.*, Belmore *Ho.* At Bishop's Waltham, on *l.*, Northbrook *Ho.* Bishop's Waltham, p. 42.

WINDSOR TO LEATHERHEAD.

Windsor to Egham (5); through Old Windsor Green, 2, and past the "Bells of Onseley," 3; a pretty road, but apt to be loose and dusty, and in wet weather heavy.

Egham to Chertsey ($4\frac{1}{2}-9\frac{1}{2}$); in Egham turn to *r.*, and through Thorpe Lee, 6, and Thorpe, $7\frac{1}{2}$; fairly level.

Chertsey, p. 38.

Chertsey to Cobham Street ($7-16\frac{1}{2}$); through Addlestone, $10\frac{3}{4}$, over Crockford Bridge, $11\frac{1}{2}$, Ham Hill Common, through Byfleet, $13\frac{1}{2}$ (turn to *l.*), and over Byfleet Bridge is a good undulating road; $\frac{1}{2}m.$ before Cobham Street join the Ripley to Kingston road, and there is the steepish descent of Pain's Hill.

(*Addlestone* : Duke's Head, *B.T.C.*—*Cobham Street* : White Lion.)

Cobham Street to Leatherhead ($5\frac{3}{4}-22\frac{1}{4}$); take the right hand road, and through Cobham, 17, to Stoke D'Abernon, $18\frac{1}{2}$, is fairly level, then

turn to *l.*, and the road is rather undulating to Leatherhead. [Or through Stoke D'Abernon keep to *r.*, and after a short rough descent there is a long rise to work up, thence undulating.]

Leatherhead, p. 29.

FARNHAM TO READING.

Farnham to Odiham (8); in Farnham turn to *r.* from the London road, and out of the town there is a long winding ascent past the Castle and Farnham Park, continued with one or two rests for about $2\frac{1}{2}m.$, then a very stiff descent through Ewshot Street, $3\frac{1}{2}$, to Crondall Marsh, 4, whence keeping to *r.* there is another uphill to Itchel Mill, 5, and the rest is undulating but much easier over Rye Common, and past Dogmersfield Park, 6, on *r.*; very good surface.

Odiham, p. 52.

Odiham to Hook (3—11); through Odiham the road bears to *r.*, and is good and undulating through North Warnborough, 9 (cross canal, and $\frac{3}{4}m.$ further keep to *r.*), and across Hook Common.

Hook to Reading ($10\frac{3}{4}$ — $21\frac{3}{4}$); through Mattingley, 13, Heckfield, 15, over Heckfield Common, through Riseley, $16\frac{3}{4}$, over Sheep Bridge, 18, and by Three Mile Cross, $19\frac{3}{4}$, undulating road but nothing difficult; long gentle rise up to Heckfield Heath: good road for the most part, with perfect smooth surface.

At Heckfield, on *l.*, Highfield Park; further, on *r.*, Heckfield Place. At Heckfield Heath, a little on *l.*, the Wellington Monument at Strathfieldsaye Park. Reading, p. 88.

BASINGSTOKE TO READING.

Basingstoke to Riseley ($9\frac{1}{4}$); leaving Basingstoke turn to *r.* by the station, and through Chinham, 1, Old Basing *Tp.*, 3, Sherfield, $3\frac{3}{4}$, Sherfield Green, $4\frac{1}{2}$, Strathfield Turgis, $6\frac{1}{2}$, and over Heckfield Heath, an excellent smooth undulating road, with no hills.

Beyond Strathfield Turgis, on *l.*, Strathfieldsaye Park.

Riseley to Reading (5— $14\frac{1}{4}$)—above.

ALTON TO NEWBURY.

Alton to Basingstoke ($10\frac{3}{4}$); near end of Alton turn to *r.*, and through Lasham, 4, Herriard, $6\frac{3}{4}$, and Winslade, $8\frac{1}{4}$.

On *r.*, Herriard Park. Beyond Winslade, on *r.*, Hawkwood Park. Basingstoke, p. 47.

Basingstoke to Kingsclere ($9\frac{3}{4}$ — $20\frac{1}{2}$)—p. 86.

Kingsclere to Newbury ($7\frac{1}{2}$ — $27\frac{3}{4}$); over Headley Common, 23, Knights Bridge, 24, and Greenham Heath, 25.

At Greenham Heath, on *r.*, Greenham *Ho.*; on *l.*, Adderbury *Ho.*, Adderbury Lodge, Newton *Ho.*, Sandford Priory. Newbury, p. 88.

KINGSCLERE TO WHITCHURCH.

Kingsclere to Whitechurch ($8\frac{1}{2}$); turn to *l.* by the *ch.*; long ascent up to White Hill, $2\frac{1}{2}$, then mostly downhill: good road.

WINCHESTER TO STOCKBRIDGE.

Winchester to Stockbridge ($8\frac{1}{2}$); through Week, 1, past Deluge Hut, $4\frac{1}{2}$, and by Woolberry Hill, 7, several steep hills especially one down into Stockbridge; not very good surface, being rough and cut up, especially in wet weather: the greater part of it is very open and exposed.
2*m.* before Stockbridge, on *l.*, Sombourn Park.

STOCKBRIDGE TO LYNDHURST.

Stockbridge to Romsey ($10\frac{1}{4}$); through King's Sombourn, 3, Timsbury, 8, and over Timsbury Bridge, 9, is an undulating and tolerably good road.

$1\frac{1}{2}$ *m.* beyond King's Sombourn, on *l.*, Compton Ho. $1\frac{1}{2}$ *m.* further, on *r.*, Mottisfont Ho. Romsey, p. 46.

Romsey to Cadnam ($5\frac{3}{4}$ —16)—p. 46.

Cadnam to Lyndhurst (4—20); take left hand fork and it is a good, straight, and undulating road through the New Forest. Pretty scenery.

Lyndhurst, p. 40.

LYMINGTON TO POOLE.

Lymington to Christchurch ($12\frac{3}{4}$); at the end of Lymington turn to *l.*; there are two or three ups and downs, but nothing difficult by Efford Mill, 2 (cross *R.* Avon), to Evelton Street, $2\frac{1}{2}$, then through Downton (Royal Oak), 5, to Milton, $7\frac{1}{2}$, is almost level except a short but steep winding descent beyond Downton; from Milton it is gently undulating with a sharp fall to and rise from Chewton Ford, $8\frac{1}{2}$, where a stream crosses the road in a deep gully, rendering a dismount necessary; otherwise good smooth surface. Very pretty ride, but not easy to follow on account of the turns and absence of guide posts.

Beyond Efford Mill, on *l.*, Everton Ho. Before Downton, on *l.*, Newlands; beyond, on *r.*, Ashley Mount. At Chewton Bridge, on *r.*, Hinton Admiral and Hinton Ho.: $1\frac{1}{2}$ *m.* further, on *r.*, Belvidere; on *l.*, High Cliff. Christchurch p. 43.

Christchurch to Bournemouth ($5\frac{1}{4}$ —18); for the first 3*m.* through Iford, $14\frac{1}{2}$ (where cross *R.* Stour), is almost level and a tolerably good road, though inclined to be loose and sandy; then there is a very stiff hill to mount, and the surface becomes rough and shaky approaching Bournemouth, and is rough and bumpy macadam through the town, entering which is a long descent.

Bournemouth, p. 43.

Bournemouth to Poole (7—25); steep ascent out of Bournemouth, then nearly level with a sharp fall to Parkstone Green, 23; the road is very bad, being rough and bumpy most of the way, and sometimes sandy.

Poole, p. 43.

PORTSMOUTH TO CIRENCESTER.

Portsmouth to Titchfield ($7\frac{1}{2}$); cross by the floating bridge ferry to Gosport, $\frac{1}{2}$, then through Forton, $1\frac{1}{2}$, Brockhurst Tp., $2\frac{3}{4}$ (turn to *l.*),

Rowner, $3\frac{1}{2}$, and Crofton, 6, good easy road, no hills but fairish descent into Titchfield.

Titchfield, p. 254.—Gosport, p. 42.

Titchfield to Botley ($6-13\frac{1}{2}$), good road.

(*Botley* : Railway.)

Botley to Winchester ($11-24\frac{1}{2}$); good but hilly road by Fair Oak Inn, $17\frac{1}{2}$, and through Twyford, $21\frac{1}{2}$, to St. Cross, $23\frac{1}{2}$, where join the road from Southampton, and level into Winchester.

[Or from *Gosport* follow the London road back to *Cold Harbour Tg.*, 10, as at pp. 41-2, then keep to *r.*, and $\frac{1}{4}$ *m.* further to *l.*, and after mounting the hill there is a grand run down over Shidfield Common, then an undulating road, skirting the west side of Waltham Chase, with perfect surface, to *Bishop's Waltham*, $13\frac{3}{4}$; from here over Gilbert Hill, $14\frac{3}{4}$, by *Belmore Ho.*, $16\frac{3}{4}$, and *Whitefood P.H.*, $18\frac{1}{2}$, and through Morestead, $20\frac{1}{2}$, to *Winchester*, $23\frac{3}{4}$, is very hilly going over the downs.

Or from *Portsmouth* follow the London road back to Cosham, $4\frac{3}{4}$,—p. 36, then (keeping to *l.*) mount the steep, rough, and loose ascent of Portsdown Hill, with long descent down the other side to Southwick, $7\frac{3}{4}$, then good and undulating to Wickham, $12\frac{1}{4}$, and *Cold Harbour Tg.*, $12\frac{3}{4}$.

Or from *Bishop's Waltham* turn to *l.* and through Upham and Twyford 21, is a first rate undulating road, with very pretty scenery.]

Winchester, &c., p. 39.—Wickham, p. 42.—*Bishop's Waltham*, p. 42.

Winchester to Wherwell ($10-34\frac{1}{2}$); nearly through Winchester turn to *l.*, then to *r.*; there is a long steep ascent out of the town (dangerous to ride down the reverse direction) and the road continues up and downhill the whole way over Worthy Down, $27\frac{1}{2}$ (where keep to *l.*), and Bartou Stacey Down, 31. Returning, keep to *r.* out of Wherwell.

Wherwell to Andover ($3\frac{1}{2}-38$); out of Wherwell turn to *r.* up a steep hill (dangerous to ride *down*) and past Harewood Forest and over Bare Down; a hilly road. Returning, in Andover turn to *r.*

Andover, p. 58.

Andover to Ludgershall ($7\frac{1}{4}-45\frac{1}{4}$)—p. 84; in Andover turn to *l.*

Ludgershall to Burbage ($7-52\frac{1}{4}$); about 2*m.* beyond Ludgershall, on the Up Avon road, turn to *r.* at the bottom of a stiff hill, and through Collingbourn Ducis, $48\frac{1}{4}$, Collingbourn Sutton, $48\frac{3}{4}$, Collingbourn Kingston, $49\frac{1}{4}$, and Marr Green, $51\frac{1}{4}$, is a good road, the last 5*m.* pretty level. Returning, about $1\frac{1}{4}$ *m.* out of Burbage turn to *l.* instead of going over the Downs. [Or follow the hilly Up Avon road across the Downs to East Everley, $49\frac{3}{4}$, entering which turn to *r.* and it continues very hilly till clear of the Downs, joining the other road $1\frac{1}{4}$ *m.* before Burbage, $55\frac{1}{4}$.]

At East Everley, on *l.*, *Everley Ho.*

Burbage to Marlborough ($6-58\frac{1}{4}$); the road continues good through Steep Green, $52\frac{3}{4}$ (keep to *l.*), and over Burbage Common to the canal, beyond which is the long and steep ascent of Leigh Hill, with a gate in the middle of it, which is generally shut, then good undulating road skirting the W. side of Savernake Forest to within $1\frac{1}{4}$ *m.* of Marlborough, where is long winding descent which requires careful riding.

At Steep Green, 2*m.* on *r.*, Tottenham Park. Marlborough, p. 89.

Marlborough to Swindon ($11-69\frac{1}{4}$); leaving Marlborough, keep

to *r.*, and through Ogbourn St. Andrews, 60 $\frac{1}{4}$, Ogbourn St. George, 61 $\frac{3}{4}$, and Chisledon, 64 $\frac{3}{4}$, is a capital road with no difficult hills. [Or by the left hand road is more hilly, over Marlborough Common and Ogbourn Downs (end of, 63 $\frac{1}{4}$), whence there is a steep descent, and then through Burdron *Tp.*, 65 $\frac{3}{4}$, and Wroughton, 66 $\frac{3}{4}$, more level. Or at Chisledon turn to *l.* to Burdrop *Tp.*, 66 $\frac{1}{4}$.]

On *r.*, Burdrop Park. At Chisledon, on *r.*, Liddington Castle, an old hill fort. Swindon, p. 101.

Swindon to Cricklade (8 $\frac{1}{4}$ —77 $\frac{1}{2}$); undulating and good flint road by Cold Harbour Inn, 73 $\frac{1}{2}$,—beyond which is a steep descent—Water Eaton, 76, and Corckett, 76 $\frac{3}{4}$. Returning, the second road to the *r.* must be taken, past Cold Harbour Inn.

(*Cricklade*: White Hart; White Horse, *B.T.C.*)

At Cold Harbour Inn, join the old Ermine Way; on *r.*, beyond Broad Blunsden, Castle Hill. At Cricklade, St. Sampson's *ch.*

Cricklade to Cirencester (6 $\frac{3}{4}$ —84 $\frac{1}{4}$); in Cricklade turn to *r.*; through Latton, 79, and Cross Way, 80 $\frac{1}{2}$, is a fairly level road, oolite, and inclined to be rough.

Cirencester, p. 104.

SOUTHAMPTON TO BATH.

Southampton to Romsey (7 $\frac{1}{2}$); starting on the Totton road, $\frac{1}{2}$ *m.* out of the town turn to *r.*; it is a smooth road, but rather hilly. [Or follow the Winchester road for 3*m.*, chiefly on the rise, then turn to *l.* and through Chilworth, 4 $\frac{1}{2}$, to Romsey, 8; more hilly, but good road.]

Romsey, p. 46.

Romsey to White Parish (8 $\frac{1}{4}$ —15 $\frac{3}{4}$); in Romsey turn to *l.*, and after crossing *R. Test* keep to *r.* $\frac{1}{2}$ *m.* out of the town; from here is a long ascent, followed by several more hills to Sherfield English, 12, and undulating through Cowsfield Green, 14 $\frac{3}{4}$; very fair road.

Beyond Romsey, on *l.*, Emly Park. On *r.*, Sherfield *Ho.* Before Cowsfield Green, on *l.*, Milshal Park; on *r.*, Cowsfield Lodge.

White Parish to Salisbury (8—23 $\frac{3}{4}$); for a mile or so it is easily rideable, then there is a long steep hill to climb to the top of a deep chalk cutting on Standlinch Down, 700 ft. high, whence Salisbury Cathedral can be seen; down the other side there is a steep descent, sometimes rather rough, but otherwise safe with a good brake, to Whaddon, 19 $\frac{3}{4}$, and the remainder is a good road, nearly all a gentle down hill, through Alderbury, 20 $\frac{3}{4}$, to Salisbury. Returning, at the bottom of the hill, $\frac{1}{2}$ *m.* before White Parish, keep to *l.*

[Or from *Southampton* through Totton, 3 $\frac{3}{4}$, p. 40; then on *r.*, through Testwood to *Ower* or *Ous Britje*, 8, where keep to *l.* over Palmer's Bridge, 9 $\frac{3}{4}$, by Platford Inn, 10 $\frac{1}{4}$, and through *Landford*, 12, and Newton, 14 $\frac{1}{2}$, about $\frac{3}{4}$ *m.* farther on joining the other road $\frac{1}{2}$ *m.* past White Parish, to *Salisbury*, 21 $\frac{3}{4}$.

Or through *Totton* to *Calnam*, 4 $\frac{1}{2}$ —8 $\frac{1}{4}$, p. 43; then on *r.* through Brook, 9 $\frac{1}{2}$, and Bramshaw, 11 $\frac{1}{4}$, to *Landford*, 13 $\frac{3}{4}$.]

(*Bramshaw*: Bell.)

$\frac{1}{2}$ *m.* past White Parish, on *r.*, Briskworth *Ho.* At Alderbury, on *r.*, *Ivychurch Ho.*, Clarendon Lodge and Park; on *l.*, Alderbury *Ho.* and Longford

Castle. At Landford, on *r.*, Landford *Ho.*; at Newton, 1*m.* on *l.*, New *Ho.* At Bramshaw, on *r.*, Bramshaw *Ho.*; on *l.*, Warrens. Salisbury, p. 47.

Salisbury to Fugglestone or Foulstone ($2\frac{3}{4}$ — $26\frac{1}{2}$)—p. 43.

Fugglestone to Deptford Inn ($8\frac{1}{4}$ — $34\frac{3}{4}$); through Chilhampton, $27\frac{3}{4}$, South Newton, $23\frac{1}{2}$, Stoford, 29, Stapleford, $30\frac{3}{4}$ —just before which is a short but steep fall bearing to the left—and Steeple Langford, $32\frac{3}{4}$, is a capital bicycling road, though hilly, but there is nothing an ordinary rider need dismount for: splendid surface (chalk flint). The road runs up the valley of the *R.* Wiley from Salisbury, and through a pretty country.

Deptford Inn to Heytesbury ($6\frac{1}{4}$ —41)—p. 82.

Heytesbury to Warminster (4—45)—p. 82.

Warminster to Beckington ($6\frac{1}{2}$ — $51\frac{1}{2}$); in Warminster turn to right, 2nd turning; slight ascent out of the town, then level for about 2*m.*, when a long, steep, and narrow descent occurs at Broomfield *Tp.*, $48\frac{1}{2}$, followed by level past Standerwick *Ho.*, $50\frac{1}{2}$; good road.

At Broomfield *Tp.*, on *r.*, Chalcot *Ho.*; further on, on *l.*, Berkeley *Ho.*

Beckington to Stoke Viaduct ($6\frac{3}{4}$ — $53\frac{1}{2}$); a stiff descent out of Beckington, then a short but stiff ascent to be mounted to Woolverton, 53, just beyond which the road to the *r.*, called the New road, must be taken; then it is hilly but easy riding for about 4*m.*, when the top of Stoke Hill is reached, a steep and dangerous winding descent, a mile in length, which should be ridden down with great care, the last part being steepest, and the surface sometimes loose: oolite surface, requiring great care in riding.

About 2*m.* beyond Woolverton, on *r.*, Farleigh Castle ruins; farther on Hinton Abbey. At Woolverton, on *r.*, Mirfield *Ho.*; 1*m.* further, on *l.*, Challey *Ho.* Fine view from Stoke Hill.

Stoke Viaduct to Bath ($4\frac{1}{4}$ — $62\frac{1}{2}$)—p. 95.

[Or from Woolverton by the old road to the *l.*, through Norton St. Philip or Philip's Norton, $54\frac{1}{2}$, Charterhouse Hinton, $56\frac{1}{2}$, Midford, $58\frac{1}{4}$, and South Stoke, $59\frac{1}{2}$, and over Odd Down, where keep to *r.*, joining the Radstock road, with long descent into *Bath*, $61\frac{1}{2}$.]

Pretty scenery. At Midford, on *r.*, Midford Castle.

SALISBURY TO CHRISTCHURCH.

Salisbury to Downton Wick ($5\frac{3}{4}$); go down Exeter street, then turn to *l.* after crossing *R.* Avon; there are three ascents and two descents, but none of them at all difficult, out of Salisbury to Bodenham, or Nunton-with-Bodenham, 3, and level through Charlton Street, $4\frac{1}{2}$: good flint road.

Before Bodenham, on *l.*, Longford Castle. At Charlton Street, on *l.*, Trafalgar Park and *Ho.*, presented by Parliament to Earl Nelson. Downton lies $\frac{1}{2}$ *m.* on *l.* of Downton Wick, across *R.* Avon. At Charlton Street, on *r.*, Clearbury, an ancient hill fort.

Downton Wick to Fordingbridge ($4\frac{1}{2}$ — $10\frac{1}{4}$), is a capital level road through South Chardford, $7\frac{1}{4}$, and Upper Burgate, 9: shortly after leaving Downton Wick the surface changes to gravel: in Fordingbridge the road bears to *l.* across *R.* Avon.

(*Fordingbridge*: Crown, B.T.C.; Greyhound.)

At South Chardford, on *r.*, Breamore *Ho.*, and beyond it Whichbury *Ho.*, near

which is Castle Ditches, a large circular entrenched hill, and the extensive earthwork called Grims Dyke or Ditch; on *l.*, across *R. Avon*, Hale Ho. At Upper Burgate, on *r.*, Friar's Court; across *R. Avon*, 1*m.* on *l.*, Castle Hill. Before Fordingbridge, on *l.*, Burgate Ho.; on *r.*, Packham Ho.

Fordingbridge to Ringwood, *Ch.* (6—16 $\frac{1}{4}$); out of Fordingbridge turn sharp to *r.*, and it is a capital level road through Ibbesley, 13 $\frac{1}{2}$, and Blasford Green, 15: in Ringwood turn to *l.* Returning, in Ringwood turn to *r.* before *R. Avon*.

Before Ibbesley 1*m.*, on *r.*, North End Ho.; 1*m.* beyond, on *l.*, Somerley Ho.; on *l.*, Moyles Court. On *l.*, Blasford Ho. Ringwood, p. 43.

Ringwood to Christchurch (9—25 $\frac{1}{4}$); through Lower Kingston, 13 $\frac{1}{2}$, Avon, 20 $\frac{3}{4}$, Sopley, 22, and Staples Cross, is a dead level; sometimes rather sandy, otherwise a good road.

This road follows the *R. Avon* valley the whole distance. Very pretty scenery as far as Ringwood.

Beyond Lower Kingston, on *l.*, Bistern Ho. On *r.*, Avon Hill and Avon Ho. on *l.*, Sopley Ho. and Winkton Ho. Christchurch, p. 43.

SALISBURY TO CHIPPENHAM.

Salisbury to Long Barrow Cross (7 $\frac{1}{2}$); follow the Wilton road for a short distance past the railway, then turn to *r.* opposite the gaol, and after about a mile the road ascends to Salisbury Plain; it is hilly and good hard road past "Druid's Head" or Woodford Hut, 6, except that some of the gradients being steep at the bottom and often rough, they should be ridden down carefully.

At Long Barrow Cross, 1 $\frac{1}{2}$ *m.* on *r.*, is Stonehenge.

Long Barrow Cross to Red Horn Tp. (9—16 $\frac{1}{2}$) goes straight across Salisbury Plain and is a similar kind of road; very hilly to the 13th *ms.*, where keep to *r.* at the fork and across Black Heath, some of the ascents and descents being rough and steep; there is not a house the whole way,

About 3*m.* beyond Long Barrow Cross, on *r.*, is an ancient earthwork. Fine view from Red Horn Hill.

Red Horn Tp. to Devizes (5 $\frac{1}{2}$ —22); the road now suddenly leaves Salisbury Plain by Red Horn Hill, which is a long and steep descent, with a couple of sharp twists in it almost at right angles, and is dangerous to ride down; from the bottom it is pretty good but rather hilly, chiefly downhill, through Lide, 19, and Nursteed, 21: entering Devizes turn to *l.* Returning, keep to *r.* $\frac{1}{4}$ *m.* beyond Lide.

Devizes, p. 86.

Devizes to Chippenham (10 $\frac{1}{2}$ —32 $\frac{1}{2}$); in Devizes turn to *r.* just before the railway, and when through the town cross the canal; then keep to *r.*, and it is an easy road, with no difficult hills, through Rowde, 24 (keep to *r.*), over Chitway Heath, 26 $\frac{3}{4}$, by Sandy Lane, 28, and Red Hill, 29 $\frac{3}{4}$, (beyond which join the London road through Calne), and Derry Hill, 30 $\frac{1}{4}$. Returning, keep to *r.* past Derry Hill.

[There is another and much easier and better route from Salisbury along the Warminster road to Stapleford, 7—(p. 274); then keep to *r.*, and through the villages of Berwick St. James, Winterbourne Stoke, Maddington,

Shrewton, Orcheston St. George, Orcheston St. Mary, Tilshead, West Lavington, Lavington Wick, and Potterne to Devizes; about $2\frac{1}{2}m.$ longer.

Or at the 13th *ms.* turn to *l.* to Market Lavington, not a good road; thence by Potterne.]

At Rowde, on *r.*, Rowdeford *Ho.* At Chitway Heath, on *r.*, Bromham Battle *Ho.*; on *l.*, Nonesuch *Ho.* At Sandy Lane, on *r.*, Wands *Ho.*; on *l.*, Spy Park; on *r.*, also, the site of the Roman station Verlucio, on the line of the Roman road to Bath. A little further, on *r.*, Bowood Park. Chippenham, p. 89.

CHIPPENHAM TO WAREHAM.

Chippenham to Melksham ($7\frac{1}{4}$); follow the Bath road for $1\frac{1}{2}m.$, then turn short on *l.*, and through Notton, $3\frac{1}{2}$, Laycock, $4\frac{1}{4}$, and Bennecar, $5\frac{3}{4}$, turning near the *R.* Avon all the way. Returning, out of Melksham keep to *r.*

At Notton, on *r.*, Notton *Ho.*; on *l.*, Lackham *Ho.* Laycock Abbey on *l.* Melksham, p. 96.

Melksham to Semington ($2-9\frac{1}{4}$); in Melksham cross *R.* Avon; pretty level road, oolite surface, very greasy.

Semington to Yarnbrook ($3\frac{3}{4}-13$); cross the Devizes and Trowbridge road, and over Ashton Common, $10\frac{1}{2}$, and through West Ashton, $12\frac{1}{4}$. [Or just beyond Semington turn to *r.*, and it is undulating through Hilperton, $11\frac{1}{4}$, with a long steepish hill through Trowbridge, $12\frac{1}{4}$; then after crossing the railway turn on *l.* through Studley, $12\frac{1}{2}$, and North Bradley, $13\frac{3}{4}$, to Yarnbrook, $14\frac{1}{2}$; level and good road, though sometimes rather rough.]

Before West Ashton, on *l.*, Rowd Ashton Park. Trowbridge, p. 85.

Yarnbrook to Westbury ($2\frac{1}{2}-15\frac{1}{4}$); turn to *l.*, and the road is level and good, though sometimes uneven.

Beyond Yarnbrook, on *l.*, Heywood *Ho.* Westbury, p. 85.

Westbury to Warminster ($4-19\frac{1}{4}$); a stiff hill to descend out of Westbury, then fair undulating road; turn to *l.* just before Warminster.

Warminster, p. 82.

Warminster to Longbridge Deverill ($3\frac{1}{2}-22\frac{3}{4}$); through Samborn, $19\frac{1}{4}$, and Crockettton, $21\frac{1}{4}$, is easy running.

Longbridge Deverill to Shaftesbury ($11\frac{1}{2}-34\frac{1}{4}$); steady pull uphill for $1\frac{1}{2}m.$ from Longbridge, and then over Knoyle Downs there are several stiff hills with loose surface, to near East Knoyle, $29\frac{1}{4}$, succeeded by $4m.$ of good running, and a rise for $2m.$ to Shaftesbury. At $28m.$ cross Hindon and Mere road.

At East Knoyle, on *r.*, Clouds *Ho.*; on *l.*, Knoyle Park. $2m.$ further, on *l.*, Sedgehill *Ho.* and Hay *Ho.* Shaftesbury, p. 48.

Shaftesbury to Blandford, *M.P.* ($11\frac{1}{4}-45\frac{1}{2}$); in Shaftesbury turn to *l.*, then leaving the town by the road to the *r.*—the new road—there is a long steep and winding descent, which should be ridden down very carefully and is best walked; then comes an equally long and tedious climb by Melbury Hill, from the top of which runs a capital undulating road with one or two short walks up through Fontmell Magna, $38\frac{1}{2}$, Sutton Waldron, 39, Iwerne Minster, 40, and Iwerne Courtney, $41\frac{1}{4}$, with a good

descent into and through Stourpaine, 43, where enter the valley of *R. Stour*, and thence slightly downhill into Blandford. Returning, keep to *r.* 2*m.* out of Blandford. [Or out of Shaftesbury take the old road to *l.*, beginning with a long uphill to Melbury Abbas, 36½, and then very hilly running over the Downs, described in "Paterson" as "a summer road," and joining the Salisbury road on *l.* a short distance before Blandford: same distance. On *l.* Cranborne Chase.]

Pretty country. At Iwerne Minster, on *r.*, Iwerne *Ho.* and Shroton *Ho.* At Iwerne Courtney, on *r.*, Ranston *Ho.* and Steepleton *Ho.*; behind, Hamilton or Hambledon Hill and Hod Hill, on which are ancient fortifications; from the former, splendid view. Blandford, p. 54.

Blandford to Spettisbury, *Ch.* (2¼—48¼); at the *M.P.* in Blandford take the road to the *r.*, cross *R. Stour*, then turn to *l.*, and through Blandford St. Mary, 46¼, and Charlton Marshall, 47½, running close to *R. Stour*, down the valley: good road, almost level.

At Spettisbury, on *r.*, Crawford Castle.

Spettisbury to Wareham (11¾—60); at the end of Spettisbury turn to *r.*, then to *l.*, and 1½*m.* farther join the Bere Regis road and follow it on *r.* through Almer, 52, beyond which turn to *l.*, and through Morden, 54½, and over Gore Heath.

[Or from *Blandford* follow the Dorchester road to Winterborne Whitechurch, 50¾ (p. 54), then turn to *l.*, and through *Bere Regis*, 54½, where turn to *l.*, and over Woodbury Hill, keeping to *r.*, and Decoy Heath to *Wareham*, 61½.]

Beyond Morden, on *r.*, Morden Park. Wareham, p. 44.

RINGWOOD TO SHAFTESBURY.

Ringwood to Horton Inn (8½); cross *R. Avon*, and at Ashley Cross, a little beyond the railway, keep to *r.*, and over Ashley Heath, Wool Bridge, Woolbridge Common, and past Horton Park.

Horton Inn to Shaftesbury (15—23½); at 10½ *m.* cross Devil's Ditch, 2¼*m.* further cross Salisbury and Blandford road within a mile of Caishmore Inn on *r.*, and through Farnham, 15½, and past Cranborne Chase.

CHIPPENHAM TO WAREHAM (by Frome).

Chippenham to Bradford-upon-Avon (12½); follow the Bath road for ½*m.* beyond Pickwick, 4, as at p. 89, then turn to *l.* Bradford, p. 86.

Bradford-upon-Avon to Frome (9—21½); good road through Road, 17, and Beckington, 18½: rather undulating, with sharp descent into Frome.

[Or from *Chippenham* to *Trowbridge*, 12½, (p. 276); then after crossing the railway turn on *l.* and shortly after to *r.*, through Upper Studley, 13½, and Southwick, 14½, to Road, 16¼; rather more hilly, but good surface.]

Beyond Bradford, on *r.*, Farleigh Castle. Frome, p. 82. Beyond Beckington, on *r.*, Orchardleigh *Ho.*; 1*m.* on *l.*, Berkeley *Ho.* and Standerwick *Ho.*

Frome to Maiden Bradley (6—27¾); there are several steep and

rather long ups and downs in the first 3*m.*, through West Woodlands, 24, then a tolerably level run of about 2*m.*, followed by a good long ascent, a short descent, and another ascent to the village: good surface. Charming scenery.

Beyond Frome, on *r.*, Marston Ho.; 2*m.* on *l.*, West Woodlands. At Maiden Bradley, on *l.*, Bradley Ho.

Maiden Bradley to Zeals Green (5—32½); descent through and out of the former, (at the first fork keep to *r.*), running under the end of Long Knoll Hill, where the surface is generally loose and dusty, but in a mile or so becomes better after crossing the Hindon and Redlinch road at the Red Lion, 30; shortly after enter the vale of Blackmere, and the church tower of Shaftesbury is visible on the hills on *l.*; then pass by Stour Head Ho., and Stourton village, 31, which lies off on *r.*

Zeals Green, p. 70.

Zeals Green to Gillingham (4—36½); following the Wincanton road (on *r.*) there is a descent from Zeals Green to High Cross, beyond which turn on *l.* and through Preston, 35; pretty level or slightly downhill.

(Gillingham; Phoenix, B.T.C.; South Western.)

Gillingham to East Stour (2½—39); at Gillingham turn to *l.*, and then to *r.* at the station.

East Stour to Sturminster Newton (7—43); at East Stour turn to *r.* by the *ch.*, and through Stour Provost, 40, Moor Side, 41½, where either to *l.*, or to *r.* through Marnhull and Hinton St. Mary.

At Sturminster are remains of a castle.

Sturminster Newton to Blandford (8½—54½); through Sturminster cross *R.* Stour and turn to *l.*; hilly road through Shillingstone, 49½, to Durweston, 51¾, then slightly downhill to Blandford: limestone road. Returning, in Blandford turn to *l.*, and 2*m.* out of it again to *l.* over a bridge.

Before Durweston, on *l.*, Hod Hill, an ancient entrenched hill. Blandford, p. 54.

Blandford to Wareham (14½—69)—p. 277.

[Or beyond Stourton turn to *l.* to Mere, 33¾, thence through Motcombe to Shaftesbury (about 7*m.*—40¾), whence to Wareham, 25¾—66½, pp. 276-7.]

BRISTOL TO WEYMOUTH.

Bristol to Pensford or St. Thomas in Pensford (6½); leave Bristol over Redcliffe bridge and by the Bath road, turning to *r.* just beyond the railway; chiefly uphill through Whitchurch or Felton, 4, and downhill to Pensford.

Pensford to Farrington Gurney (5½—12); through Clutton, 9¼, and Temple Cloud, 10¼, a hilly road.

Beyond Pensford, on *l.*, Houndstreet Park.

Farrington Gurney to Shepton Mallet (7½—19½); take the left hand fork just out of the former, and there is a steep ascent through Stone Easton, 13¼, then past Old Down Inn, 15, and down again to Gurney Slade, 16, from which is another long steep climb to the top of the Mendip Hills, and long steep descent into Shepton Mallet; these gradients are dangerous to ride down.

On *l.*, Stone Easton Park; 2 *m.* on *r.*, Chewton Priory. Shepton Mallet, p. 83.

Shepton Mallet to Castle Cary, Almsford Inn ($6\frac{1}{2}$ —26); rather hilly by Cannard's Grave Inn, $20\frac{1}{2}$ (keep to *l.*), to Priestleigh, $21\frac{1}{2}$, then, keeping to *r.*, level to within a mile of Castle Cary. Returning, keep to *r.* a little past Almsford Inn.

Castle Cary, &c., p. 75.

Castle Cary to Sherborne ($10\frac{1}{2}$ — $36\frac{1}{2}$); 1 *m.* beyond Almsford Inn, keep to *r.*, through Galhampton, 28, and a little beyond turn to *l.*, and through North Cadbury, $29\frac{3}{4}$, South Cadbury, $30\frac{3}{4}$, and Corton Denham, $32\frac{3}{4}$; very hilly road, and great care must be taken in riding down some of the descents. Returning, about $2\frac{1}{4}$ *m.* out of Sherborne keep to *l.* [Or there is a more favourable road through Galhampton to *Sparkford*, $30\frac{1}{2}$, (p. 75); thence to Marston Magna, 34, (p. 72), where turn to *l.* to *Sherborne*, $37\frac{1}{2}$. Or 1 *m.* beyond Castle Cary keep straight on through Woolston and Blackford, joining the first route a little past Corton Denham, to Sherborne, about 36: not near so hilly.]

At N. Cadbury, on *r.*, Cadbury Ho. At Woolston, on *l.*, Yarlington Lodge. Sherborne, p. 48. Cadbury Castle, &c. p. 70.

Sherborne to Holnest ($4\frac{3}{4}$ — $41\frac{1}{4}$); at Sherborne turn first to *r.*, through the town turn to *l.*, then steep ascent, followed by long easy descent to Leweston, $39\frac{1}{4}$, and Long Burton, $39\frac{1}{2}$, and undulating to Holnest.

On *r.*, Leweston Park and Holnest Lodge.

Holnest to Dorchester ($13\frac{1}{4}$ — $54\frac{1}{2}$); undulating to Middlemarsh, $43\frac{1}{2}$, then by Revels Inn, $44\frac{3}{4}$, very hilly for 3 *m.* till the top of the downs is reached, after which it is undulating but chiefly downhill, with a long descent approaching Dorchester, and a stiff pull into the town. Returning, 1 *m.* out of Dorchester keep to *r.* [Or beyond Holnest turn to *r.*, and it is a better road, hilly through Lyon's Gate, $43\frac{3}{4}$, to Minterne Magna, 45, then easy travelling, being mostly downhill to Cerne Abbas, $47\frac{1}{2}$, after which it is good and almost level through Nether Cerne, Godmanstone, and Charminster, $53\frac{1}{4}$, just beyond which join the other road to Dorchester, $54\frac{3}{4}$. Or $1\frac{3}{4}$ *m.* past Revels Inn, or *r.*, to Cerne Abbas, $47\frac{1}{2}$.]

At Middlemarsh, on *l.*, Buckland and the Grange; 2 or 3 *m.* distant Castle Hill and the Dungeon. On *l.*, Minterne Ho. At Cerne Abbas, remains of Abbey; near, on Trendle Hill, is a large entrenchment, and a figure cut in the chalk. Dorchester, p. 54.

Dorchester to Weymouth ($8\frac{1}{4}$ — $62\frac{3}{4}$); the road is nearly level to Monkton, 57, then begins the ascent of Ridgeway Hill, which is more than a mile long, and consists of three separate stages; at the top the road commences to fall directly, the descent being steep and *dangerous* for nearly a mile, with a sharp turn in the middle at the steepest part, and another at the bottom; then through Broadway, $59\frac{1}{2}$, and Radipole, $60\frac{1}{2}$, the road is very undulating; flint road, good surface all the way.

Before Monkton, on *r.*, Maiden Castle; on *l.*, Herrington Lodge. Beyond Broadway, on *r.*, Nottingham Ho. Weymouth, p. 44.

SHEPTON MALLET TO POOLE.

Shepton Mallet to Bruton (7); rather hilly, by Cannard's Grave

Inn, 1 (keep to *l.*), Priestleigh, 2 (keep to *l.*), over Evercreech Hill, through Evercreech, $3\frac{1}{4}$ (keep to *l.*), and Milton Clevedon, $4\frac{1}{2}$.
Bruton, p. 75.

Bruton to Wincanton ($4\frac{3}{4}$ — $11\frac{3}{4}$); out of Bruton is a long uphill to Redlinch, $8\frac{1}{2}$, and Stoney Stoke, $9\frac{1}{4}$, and steep descent into Wincanton.

[Or *Shepton Mallet to Castle Cary*, $6\frac{1}{2}$, p. 279; then 1*m.* farther, keep first to *l.*, then to *r.* to *Wincanton*, $13\frac{1}{2}$; not so hilly.]

On *r.*, Redlinch Park. Beyond Stoney Stoke, on *l.*, Roundhill Ho. Redlinch, p. 75. Castle Cary, p. 75. Wincanton, p. 70.

Wincanton to Henstridge Ash (7— $18\frac{3}{4}$); through Holton, $13\frac{3}{4}$ (keep to *l.* twice), Cheriton, $15\frac{1}{4}$, Horsington, 16, Temple Combe, $17\frac{1}{2}$, and Yeaston, 18.

Henstridge Ash, p. 48.

Henstridge Ash to Sturminster Newton ($5\frac{3}{4}$ — $24\frac{1}{2}$); through Henstridge, $19\frac{1}{4}$, and Stalbridge, $20\frac{1}{4}$, and over Bagber Bridge, $22\frac{1}{2}$.

(*Stalbridge*: Red Lion, *B.T.C.*)

On *r.*, Stalbridge Park. An Sturminster, remains of castle.

Sturminster Newton to Blandford ($8\frac{1}{2}$ —33)—p. 278.

Blandford to Spettisbury, Ch. ($2\frac{3}{4}$ — $35\frac{3}{4}$)—p. 277.

Spettisbury to Poole ($11\frac{1}{4}$ —47); by Sturminster Marshall, 36, (and $1\frac{1}{4}$ *m.* farther, at the *Topg.*, at the cross roads, keep to *l.*), and through Corfe Mullen, $38\frac{1}{2}$ (turn to *r.*), and $3\frac{1}{4}$ *m.* farther join the Wimborne road, and by Bushels Mill, $42\frac{1}{4}$; good undulating road.

[Or in *Blandford*, turn to *l.* before crossing *R. Stour*, through Tarrant Keystone, $36\frac{1}{2}$, Kingston Lacy, $40\frac{1}{2}$, and Hill Butts, 41, to *Wimborne Minster*, $42\frac{1}{4}$, is more hilly; thence turning to *r.*, to *Poole* ($6\frac{1}{2}$ — $48\frac{3}{4}$)—p. 53.]

At Corfe Mullen, on *r.*, Hembury Ho. 3*m.* past Tarrant Keystone, on the hill on *l.*, Badbury Rings, an immense ancient entrenchment of great strength. Before Kingston Lacy, on *r.*, Kingston Hall. Wimborne Minster, p. 44. Poole, p. 43.

BATH TO LYME REGIS.

Bath to Radstock ($7\frac{1}{2}$); there is a steep winding ascent out of Bath, about 2*m.* long (the first part very steep, and should not be ridden down in the other direction), to the toll gate on Odd Down, then $1\frac{1}{2}$ *m.* of a descent, some of which is too steep to ride down, except with a powerful brake; following this, out of Dunkerton, 4, is uphill for nearly $1\frac{1}{2}$ *m.*, steep and winding, most of which must be walked (and should be ridden down carefully in the opposite direction), then it is nearly level for about a mile, followed by another stiff descent of a mile into Radstock: good oolite road.

On Odd Down, 2*m.* on *l.*, Midford Castle. Before Dunkerton, on *l.*, Gumbhay. 1*m.* before Radstock, on *r.*, Camerton Ho. and Park; on *l.*, Woodbarrow Ho. Radstock, p. 86.

Radstock to Shepton Mallet (8— $15\frac{1}{2}$); turn to *r.* at the railway in Radstock; short but very steep ascent out of the town, then uphill for about 6*m.*, through Stratton-on-the-Fosse, $10\frac{1}{2}$, and Oakhill, $13\frac{1}{2}$ (except a descent into the latter), till the top of the Mendip Hills is reached, whence

is a long steep descent through Downside, $14\frac{1}{2}$, into Shepton Mallet. Returning, out of Downside keep to *r.*

On *l.*, Stratton *Ho.* and Downside. Shepton Mallet, p. 83.

Shepton Mallet to West Lydford ($8\frac{1}{4}$ — $23\frac{3}{4}$); rather hilly by Cannard's Grave Inn, $16\frac{1}{2}$ (keep to *r.*), through Street on the Fosse, $18\frac{1}{4}$, Wraxhill, $20\frac{3}{4}$, and Four Foot, $22\frac{1}{2}$.

At Street, on *r.*, Pylle *Ho.*; at Wraxhill, on *r.*, East Pennard Park:

West Lydford to Ilchester ($6\frac{1}{2}$ — $30\frac{1}{4}$).

Ilchester, p. 70.

Ilchester to Crewkerne ($10\frac{1}{2}$ — $40\frac{3}{4}$); straight undulating road for $5\frac{1}{2}m.$, then turn on *l.* and through West Chinnock (Bow Gate), 33.

Crewkerne, p. 49.

Crewkerne to Marshalsea ($5\frac{1}{2}$ — $16\frac{1}{4}$)—p. 71.

Marshalsea to Lyme Regis ($7\frac{3}{4}$ —54); rather uphill to Lambert's Castle Hill, 48, whence undulating over Hawchurch Common, $49\frac{1}{2}$ (keep to *l.*), and Uplyme Hill, with a long descent into Lyme Regis; pp. 58, 61, 71.

DORCHESTER TO GLASTONBURY.

Dorchester to Ailwell ($11\frac{1}{4}$); in Dorchester turn to *r.* from the London road, and there is a sharp hill to descend out of the town, after which it is level (at $1\frac{1}{2}m.$ keeping to *l.*), crossing some marshes to Charminster, 2 (keep to *l.* again), and the road is gently undulating through Stratton, $3\frac{1}{4}$ (and turning to *r.* $1\frac{1}{4}m.$ farther), to Grimstone Station, $4\frac{3}{4}$, whence it is rather more hilly to Ailwell.

Ailwell to Yeovil ($7\frac{3}{4}$ —19); through Melbury (Buck's Head), 13, and Barwick, $17\frac{1}{2}$. Returning, $\frac{1}{2}m.$ out of Yeovil keep to *l.*

On *l.*, Melbury *Ho.*; on *r.*, Woolcomb Hall. Yeovil, p. 48.

Yeovil to Ilchester (4— $23\frac{3}{4}$); through Yeovil, keep to *l.* at the fork roads.

Ilchester, p. 70.

Ilchester to Somerton ($4\frac{1}{4}$ —28); in Ilchester turn to *r.*, and out of the town keep to *l.*; about $1\frac{1}{2}m.$ farther is a steep hill to go over.

Somerton, p. 75.

Somerton to Glastonbury ($7\frac{1}{2}$ — $35\frac{1}{2}$); pretty level through Littleton, $29\frac{1}{4}$, to Compton Dundon, 31, then cross Polden Hills to Street, $33\frac{1}{2}$, beyond which is a rise into and through Glastonbury.

Glastonbury, p. 83.

BRISTOL TO BRIDPORT.

Bristol to Blue Bowl ($9\frac{3}{4}$); leave Bristol by Victoria street for the Keynsham road, crossing *R.* Avon by Redcliffe Bridge, then turn to *r.* along Redcliffe Crescent, and to *l.* through Bedminster, 1, and $1m.$ farther past the railway again to *l.*; undulating to beyond Buishport, $2\frac{1}{2}$, beyond which is a crooked ascent up to Dandry Hill, followed by corresponding descent (at $5\frac{1}{4}m.$ keep to *r.*), and through Chew Stoke, 7.

At $5\frac{1}{4}m.$ on *l.* to Chew Magna (1 — $6\frac{1}{4}$).

Blue Bowl to Wells ($7\frac{1}{2}$ — $17\frac{1}{4}$); by right hand road steep ascent on to the Mendip Hills, then pretty level for 3 or 4*m.* past Castle Comfort, $12\frac{3}{4}$, and steep descent into Wells. [Or by left hand road through West Harptree, $10\frac{1}{4}$, and East Harptree, 11, entering which, turn to *r.*, and up a long steep ascent to Castle Comfort, 13.]

Wells to Glastonbury ($5\frac{1}{2}$ — $22\frac{3}{4}$)—below.

Glastonbury to Somerton ($7\frac{1}{2}$ — $30\frac{1}{4}$)—p. 231, reversed.

Somerton to Crewkerne (14— $44\frac{1}{4}$); entering Somerton, turn to *r.*, and through the town turn to *l.*, through Long Sutton, Long Load, Martock, and Bower Heaton, $36\frac{3}{4}$, beyond which join the road from Ilchester, p. 281.

Crewkerne to Beaminster ($7\frac{1}{4}$ —52); turn 2nd on *l.*, and through Misterton, $45\frac{1}{2}$, and Mosterton, $47\frac{1}{2}$; good road with a few easy hills. Beaminster, p. 60.

Beaminster to Bridport ($6\frac{1}{4}$ — $58\frac{1}{4}$); through Bradpole, 57. Bridport, p. 54. Beyond, on *r.*, Parnham *Ho.*

BATH TO EXETER.

Bath to Radstock ($7\frac{1}{2}$)—p. 280.

Radstock to Wells ($10\frac{3}{4}$ — $18\frac{1}{4}$); turn to *r.* at the railway in Radstock; short but very steep ascent out of the town, then keeping to *r.* at $2\frac{1}{2}$ *m.*, through Chilcompton, $10\frac{1}{2}$, and by Old Down Inn, 12 (on the Bristol and Shepton Mallet road) to Emborough, $12\frac{1}{2}$, is a gradual uphill, all of which can be ridden up; next are 2 or 3*m.* of nearly level across the top of the Mendip Hills, and the last 3*m.* are downhill, a good part of which is too steep to ride down with safety: very rutty surface, oolite, dangerously slippery when wet; heavy coal traffic.

2*m.* beyond Radstock, on *l.*, Ammerdown *Ho.* and Hardington Park; a little farther, on *l.*, Stratton *Ho.* and Mount Pleasant. At Chilcompton, on *l.*, Nortor Hill. $2\frac{1}{2}$ *m.* beyond Emborough, on *r.*, Haydon Seat. Wells, p. 84.

Wells to Glastonbury ($5\frac{1}{2}$ — $23\frac{3}{4}$); through Coxley, $19\frac{3}{4}$, and Polsham, $20\frac{3}{4}$, across East Sedge Moor and Hartlake Bridge, $21\frac{3}{4}$, is a fair road in dry weather, but being oolite, it is dangerously greasy and rutty when wet; almost level.

Glastonbury, p. 83.

Glastonbury to Piper's Inn ($4\frac{3}{4}$ — $28\frac{1}{2}$)—p. 83.

Piper's Inn to Taunton ($17\frac{1}{2}$ —46)—p. 81.

Taunton to South Appledore ($13\frac{1}{2}$ — $59\frac{1}{2}$)—p. 73.

South Appledore to Exeter ($17\frac{3}{4}$ — $77\frac{1}{4}$)—p. 76.

BRISTOL TO EXETER.

Bristol to Churchill ($13\frac{1}{4}$); leave Bristol by Victoria street for the Keynsham road, crossing *R.* Avon by Redcliffe Bridge, then turn to *r.* along Redcliffe Crescent, and to *l.* through Bedminster, 1, and 1*m.* further keep to *r.* past the railway; uphill for about first 8*m.*, then a long steep

descent at Redhill, 9, which must be ridden down carefully, and the rest undulating over Perry Bridge, $10\frac{1}{2}$, and through Langford, 12.

[Or *Bristol to Congresbury*, 12—(p. 97); then on *l.* to *Churchill*, $15\frac{1}{4}$.]

2*m.* beyond Bedminster, on *l.*, Barrow Ho.; a little further, 2*m.* on *r.*, Barrow Court. At Bedminster, on *r.*, Ashton Court. Before Redhill, on *l.*, Butcombe Court; beyond Redhill, on *l.*, Aldwick Court; a little farther, Menlip Lodge. On *l.*, Langford Court.

Churchill to Cross ($3\frac{1}{2}$ — $16\frac{3}{4}$); steep ascent out of Churchill, then (keeping to *r.*) undulating through Sydcot, 15, with a steep descent to Cross.

At Cross, on *l.*, to *Abbridge* ($\frac{3}{4}$ — $17\frac{1}{2}$); p. 84.

Cross to High Bridge ($8\frac{1}{4}$ —25); just beyond Cross turn to *l.*, and through Lower Wear, $17\frac{3}{4}$, Rook's Bridge, $20\frac{1}{4}$, East Brent, $21\frac{1}{2}$, and across Burnham Level; there is not a single ascent worth mentioning.

(*High Bridge*: Railway, B.T.C.)

On *r.*, pass Brent Knoll hill.

High Bridge to Bridgewater (8—33); cross *R.* Brue, and through Huntspill, $26\frac{1}{4}$, to Pawlet, 28, is a similar kind of road, then undulating to Crandon Bridge (Sedgemoor Cut), $30\frac{1}{2}$, before crossing which join on *l.* the Glastonbury road, and the rest is level.

On *l.*, Huntspill Court. Bridgewater, p. 81.

Bridgewater to Taunton (11—44); turn to *l.* in Bridgewater when over the bridge, and it is level for 2*m.*, then ascent through North Petherton, $36\frac{1}{4}$, and hilly through Thurloxton, $38\frac{3}{4}$, over Walford Bridge, $39\frac{3}{4}$, and through Bath Pool End, $42\frac{1}{4}$, just beyond which cross *R.* Tone; some of the hills are rather steep, and must be negotiated carefully: bad macadam road. Returning, keep to *l.* 1*m.* out of Taunton, and again to *l.* after Walford Bridge.

At North Petherton, on *r.*, Petherton Park; on *l.*, Binfords and Halswell Ho. On *r.*, Walford Ho. Taunton, p. 73.

Taunton to Exeter ($31\frac{1}{4}$ — $75\frac{1}{4}$)—p. 282.

BATH TO WELLS (by Marksbury).

Bath to Marksbury ($6\frac{3}{4}$)—p. 96.

Marksbury to Farrington Gurney ($6\frac{1}{2}$ — $13\frac{1}{4}$); by left hand road, several very stiff hills up and down through Farmborough, $7\frac{1}{2}$, High Littleton, $10\frac{1}{2}$, and Hallatrow, $11\frac{1}{2}$. Returning, turn to *r.* $\frac{3}{4}$ *m.* out of Farrington Gurney.

Farrington Gurney to Wells ($7\frac{1}{2}$ — $20\frac{3}{4}$); steep ascent out of the former, keeping to the right hand fork, and it is chiefly uphill through Chewton Mendip, 16, on to the Mendip Hills, from which, after 2 or 3*m.* of level, there is a long steep descent into Wells.

BATH TO SEATON AND BEER.

Bath to Crewkerne ($40\frac{3}{4}$)—pp. 280-1.

Crewkerne to Axminster ($12\frac{1}{4}$ —53)—p. 71.

Axminster to Colyton ($4\frac{1}{2}$ — $57\frac{1}{2}$)—p. 59.

Colyton to Seaton ($2\frac{1}{2}$ —60); turn to *l.* and through Colyford, $58\frac{1}{2}$

[Or in *Amminster* turn to *l.* before the railway and through Musbury, 56, turning to *r.* $1\frac{1}{2}m.$ farther on road from Lyme Regis, to Colyford, 59.]
1m. past Seaton is the village of *Beer*.

Before Musbury, on *r.*, *Ash Ho.*; at Musbury, on *l.*, Musbury Castle.

DORCHESTER TO TAUNTON.

Dorchester to Catsley Down Gate (14)—p. 60.

Catsley Down Gate to Crewkerne (8—22); keeping to *r.*, a long winding hill descends through a wood, quite safe to ride down with care; from the bottom is a good run, with two or three short hills, through South Perrott and Misterton, $20\frac{3}{4}$ (just beyond keep to *r.*): entering Crewkerne turn sharp on *l.*

Crewkerne to Chard (8—30)—p. 49.

[Or to *Broadwindsor*, 22 (p. 61); thence through Winsham and Forton to *Chard*, about the same distance.

Or at Misterton on *l.* avoiding Crewkerne.]

At Winsham, 1m. on *l.*, ruins of Ford Abbey; a little farther, on *l.*, *Leigh Ho.*

Chard to Taunton (13—43); nearly through Chard turn to *r.*; a mile ascent out of the town through Crim Chard, and the road continues hilly through Wadford, Combe St. Nicholas, by Coombe Beacon, Moor Moor, Buckland Hill, over Buckland Down, through Curland, and Staple Fitzpaine, $38\frac{1}{2}$, but the ascents are nearly all rideable and the descents easy; good road on the whole, and the last 2m. are first rate.

[Or in *Chard* take first turn sharp on *r.*, chiefly downhill, through Sea, $33\frac{1}{4}$ (keep to *l.*), to Donyatt, 34, then uphill to Horton, 35, whence to *Taunton*, $46\frac{3}{4}$ (p. 74).

Or from *Crewkerne* through Hinton St. George, Dinnington, and Kingstone to *Ilminster*, 30, whence to *Taunton*, $42\frac{1}{2}$ (p. 74).

Or from *Crewkerne* follow the *Chard* road for $2\frac{1}{2}m.$, then turn on *r.* through Kingstone to *Ilminster*, 29.]

TAUNTON TO SIDMOUTH.

Taunton to Honiton (16) crosses the Black Down Hills; chiefly uphill through Trull, $1\frac{1}{2}$, Blagdon, 4 (about 3m. farther keep to *l.*), Churchingford, 8, to Beacon Hill, 10, then downhill through Upottery, 11, Rawridge, $11\frac{3}{4}$, Haynes Yard, 13, Monkton (*ch.*), 14, to Honiton.

Honiton, p. 49. 1m. out of Taunton, on *l.*, Batts; $\frac{1}{2}m.$ beyond Trull, on *l.*, *Amberd Ho.*, and farther on, Poundisford Lodge and Park. At Blagdon, on *r.*, *Lowton Ho.*; on *l.*, Barton Grange.

Honiton to Sidford ($7\frac{1}{2}$ — $23\frac{1}{2}$); through Honiton turn to *l.*, and there is a crooked ascent of a mile or two on to Gittesham Hill, followed by a long downhill through Sidbury, 22.

At Sidbury, on *r.*, Sidbury Castle, an ancient hill fort.

Sidford to Sidmouth ($1\frac{1}{2}$ —25) is nearly all downhill.

Sidmouth, p. 59.

TAUNTON TO EXMOUTH.

Taunton to Honiton (16)—p. 284.

Honiton to Ottery St. Mary (6—22); follow the Exeter road for 3*m.* out of Honiton, then turn to *l.* a little short of Fenny Bridges (p. 49), and through Affingham, 20; rather up and down hill.

Ottery St. Mary to Exmouth (12—34); cross *R.* Otter, then turn to *l.* through Fen Ottery, 24, Newton Poppleford, 25, and Colyton Rawleigh, 27, to East Budleigh, 29, where join the Sidmouth road, as p. 60.

(*Exmouth*: Imperial; London, *B.T.C.*; Royal Beacon; South Western.)
 $\frac{1}{2}$ *m.* beyond Colyton Rawleigh, on *l.*, Bicton Lodge.

EXMOUTH TO MINEHEAD.

Exmouth to Topsham ($6\frac{1}{4}$); through Lympstone, $2\frac{1}{4}$, Exton, 4, and Ebford, 5, just beyond which turn to *l.*, and over Topsham Bridge; up and down hill.

Before Lympstone, on *l.*, Court Land; on *r.*, Alaronde. Opposite Lympstone, across *R.* Exe, Powderham Castle; beyond Lympstone, on *l.*, Nutwell Court. At Ebford, on *l.*, Ebford *Hb.*, Mount Ebford, and Ebford Place.

Topsham to Exeter ($3\frac{3}{4}$ —10)—p. 59.

[Or from Ebford keep straight on to *St. George's Clyst*, $5\frac{3}{4}$, whence to *Exeter*, $10\frac{3}{4}$ —p. 59.]

Exeter, p. 49.

Exeter to Silverton ($7\frac{1}{4}$ — $17\frac{1}{2}$); in Exeter turn to *r.*, and at the suburb of St. Sidwell's, $10\frac{1}{4}$, keep to *l.*; there are one or two steep hills to climb to Stopgate, $12\frac{1}{2}$ (where turn to *l.*), then downhill over Stoke Bridges (*R.* Culm), to Stoke Canon, 14, and from Rew, 15, is again uphill.

1*m.* out of Exeter, on *l.*, Stoke Hill and Daryard *Hb.* Beyond Rew, 1*m.* on *r.*, Killerton Park.

Silverton to Tiverton ($6\frac{3}{4}$ —24); keep to *l.*; it is an undulating road slightly uphill, up the Exe valley to Bickleigh, $20\frac{1}{2}$, just beyond it crossing the river, and fairly level along the right bank to Tiverton, just before which recross *R.* Exe. [Or by right hand road through Butterleigh, 21, very hilly.]

Tiverton, p. 73.

Tiverton to Bampton ($6\frac{3}{4}$ — $30\frac{3}{4}$); in Tiverton turn to *l.*, and mostly uphill to Van Post, $23\frac{1}{2}$, then down to Bampton. [Or 1*m.* out of Tiverton turn to *l.* to Botham, $25\frac{1}{2}$, whence a road runs close to *R.* Exe all the way to Bampton.]

Before Van Post, 1*m.* on *r.*, Huntsham Castle. Bampton, p. 78.

Bampton to Minehead ($18\frac{1}{4}$ —49), crosses Exmoor, and a deal of walking will be necessary; at Bampton keep to *r.*, through Morebath, 33 (keep to *l.*), by Gilberts, $33\frac{3}{4}$, Bury, $35\frac{1}{4}$ (keep to *l.* and $\frac{1}{2}$ *m.* farther to *r.*), over Combshead Hill, Exton Hill, and Lype Hill, to Couple Cross, $43\frac{1}{4}$, then chiefly downhill to Timberscombe, 46, from which there is a steep crooked ascent of a mile on to Grabbist Hill, and downhill to Minehead.

Beyond Timberscombe on *r.* to *Dunster*, $2\frac{1}{2}$; almost level.

Minehead, p. 79.—*Dunster*, p. 79.

EXETER TO BIDEFORD.

Exeter to Crediton ($7\frac{1}{2}$)—p. 68.

Crediton to Chumleigh ($14-21\frac{1}{2}$); in Crediton take second turn to *l.*, and a stiff hill to mount out of the town, followed by long fall to Diddy Mill, 10, then a short rise and the rest is pretty level by New Buildings, $11\frac{1}{2}$, Oldburrow, 14, Morchard Bishops, 15, Red Hill, $15\frac{1}{2}$, Calfs Bridge, $16\frac{1}{4}$, Eastown, $16\frac{1}{2}$, Barnstaple Inn, $17\frac{1}{4}$, and through Chawleigh, $19\frac{1}{2}$, with a short sharp fall to the Little Dart *R.* just before Chumleigh and similar rise into the town.

(*Chumleigh* : King's Arms, *B.T.C.*)

Beyond Crediton, on *r.*, Creedy *Ho.*

Chumleigh to Week Cross ($6\frac{1}{4}-27\frac{3}{4}$); out of Chumleigh keep to *l.*, and the road is on the decline for $1\frac{1}{2}$ *m.* ending with a sharp drop to the bridge over *R.* Taw, after which there is a long stiff hill up to Burrington, $24\frac{1}{4}$, and the rest level.

Week Cross to Bideford ($10\frac{3}{4}-38\frac{1}{2}$); turn to *l.* and by Dipford, 28, New Inn, 31, Sherwood, $31\frac{1}{2}$, Cranford Moor, $32\frac{1}{4}$, Hunshaw Cross, $33\frac{1}{4}$, and Hunshaw Moor, $34\frac{1}{4}$; a few hills, but nothing difficult, except long crooked descent into Bideford.

EXETER TO BARNSTAPLE.

Exeter to Week Cross ($27\frac{3}{4}$)—above.

Week Cross to Atherington ($3-30\frac{3}{4}$); by right hand road, level through High Bickington, 29, and Dobbs House, $29\frac{3}{4}$ (where keep to *r.*)

Atherington to Barnstaple ($6\frac{3}{4}-37\frac{1}{2}$); descent beyond Atherington into the *R.* Taw valley, then pretty level over New Bridge, $34\frac{1}{4}$, and through Bishops Tawton, $35\frac{3}{4}$.

[Or out of *Chumleigh* keep to *r.* and up on to Beacon Moor, where at 23 *m.* turn to *l.* and through Chittleham Holt and Chittlehampton to Bishops Tawton: a trifle longer but much more hilly road.]

At Bishops Tawton, on *l.*, across *R.* Taw, Tawstock Court. Barnstaple p. 74.

EXETER TO SOUTH MOLTON.

Exeter to Crediton ($7\frac{1}{2}$)—p. 68.

Crediton to East Worlington ($11-18\frac{1}{2}$); in Crediton take second turn to *l.*, mounting a stiff hill, and about 1 *m.* out of the town turn to *r.*, and the road is alternately down and up through Sandford, 10, Kennersleigh, 13, by Black Boy Inn, 15, and through Thelbridge, 17.

Beyond Crediton, on *r.*, Creedy *Ho.* $1\frac{1}{2}$ *m.* past Sandford, on *r.*, Dowrish; at Black Boy Inn, on *l.*, Berry Castle.

East Worlington to South Molton ($9-27\frac{1}{2}$); uphill for 3 *m.* to Meshaw Moor, then downhill to Bulls Marsh, 25, then a rise and level to South Molton.

[Or to *Chumleigh*, $21\frac{1}{2}$ —above; thence keeping to *r.* upon to Beacon Moor and through George Nympton, $27\frac{1}{2}$, to *South Molton*, $29\frac{1}{2}$; hilly road. Returning, a little out of South Molton keep to *r.*]

OKEHAMPTON TO BARNSTAPLE.

Okehampton to Hatherleigh ($6\frac{3}{4}$); over Harperton Down, by Five Oaks, $1\frac{3}{4}$, and over Langabear Moor, 4, and by Bassets Gate, 6, hilly road. Returning, keep to *r.* at Bassets Gate.

Hatherleigh to Torrington ($11-17\frac{3}{4}$); over Hele Bridge, $8\frac{1}{4}$ (*R.* Torrridge), to and from which there are steep descent and ascent, and through Ash, 10, Petrockstow, $10\frac{3}{4}$, Winswell, $13\frac{3}{4}$, and Little Torrington, 16, whence a long descent to the bridge over *R.* Torrridge, at the entrance of Torrington.

(*Torrington* : Globe, *B.T.C.*)

Torrington to Barnstaple ($10\frac{1}{4}-23$); in Torrington turn to *l.* by the *ch.*, then out of the town turn to *r.* over Torrington Common, and through Hunshaw Moor, $20\frac{3}{4}$, Alverdiscott, $22\frac{1}{4}$, Newton Tracey, $23\frac{1}{2}$, and Roundswell, $26\frac{1}{2}$; all up and downhill. Returning, *1m.* out of Barnstaple keep to *l.* [Or at Torrington Common keep to *l.* to *Bideford*, $24\frac{1}{4}$, whence to *Barnstaple*, $8\frac{1}{2}-32\frac{3}{4}$,—*p.* 74.]

Barnstaple, *p.* 74. — *Bideford*, *p.* 74.

DARTMOUTH TO PLYMOUTH.

Dartmouth to Morleigh, New Inn ($8\frac{1}{4}$); ascent out of Dartmouth, in places steep, nearly to Norton House, 2, then very undulating through Ditsham Cross, $3\frac{3}{4}$ (keep to *l.*), and Halwell.

Norton Ho. on *r.*; a little farther on *l.*, Woodbury Camp, an ancient entrenchment. Beyond Ditsham Cross, on *l.*, Weststray *Ho.*, and nearly *1m.* farther, Oldstone *Ho.* Before Halwell, the road goes through an ancient camp. Just before Morleigh, on *l.*, Stanborough *Ho.*

Morleigh to Plymouth ($19\frac{3}{4}-23$); through Modbury, $15\frac{1}{2}$, and Brixton, $22\frac{1}{2}$ —(*p.* 64.)

NEWTON ABBOT TO TAVISTOCK.

Newton Abbot to Ashburton ($7\frac{1}{2}$); leave the former by the London road, and just out of the town turn to *l.*; at *3m.* turn sharp to *l.*, and a little farther to *r.* to Lemonford, $4\frac{1}{2}$, where join the road from Chudleigh on *r.*

Ashburton, *p.* 55.

Ashburton to Two Bridges ($11-18\frac{1}{2}$); in Ashburton turn to *r.*, and $\frac{3}{4}$ *m.* farther to *l.*; over Holne Bridge, Hanneford Bridge, by Ash, Uppercot, Ouldsbroom, Dartmeet Bridge, and Dennebridge Pound, across part of Dartmoor, and full of steep hills.

Two Bridges to Tavistock ($8-26\frac{1}{2}$)—*p.* 65.

PLYMOUTH TO LAUNCESTON.

Plymouth to Tavistock (14); very hilly by Knacker's Knoll (or Hole) *Tg.*, 3, Bowling Green *Ho.*, $3\frac{1}{2}$, over Buckland Down to Jump, $5\frac{1}{2}$, and

then over Rodborough Down (at $8\frac{1}{4}m.$ keeping to *l.* at the fork roads), with a long downhill to Horra Bridge or Harrowbridge, $10\frac{1}{4}$ (cross *R.* Wallcomb), whence keeping to *l.*, a couple of ascents with intervening descent through Whitchurch, $12\frac{1}{2}$, to Tavistock.

$2m.$ out of Plymouth, on *r.*, Widey; on *l.*, Manudon. Beyond Bowling Green *Ho.*, on *r.*, Derryford; a little on *l.*, Witley Place. At the end of Buckland Down, on *r.*, Fancy. $1m.$ past Jump, on *r.*, Combe Park; a little farther, on *l.*, Bickham, and $1m.$ W. of it, Mariston; $1\frac{1}{2}$ N.W. of Bickham is Buckland Abbey. $1m.$ before Horra Bridge, on *l.*, Pound; $1m.$ beyond Horra Bridge, on *r.*, Sortridge. Tavistock, p. 65.

Tavistock to Launceston ($11\frac{3}{4}$ — $25\frac{3}{4}$); in Tavistock turn to *l.*, then second on *r.*; very hilly road over Lamerton Down, through Redford, $17\frac{1}{2}$, Milton Abbots, $19\frac{1}{2}$, and over Greston Bridge (*R.* Tamar), 22. Returning, $2\frac{1}{4}m.$ out of Launceston turn to *l.*

At Milton Abbots, on *r.*, Edgecumb *Ho.*; a little farther, $1m.$ on *r.*, Kelly. At Greston Bridge, on *l.*, Carthamartha *Ho.* Launceston, p. 50.

PLYMOUTH TO LAUNCESTON (by Callington.)

Plymouth to Saltash ($4\frac{1}{2}$)—p. 56.

Saltash to Callington ($8\frac{3}{4}$ — $13\frac{1}{4}$); $1m.$ beyond Saltash keep to *r.*, and the road is pretty level through Carkeel, $6\frac{1}{4}$, and Penter's Cross, 9 (keep to *l.*), to St. Mellion, 10, whence is a steep ascent to climb over Viverdon Down, and long downhill to Callington.

$1m.$ beyond Saltash, $1m.$ on *l.*, Trematon Castle. Before Carkeel, on *r.*, Hale *Ho.*; at Carkeel, on *r.*, Moditonham. At Penter's Cross, on *r.*, Pentilly Castle. At St. Mellion, on *r.*, Crocadou *Ho.* Callington, p. 65.

Callington to Launceston ($10\frac{1}{2}$ — $23\frac{3}{4}$); in Callington turn to *r.* by the *ch.*, and over Hingston Down to Stoke Climsland, $16\frac{1}{4}$, and by Beal Mills, 18 (cross *R.* Inny), Trekenna, $19\frac{1}{4}$, Landue Mill, $20\frac{1}{4}$, and joining the Tavistock road $1\frac{1}{4}m.$ farther on *r.*

Before Stoke Climsland, on *l.*, Whiteford *Ho.* At Trekenna, on *l.*, are some ruins. On *r.*, Landue *Ho.*

BODMIN TO WADEBRIDGE.

Bodmin to Wadebridge ($7\frac{1}{4}$); leaving Bodmin keep to *r.*, and over Dunmeer Bridge, $1\frac{3}{4}$, through Washaway, $3\frac{1}{4}$, and Egloshayle, $5\frac{3}{4}$.

At Dunmeer Bridge, $2m.$ on *r.*, Penhargate Castle ruins. Beyond Washaway, on *r.*, Pencarrow. Wadebridge, p. 68.

REDRUTH TO PENRYN.

Redruth to Penryn (8); in Redruth turn to *l.* and again to *l.* $\frac{1}{2}m.$ farther; through Penance, Gwennap, Ponsworth, and Roscrow.

REDRUTH TO HELSTON.

Redruth to Helston (10); in Redruth turn to *l.* and $\frac{1}{2}m.$ further to *r.*; uphill to Forest Gate, 3, and similar descent from Tregorlands, 4; short ascent at Wendron, $7\frac{1}{2}$, then level, with descent before Helston.

LAUNCESTON TO HOLSWORTHY.

Launceston to Holsworthy ($13\frac{1}{4}$); in Launceston go down the hill to the suburb of St. Thomas, and having crossed the river turn to *r.*; steep hill up to Dutston, $1\frac{1}{4}$, then down again to New Bridge, $1\frac{3}{4}$ (cross *R. Tamar*), thence through Hawkadon, $3\frac{3}{4}$, Godleigh Corner, $4\frac{1}{4}$, over Beacon Moor or Chapman's Well Down, by Chapman's Well, $6\frac{1}{4}$, over Enford Moor and Belland Moor (at $8\frac{1}{2}m.$ keep to *l.*), through Clawton, $10\frac{1}{4}$ (cross branch of *R. Tamar*), and over Boarden Bridge, $11\frac{1}{4}$: hilly road, some of the gradients being steep: not a good surface.

At New Bridge, $1m.$ on *l.*, Werrington *Ho.* Holsworthy, p. 69.

LAUNCESTON TO HARTLAND.

Launceston to Blake's Cross ($14\frac{1}{4}$); in Launceston go down the hill to the suburb of St. Thomas, then up *l.* through St. Stephen's, $\frac{2}{4}m.$, on to St. Stephen's Down, from which is a sharp descent to Yeolm Bridge, $1\frac{3}{4}$ (cross *R. Tamar*), and similar ascent to Lady Cross, $2\frac{1}{4}$, where turn sharp on *l.*; thence by Lower Langdon Bennacot, $5\frac{1}{4}$, Little Cory, $6\frac{1}{4}$, Wescott Barrow, $7\frac{1}{4}$, over Dowlsdown, by Bennets, 10, Bevil's or Bound's Hill, $11\frac{1}{4}$, Newcot, 12, and Borough, $12\frac{1}{4}$.

At St. Stephen's, on *r.*, Werrington *Ho.* Before Bennets, on *l.*, Whitstone *Ho.* At Dowlsdown, on *r.*, Wilsworthy.

Blake's Cross to Kilkhampton ($3\frac{3}{4}$ —18) through Grimscot, $14\frac{3}{4}$; turn to *l.* $\frac{1}{2}m.$ before Kilkhampton.

At Grimscot, $1m.$ on *l.*, Leigh Hill.

Kilkhampton to Hartland (9—27); by Crimpgate, $20\frac{3}{4}$ (keep to *r.*), over Sharston Moor, 22, Dipford Moor, by Dipford, $22\frac{3}{4}$, Little Bursdon, $23\frac{1}{4}$, cross Bursdon Moor to Tosberry, $24\frac{3}{4}$ (at the bottom of the hill $\frac{1}{2}m.$ farther keep to *r.*), and through Philham, $25\frac{3}{4}$.

(*Hartland*: King's Arms, *B.T.C.*)

READING TO AMERSHAM.

Reading to Henley-on-Thames (8); out of Reading, down hill to *R. Thames*, which cross to Caversham, 1, then turn to *r.* and through Play Hatch, $3\frac{1}{4}$, and Shiplake, $5\frac{1}{4}$, the road runs through a pretty country along the banks of the *R. Thames*; stiffish hill out of Caversham, then nearly all downhill: excellent surface.

At Caversham, $1m.$ on *l.*, Caversham Park. At Play Hatch, on *r.* across *Thames*, Holme Park. On *r.*, Shiplake *Ho.* and Bell Hatch; on *l.*, Holme Wood, Crowsley Park, Blounts Court, and Harpsden Court. Before Henley, on *r.*, Boulney Court. Henley, p. 100.

Henley-on-Thames to Great Marlow ($7\frac{1}{2}$ — $15\frac{1}{2}$); through Henley keep to *r.*, and through Fawley Court, $9\frac{1}{4}$, Mill End, $11\frac{1}{4}$, and Medmenham, $12\frac{1}{4}$, beyond which is a long steepish hill to climb, and then rather steep downhill which requires careful riding: splendid smooth surface. Pretty views. [Or at Henley turn to *r.*, and follow the Maidenhead road for about $4\frac{1}{2}m.$, then turn to *l.* through Bisham to *Great Marlow*, into which is a very steep descent: about the same distance.]

(*Great Marlow*: Crown; George and Dragon, *B.T.C.*; Railway.)

On *r.*, Fawley Court. At **MNI End**, on *l.*, *Hambledon Ho.* Before *Medmenham*, on *r.* across *Thames*, *Culham Court*; on *r.*, *Medmenham Abbey*. 2*m.* farther, *Harleyford Grove* and *Lady Place*. On *l.*, *Bisham Abbey*.

Great Marlow to High Wycombe (5—20½); through *Great Marlow* keep to *l.*, and there is a long winding ascent to *Handy Cross*, 18½, shortly followed by a steep dangerous hill, or rather series of three hills, down into the town, with a turn at right angles: good surface.

1*m.* out of *Great Marlow*, on *r.*, *Westhorpe Ho.* *High Wycombe*, p. 107.

High Wycombe to Amersham (7—27½); in *Wycombe* turn first to *r.*, then to *l.*, and a narrow street, roughly paved, leads to *Wycombe Hill*, a long, very steep, and rough climb, quite *unrideable up or down*; from the top is a good run of 2*m.* through *Hazlemoor*, 22½, to *Deadman's Dean Bottom* or *Hole*, into which is a steep pitch, followed by a steeper rise (either of which is barely safe to ride *down* with a powerful brake) up the opposite side, then there is a good run of about 2*m.* over *Wycombe Heath*, with a steep descent down *Winchmoor Hill* to the *Top*, 26, and the rest an easy downhill: fair gravel surface, but in places apt to be stony, and the last 2*m.* loose.

[Or out of *Great Marlow* keep to *r.*, and through *Little Marlow*, 17¼, is good going, then 1*m.* farther (keeping to *l.*) *Woburn Hill* to walk up, very steep, narrow, and winding, impossible to ride up and dangerous to ride down. Or instead of going over *Woburn Hill* go straight on through *Cours End*, 19, *Woburn*, 20, and *Woburn Green*, 20½, out of which (keeping to *r.*) is a short steep ascent to *Hotspur Heath*, 21½, then turn to *r.*, and a stiffish hill to mount into *Beaconsfield*, 23. Here turn to *l.*, second turning, and it is an undulating but splendid smooth road, by *Leadboroughs*, 24¼, and *Larkins Green*, 25¾, with a steep descent into *Amersham*, 27¾.]

2*m.* beyond *High Wycombe*, 1*m.* on *l.*, *Hughenden*, which is best reached by a road running up a narrow valley from the town. *Amersham*, p. 133.—*Beaconsfield*, p. 106.

ST. ALBANS TO STAINES.

St. Albans to Watford (7½); in *St. Albans*, *Holywell Hill* to ride down, very stiff, to *R. Colne*, followed by a stiff ascent, then a good road with easy hills, through *St. Stephens*, 1, *Chiswell Green*, 1¾, and by *Garstons Ho.*, 5¼.

Beyond *St. Albans*, on *l.*, *Sopwell*, ruins of *Benedictine nunnery*, erected 1140; beyond it, *New Barns*. Past *St. Stephens*, on *l.*, *St. Julians*. Past *Garstons Ho.*, on *l.*, *Aldenham Abbey*, *Edge Grove*, *Munden*, *Wall Hall*, &c. Before *Garstons Ho.*, on *r.*, *High Elms*, and 2*m.* off, *Langley Ho.* and *Cecil Ho.*, &c. Entering *Watford*, on *r.*, *Nascott Ho.* *Watford*, p. 129.

Watford to Rickmansworth (3¼—10¾) is a very good road; skirting *Cashiobury Park* to *Cashio Bridge*, 8½, then long rise, followed by very steep descent to *Scots Bridge*, at the entrance of *Rickmansworth*. [Or, past the *Workhouse* along some country lanes and by the side of *Moor Park* on *l.*, is a good level road, nearly a mile longer.]

On *r.*, *Cashiobury Park*, *The Lodge*, &c. On *r.*, *Scots Bridge Ho.*; on *l.*, *Croxley Hall*. By lower road, on *r.*, *Moor Ho.*; on *l.*, *Moor Park*. *Rickmansworth*, p. 134.

Rickmansworth to Uxbridge (8—18¾); capital road, level through *Mill End*, 11¾, *Maple Cross*, 12¾ (keep to *l.* of two fork roads), to *West*

Hyde, $13\frac{3}{4}$, after which are one or two small hills: runs close to *R. Colne*. Returning, 2*m.* out of Uxbridge, turn to *r.*

Beyond West Hyde, on *l.*, Harefield Park; 2*m.* before Uxbridge, on *l.*, Denham Place and Denham Court. Uxbridge, p. 106.

Uxbridge to Longford ($6-24\frac{3}{4}$); in Uxbridge turn to *r.* past the station, and through Cowley Street, $20\frac{1}{4}$, Peachey, 21, Yewsley, $21\frac{3}{4}$, and West Drayton, $22\frac{1}{4}$, is across country, and except in winter and early spring, is in fair order: there are no hills.

Longford to Staines ($3-27\frac{3}{4}$) is a good road. Returning, out of Staines turn to *l.*

About half-way on *l.*, Stanwell Place. Staines, p. 46.

BASINGSTOKE TO THAME.

Basingstoke to Aldermaston ($9\frac{1}{4}$); in Basingstoke turn to *r.*, passing the ruins of the Holy Ghost Chapel, and a little farther, when clear of the town, keep to *r.*, and through Sherborne St. John, 3, Pamber End, $4\frac{3}{4}$, Tadley, $6\frac{1}{4}$, and over Silchester Common: good road. Returning, 1*m.* S. of Aldermaston keep to *l.*

Beyond Sherborne, 1*m.* on *r.*, The Vine, and a little farther, Cuffell *Ho.* and Bearepaire *Ho.* At Silchester Common, 3*m.* on *r.*, Silchester, the remains of a Roman town; see p. 95. Before Aldermaston, on *r.*, Aldermaston Park; on *l.*, Wasing *Ho.*

Aldermaston to Jack's Booth ($4-13\frac{1}{4}$); join the Bath road $1\frac{1}{2}$ *m.* beyond Aldermaston; all but level and good smooth surface.

Before Jack's Booth, on *l.* 1*m.*, Beenham *Ho.*; on *r.* $1\frac{1}{2}$ *m.*, Ufton Court, and Sulhampstead *Ho.*

Jack's Booth to Pangbourne ($4\frac{1}{2}-17\frac{3}{4}$); about 1*m.* past Jack's Booth turn to *l.*, and through Englefield, $14\frac{3}{4}$, and Tidmarsh, $16\frac{1}{2}$; good road. On *l.*, Englefield *Ho.* Pangbourne, p. 99.

Pangbourne to Streatley ($4-21\frac{3}{4}$)—p. 100.

Streatley to Wallingford ($5-26\frac{3}{4}$); just beyond Streatley keep to *r.*, and through Moulsoford, 23, is an undulating road with several sharp but short hills; flint road with splendid smooth hard surface. Runs close to *R. Thames*.

(*Moulsoford*: Beetle and Wedge.)

Wallingford, p. 101.

Wallingford to Shillingford ($3-29\frac{3}{4}$); 2*m.* farther cross *R. Thames*, by Shillingford Bridge, and there is a long rise into Shillingford; good road.

(*Shillingford*: Swan.)

Shillingford to Thame ($12-41\frac{3}{4}$); turn to *r.* from the Dorchester road and through Warborough (*ch.*), $30\frac{1}{2}$, Newington (*ch.*), $32\frac{3}{4}$, Stadhampton (*ch.*), $34\frac{1}{4}$, Little Milton, $35\frac{1}{2}$, and by the Three Pigeons, 38, where cross the High Wycombe and Oxford road.

On *l.*, Newington *Ho.* On *l.*, Milton *Ho.*, and on *r.* 2*m.*, Haseley Court. Past Three Pigeons, on *l.*, Rycote Park. S. of Thame 1*m.*, Thame Park.

NEWBURY TO ANDOVER.

Newbury to Highclere Street ($5\frac{1}{2}$); out of the town keep to *r.*, and over Wash Bridge, $2\frac{1}{2}$.

At Highclere Street, on *l.*, Ivy Ho. and Highclere Ho.; on *r.*, Harewood Lodge and Cell Ho.

Highclere Street to Andover ($10\frac{1}{2}$ —16); stiff ascent up to Three Legged Cross, $6\frac{1}{2}$, shortly followed by long descent, then through Hurstbourne Tarrant, $10\frac{3}{4}$, Kings Enham, $13\frac{3}{4}$, and Knights Enham, $14\frac{1}{2}$.
Andover, p. 58.

OXFORD TO WINCHESTER.

Oxford to Abingdon ($6\frac{1}{2}$); cross *R.* Thames, and through South Hinksey, 2, and Bagley Wood, 3, is a good road.

Before Abingdon, on *l.*, Radley Ho. Abingdon, p. 105.

Abingdon to East Ilsley (11— $17\frac{1}{2}$); in Abingdon turn to *r.*, and when through the town to *l.*, and through Drayton, $8\frac{3}{4}$, and Steventon (Green), $10\frac{1}{2}$, whence it is chiefly uphill—at 2*m.* farther crossing the Wallingford and Wantage road—through Chilton, $14\frac{1}{2}$, and Kates Gore, $15\frac{3}{4}$.

At Steventon, on *l.*, Milton Ho.; 1*m.* farther, on *r.*, Milton Hill; at cross roads, on *r.*, Hendred Ho.

East Ilsley to Newbury, *ch.* ($9\frac{1}{2}$ —27); through Beedon, 20, Chieveley, $22\frac{1}{4}$, Donnington, 26, and Speenhamland, $26\frac{3}{4}$.

At Beedon, on *l.*, Langley Hall. At Chieveley, on *l.*, Prior's Court. Newbury, p. 88.

Newbury to Whitchurch ($12\frac{1}{2}$ — $39\frac{1}{2}$); just out of Newbury, after the railway, keep to *l.*, and through Newtown, 29, Whitway, 32, past Burghclere on *l.*, by Seven Barrows, and through Litchfield, $35\frac{3}{4}$, whence it is nearly all downhill to Whitchurch; rather hilly. Returning, a mile out of Whitchurch keep to *l.*

Before Newtown, on *l.*, Sandleford Priory; on *r.*, Sandleford Cottage, Newtown Ho., and Hawwood Lodge. At Whitway, 1*m.* on *l.*, Sidminton Ho.; on *r.*, Beacon Hill; before it, on *r.*, Highclere Ho. Whitchurch, p. 58.

Whitchurch to Sutton Scotney ($5\frac{1}{4}$ — $44\frac{3}{4}$); uphill through Tafton, $40\frac{1}{4}$, and descent down Tidbury Hill, $42\frac{1}{4}$, to Upper Bullington, $43\frac{1}{2}$, then slightly uphill.

Sutton Scotney to Winchester ($6\frac{1}{2}$ — $51\frac{1}{4}$), over Worthy Down. Returning, $2\frac{1}{2}$ *m.* out of Winchester keep to *r.*

Winchester, p. 39.

OXFORD TO SALISBURY.

Oxford to Abingdon ($6\frac{1}{2}$)—above.

Abingdon to Wantage (10— $16\frac{1}{2}$); in Abingdon turn to *r.* and through Marcham, $9\frac{1}{4}$ (about $\frac{3}{4}$ *m.* farther turn to *l.*), East Hanney, $12\frac{3}{4}$, and across East Hanney Field. [Or to the cross roads 2*m.* beyond Steventon, $10\frac{1}{2}$, above; then turn to *r.* and through Ardington, $14\frac{1}{4}$,—p. 101; same distance.]

On *r.*, Marcham Park. Wantage, p. 101.

Wantage to Hungerford (14— $30\frac{1}{2}$); beyond Wantage is a steep hill to mount, dangerous to ride down when coming the reverse direction, then mostly downhill through Great or West Shefford, $24\frac{1}{2}$, and Newtown, $28\frac{1}{4}$.

[Or from the cross roads beyond Steventon, through West Hendred, 13 $\frac{1}{2}$, East Lockinge, 14 $\frac{1}{2}$, whence is a long steep hill to climb, and then chiefly downhill through Farnborough, 17 $\frac{1}{2}$, to West Shefford, 23 $\frac{1}{2}$.]

5*m.* past Wantage, on *l.*, Woolley Park. On the top of the hill, beyond Wantage, on *r.*, Letcombe Castle, an ancient entrenchment; a little farther, Letcombe Bowers. 2*m.* past Shefford, on *r.*, Ploughley and Inholmes. Past Newtown, on *r.*, Eddington *Ho.* and Chilton Lodge. Hungerford, p. 88.

Hungerford to Marton (6 $\frac{1}{4}$ —36 $\frac{3}{4}$); follow the valley of the *R.* Bourn, through Shalbourn, 33 $\frac{3}{4}$: good road.

Marton to North Tidworth (7 $\frac{3}{4}$ —44 $\frac{1}{2}$); from Waxcombe, 38, the road is rather hilly, going over Waxcombe Down, Collingbourn Down, and Collingbourn Heath, to Collingbourn Ducis (Shears Inn), 41 $\frac{1}{2}$, and about $\frac{1}{2}$ *m.* after crossing the Ludgershall road (43*m.*) turn to *l.* for North Tidworth: pretty fair road, but rather rough in places. [Or at Marton, turn to *r.* through East Grafton, 38 $\frac{1}{4}$, West Grafton, 39, where turn to *l.*, and through Collingbourn Kingston, 42 $\frac{3}{4}$, Collingbourn Sutton, 43 $\frac{1}{4}$, and Collingbourn Ducis, 43 $\frac{1}{2}$, joining the other road 1*m.* before North Tidworth, 47 $\frac{1}{4}$; capital easy road, for the latter half running down the valley of the Winterbourn.]

(*North Tidworth*: Ram; Sun.)

1*m.* before N. Tidworth, on *r.*, Sidbury Hill Castle, an ancient entrenchment. Tidworth Park on *l.*

North Tidworth to Salisbury (15—59 $\frac{1}{2}$); keep down the Winterbourn valley through South Tidworth, 45 $\frac{1}{4}$, Shipton, 46 $\frac{3}{4}$, by Park House, 48, Cholderton, Wilbury Park, Newton Stoney, Allington, East Boscombe, Idmiston, Porton, Winterbourn Gunner, Winterbourn Dantsey, Winterbourn Earls, and Hurcot, to St. Thomas's Bridge, 57 $\frac{1}{2}$, where join the London road, as at p. 47; capital road and undulating, with a few stiff hills. [The above is not the main road, which keeps straight on 1*m.* before North Tidworth, and runs direct across the downs to *Salisbury*, 58 $\frac{3}{4}$, but is a very willy and bad road for half the distance, being little better than a sheep track; the latter half is also hilly, ending with a long winding descent past Old Sarum, 57 $\frac{1}{2}$, and the hills require careful riding down as they are often loose and stony. Returning, leave Salisbury by Castle street, and outside the town past the railway keep to *r.*]

Salisbury, p. 47.

MARLBOROUGH TO SALISBURY.

Marlborough to Burbage (6)—p. 272; reversed.

Burbage to East Everley (5 $\frac{1}{2}$ —11 $\frac{1}{2}$)—p. 272; reversed.

East Everley to Salisbury (16—27 $\frac{1}{2}$); very hilly and rough road, crossing part of Salisbury Plain for 6 $\frac{1}{2}$ *m.*, when join the Hungerford road, and thence to Salisbury it improves as to surface, but is still very hilly, ending with a long winding descent past Old Sarum, 25 $\frac{1}{4}$, and the hills require careful riding down, as they are often loose and stony. Returning, leave Salisbury by Castle street, and outside the town, past the railway, keep to *r.*

[Or from *Burbage*, keep to *l.* 1 $\frac{1}{4}$ *m.* further, and through Collingbourn Kingston, 9, Collingbourn Sutton, 9 $\frac{1}{2}$, and Collingbourn Ducis, 10—(above) whence forward to *North Tidworth*, 13 $\frac{1}{2}$ —above, and thence to *Salisbury*, 15—28 $\frac{1}{2}$ —above.

Or from *East Everley* turn to *l.* on the hilly Ludgershall road for $2\frac{1}{2}m.$ to junction of above roads, then turn to *r.* to *North Tidworth*, $15\frac{1}{2}.]$

MARLBOROUGH TO SALISBURY (by Amesbury).

Marlborough to Pewsey ($6\frac{1}{4}$); more or less uphill for $3\frac{1}{2}m.$ out of Marlborough, then steep descent through Oare, $4\frac{3}{4}$, about $1m.$ further keep to *l.*; good flint road.

(*Pewsey*: Phoenix, B.T.C.)

Pewsey to Up Avon ($5-11\frac{1}{4}$); through Manningford Bruce, $8\frac{1}{4}$, over Wood Bridge, $9\frac{1}{4}$, and through Rushall, $10\frac{1}{4}$; good road, level or slightly downhill.

On *l.*, Rushall Park.

Up Avon to Amesbury ($9-20\frac{1}{4}$); there are two roads, one on either bank of the *R.* Avon: the better one is that on the left or *E.* side of the valley running through Chisenbury, Enford, Combe, Haxton, Figeldean, Milston, and Bulford; level nearly all the way, and a capital flint road. The road by the right bank, through Chisenbury, Enford, Fyfield, Nether Avon, and Durrington, is not so easy, there being several stiff though not long hills, ending with a steep descent into Amesbury.

On *l.*, Chisenbury Priory and Chisenbury Camp. Netheravon Ho. Amesbury, p. 69.

Amesbury to Salisbury ($8-28\frac{1}{4}$); through Amesbury turn to *l.* instead of crossing the river, and afterwards keep to *r.*, ascending a stiff hill, with long fall on the other side to Great Durnford, $23\frac{1}{4}$, and then undulating through Salterton, $24\frac{3}{4}$, Little Durnford, $25\frac{1}{2}$, and Stratford-under-Castle, $26\frac{3}{4}$; good surface; pretty ride. [Or through Amesbury follow the Stonehenge road for $\frac{1}{2}m.$, then turn to *l.* through Little Amesbury, 21, Wilsford, Upper Woodford, Middle Woodford, and Lower Woodford, about $2m.$ beyond which cross *R.* Avon to Stratford-under-Castle, two or three steep hills to negotiate, and the surface is not so good as the other route, being rather rough and loose in places.] Returning, leave Salisbury by Castle street, and outside the town keep to *l.* [Or out of Amesbury keep to *l.*, and up the hill on to Salisbury Plain, a long ascent, easy at first, then steep at the top with a sharp turn in it, after which is a sharp descent and corresponding ascent, both sometimes loose and stony; then joining the Hungerford and Marlborough road, there is a good run for 2 or $3m.$ across Amesbury Down, from which is a long but gradual descent, followed at a distance of $2m.$ by a steep ascent, and finally a long winding descent, which should be ridden down very carefully; some of these slopes are often loose and stony, and require careful riding.]

At Great Durnford, on *l.*, Ogbourn Camp, an ancient hill fortress.

OXFORD TO BANBURY.

Oxford to Sturdy's Castle ($8\frac{1}{4}$); in Oxford keep to *r.* of the Woodstock road, and through Summerstown, $1\frac{1}{2}$, Kidlington (end of), $4\frac{1}{2}$, and over Langford Wharf, $5\frac{1}{2}$ (cross Oxford Canal), is for the most part pretty level riding, the few slight undulations there are being chiefly on the rise: bad road, rather narrow, and generally rutty or stony: at $7\frac{1}{2}m.$ cross the London road through Islip.

Sturdy's Castle to Hopercroft's Holt ($3\frac{1}{2}$ — $11\frac{3}{4}$) is a similar kind of road, but almost level.

1*m.* before Hopercroft's Holt, on *l.*, Maiden Bower, the site of an ancient camp. At Sturdy's Castle, cross the line of the Roman Akeman Street; on *r.*, Tackley Park. Before Hopercroft's Holt, on *r.*, Rousham Park.

Hopercroft's Holt to Deddington ($4\frac{1}{4}$ —16); the road continues bad, lumpy and rutty, but fairly level, to the Fox and Crown, 14, then there is a long steep descent, followed by corresponding uphill, into Deddington, and the surface begins to improve.

The road between Oxford and Deddington is mostly made of a kind of limestone, inclined to be rough when dry, and giving a clayey surface when wet, and retaining water long.

At Fox and Crown, on *r.*, North Aston Park. At Deddington, on *r.*, remains of castle or entrenchment.

Deddington to Adderbury ($2\frac{3}{4}$ — $18\frac{3}{4}$); there are a couple of steep descents with similar intervening hills to climb, and all of which require careful riding in *descending*: the surface is somewhat better, though still not good.

On *l.*, Adderbury *Ho.*

Adderbury to Banbury ($3\frac{1}{4}$ —22)—p. 131.

ST. ALBANS TO WARE.

St. Albans to Hatfield (5); from the Luton road turn to *r.* in St. Albans; descent from the town, and then a gradual rise past Horseshoe Gate, and rest level: splendid smooth road.

1*m.* before Hatfield, on *l.*, Harpsfield Hall. Hatfield, p. 184.

Hatfield to Hertford ($7\frac{1}{4}$ — $12\frac{1}{4}$); by Hatfield Mills, 6, and Coln or Cole Green, $8\frac{3}{4}$, and through Hertingfordbury, $10\frac{3}{4}$, is rather hilly; good road, but sometimes sandy.

Past Hatfield, on *r.*, Hatfield Park; on *l.*, Bush Hall. At Coln Green, on *l.*, Panshanger Park; on *r.*, Wolmers. On *r.*, Hertingfordbury Park, and Bayford Bury Park. Hertford, p. 224.

Hertford to Ware (3— $15\frac{1}{4}$) is fairly level but inclined to be sandy.

Beyond Hertford, on *r.*, Balls Park. 1*m.* before Ware, on *l.*, Ware Park. Ware, p. 222.

OXFORD TO CAMBRIDGE.

Oxford to Wheatley ($5\frac{1}{2}$)—p. 107; reversed.

Wheatley to Thame ($7\frac{1}{2}$ —13); descent to and long rise from Wheatley Bridge, $6\frac{1}{2}$, then $\frac{3}{4}$ *m.* beyond it keep to *l.* (where the right hand road goes under a railway bridge), and it is an undulating road and fair going through Aldbury, 9, and North Weston, 11. [Or beyond Wheatley Bridge keep straight on to Three Pigeons, $9\frac{1}{4}$, then turn to *l.* at the cross roads, and to *Thame*, $13\frac{1}{4}$.]

Before Wheatley, on *r.*, Shotover *Ho.*; a little farther, on *l.*, Holton Park. 2*m.* beyond Wheatley Bridge, on *l.*, Waterperry *Ho.* and Waterstock *Ho.* (*Thame*: Spread Eagle, *B.I.C.*)

Thame to Aylesbury ($9\frac{3}{4}$ — $22\frac{3}{4}$); good and almost level road through

Haddenham, $16\frac{1}{4}$, Dinton, $18\frac{1}{2}$, Stone, $19\frac{1}{2}$, and Hartwell, $20\frac{3}{4}$; there is a short steep ascent to make before entering Aylesbury: paved through the town.

At Haddenham, on *r.*, Tythrope *Ho.*; 1 *m.* on *l.*, remains of Notley Abbey. On *l.*, Hartwell *Ho.* Aylesbury, p. 130.

Aylesbury to Dunstable ($16-38\frac{1}{4}$); sharp but short descent just before leaving Aylesbury, then level and very good road through Aston Clinton, $26\frac{3}{4}$, and over the Wendover Canal, 28, from which there is a long and rather steep ascent to climb (good and perfectly safe to ride down the contrary direction); at the top (1 *m.* short of Tring) turn to *l.* and it is a hilly road through Bulborne, 31 (cross Grand Junction Canal), and Ivinghoe (end of), 33, and over Beacon Hill, $33\frac{3}{4}$, and *R.* Ouzell, $35\frac{1}{2}$; in particular a long ascent over Beacon Hill and descent into Dunstable.

From near Tring the road follows the supposed line of the old Icknield Way.

Tring, p. 130.—Dunstable, p. 138.

Dunstable to Luton ($5-43\frac{3}{4}$) is a good road, gently undulating all the way.

3 *m.* out of Dunstable, at Legrave Marsh, $1\frac{1}{2}$ *m.* on *l.*, Wadlud's Bank, an ancient entrenchment. Luton, p. 188.

Luton to Hitchin ($8\frac{1}{2}-52\frac{1}{4}$); in Luton turn sharp to *l.* past the *ch.* and station; there is a long steep hill to climb to Round Green, $44\frac{3}{4}$, and then through Lilley, $47\frac{3}{4}$, and Offley, $49\frac{1}{4}$, is good but rather hilly.

Before Lilley, on *r.*, Pulleridge Bury Park. Offley Place on *r.* Hitchin, p. 185.

Hitchin to Baldock ($4\frac{3}{4}-57$); at Hitchin turn sharp to *l.*, then to *r.*, and then to *l.* again, after which through Walsworth, $53\frac{1}{4}$, and Letchworth, 55, is a very good road with no difficult hills.

At Letchworth, 1 *m.* on *l.*, Wilbury Hill, a Roman camp. Baldock, p. 194.

Baldock to Royston ($8\frac{1}{2}-65\frac{1}{2}$), past Odsey *Ho.*, $61\frac{1}{2}$, is a capital road, pretty level at first, and with one or two hills towards the end, but nothing difficult.

At Odsey *Ho.*, 2 *m.* on *l.*, Harborough Banks, an ancient entrenchment. Royston, p. 223.

Royston to Cambridge ($13-78\frac{1}{2}$)—p. 227; in Royston take *second* turn to *l.*

OXFORD TO CAMBRIDGE (by Leighton Buzzard).

Oxford to Aylesbury ($22\frac{3}{4}$)—p. 295.

Aylesbury to Leighton Buzzard ($10\frac{1}{2}-33\frac{1}{4}$); pretty level through Bierton, $24\frac{3}{4}$, to Rowsham, $26\frac{1}{2}$, whence is a long stiff hill to mount, then there are a couple of rises before Wing, $30\frac{1}{4}$, and long descent to Chelsea, $32\frac{3}{4}$ (turn to *r.* and cross railway and canal); good surface.

(*Leighton Buzzard*: Bell Inn; Elephant and Castle; Swan; Unicorn, *B.T.C.*)

On *r.*, Wing Park. At Leighton Buzzard, the parish *ch.*, erected in the 13th century; also handsome cross of the 14th century, recently restored.

Leighton Buzzard to Hockliffe ($3\frac{3}{4}-37$); undulating, but macadam surface, rather rough.

Hockliffe to Woburn ($4\frac{1}{4}-41\frac{1}{4}$)—p. 154; keep straight through Hockliffe.

Woburn to Ampthill ($7\frac{1}{2}$ — $48\frac{3}{4}$)—p. 188; alternative route.

Ampthill to Clophill, Sluts Green (3 — $51\frac{3}{4}$); through Moulden, $50\frac{1}{4}$, level road.

Clophill to Shefford (5 — $56\frac{3}{4}$).

About 2m. before Shefford, on *l.*, Chicksands Priory.

Shefford to Baldock ($8\frac{1}{2}$ — $65\frac{1}{4}$); through Clifton, $58\frac{1}{2}$, and Stotfold $62\frac{3}{4}$.

[Or from *Hockliffe* to *Dunstable*, $3\frac{3}{4}$ — $40\frac{3}{4}$, p. 138, reversed; thence to *Baldock*, $18\frac{1}{4}$ — 59 , p. 296].

1m. beyond Clifton, on *l.*, Henlow Grange. Baldock, p. 194.

Baldock to Cambridge ($21\frac{1}{2}$ — $86\frac{3}{4}$)—p. 296.

OXFORD TO CAMBRIDGE (by Bedford).

Oxford to Bicester (13); follow the Banbury road for 4m., then turn to *r.* through Gosford, $4\frac{1}{2}$, over Gosford Bridge, $4\frac{3}{4}$ (*R. Cherwell*), at $6\frac{1}{4}$ m. cross the London road through Islip, and through Wendlebury, 10; undulating road: entering Bicester turn to *r.*

A little past the London road, on *l.*, Heathfield Ho. 1m. past Wendlebury, on *r.*, Alchester, the site of a Roman town or station; also Castle Hill; on *l.*, Chesterton Lodge. Bicester, p. 132.

Bicester to Finmere ($7\frac{1}{4}$ — $20\frac{1}{4}$); entering Bicester turn to *r.*, in middle of the town to *l.*, and leaving the town keep to *r.*, making two sides of a triangle; then through Fringford, 17, and Newton Purcell, $18\frac{3}{4}$.

1m. past Bicester, a little on *l.*, Caversfield Ho.; 1m. farther, on *l.*, Fringford Ho

Finmere to Buckingham ($3\frac{1}{2}$ — $23\frac{3}{4}$)—p. 131, reversed.

Buckingham to Stoney Stratford (8 — $31\frac{3}{4}$); the road runs close to *R. Ouse* all the way through Deanshanger, $29\frac{3}{4}$, to Old Stratford, $31\frac{1}{4}$ (turn to *r.*), and is almost level: good surface in dry weather. [Or 4m. from Buckingham turn to *r.*, cross Grand Junction Canal and *R. Ouse*, and by the right bank through Thornton, $28\frac{1}{2}$, Beachampton, $29\frac{1}{2}$, and Calverton, $31\frac{1}{4}$, beyond which $\frac{1}{2}$ m. turn to *l.* to *Stoney Stratford*, $32\frac{1}{2}$.]

At 4m. on *l.*, Wicken Park. Stoney Stratford, p. 138.

Stoney Stratford to Newport Pagnell (6 — $37\frac{3}{4}$); in the former turn to *l.*, [if through Beachampton turn to *r.*]; very rough road but level to Wolverton, $32\frac{3}{4}$, beyond which are rise and fall over Stanton Hill to Stanton Bridge, $35\frac{3}{4}$, otherwise fairly level: for the greater part of the distance the surface is indifferent. [Or entering Wolverton keep to *r.* and past Wolverton Station, a little farther rejoining the other road again.]

(*Newport Pagnell*: Swan, B.T.C.)

Newport Pagnell to Bedford ($13\frac{1}{2}$ — $51\frac{1}{4}$); beyond Newport turn to *r.*, and again beyond Sherrington Bridge, $38\frac{3}{4}$, and then through Chicheley, $40\frac{1}{2}$, Astwood, $43\frac{1}{2}$, and Stagsden, $46\frac{3}{4}$, and over Bromham Bridge, $48\frac{1}{4}$, (*R. Ouse*), is an easy undulating road: the surface soon improves considerably, and approaching Bedford it becomes good, and there is a nice run into the town.

[Or from *Newport Pagnell*,—above, to *Olney*, 5 — $42\frac{3}{4}$ —p. 188; out of *Olney* keep to *r.*, and through Cold Brayfield, $45\frac{1}{2}$, to *Survey*, $46\frac{1}{2}$, is level running near *R. Ouse*, but liable to be flooded in wet seasons; then a rise, followed by a long descent to Bromham Bridge, $50\frac{1}{2}$: very bad road.]

[Or to *Amphill*, 48 $\frac{3}{4}$,—p. 297; thence to *Bedford*, 8—56 $\frac{3}{4}$,—p. 188.]

On *r.*, Chinchley Hall; on *l.*, Im., Astwood Bury Park; on *l.*, Bromham Hall, Bedford, p. 185.

Bedford to Great Barford (6—57 $\frac{1}{4}$); in Bedford turn to *r.*, cross *R.* Ouse, and in the suburb of St. John's, 51 $\frac{3}{4}$, turn to *l.* and by Cardington Cross, 53 $\frac{1}{4}$, and through Willington, 55 $\frac{1}{4}$, is nearly level: splendid smooth surface; turn to *l.* and cross *R.* Ouse at Barford Bridge, just before Great Barford. [Or at Bedford keep straight on through Goldington Green, 52 $\frac{1}{4}$, to Great Barford, 57.] The roads run along the Ouse valley.

Beyond Goldington Green, on *l.*, Hawbury Hall.

Great Barford to Eaton Socon (4 $\frac{3}{4}$ —62); stiff ascent near Roxton, 59 $\frac{1}{2}$, otherwise capital easy road, through Wiboston, 60 $\frac{3}{4}$.

On *r.*, Roxton Park.

Eaton Socon to St. Neots (1 $\frac{1}{2}$ —63 $\frac{1}{2}$)—pp. 194 and 224.

St. Neots to Eltisley (5 $\frac{1}{2}$ —69); beyond St. Neots is a long very gradual ascent, after which it is pretty level through Weald or Weld, 66 $\frac{1}{2}$; capital surface.

About 2*m.* beyond Weald, on *r.*, Croxton Park. Eltisley, p. 224.

Eltisley to Cambridge (11 $\frac{3}{4}$ —80 $\frac{3}{4}$); the road is fairly level with excellent surface, across Eltisley Field or Common and Madingley Field, beyond which is a steep hill to descend: not a village the whole way, rather a monotonous ride.

[Or at Willington, 55 $\frac{1}{4}$, above, turn to *r.* through Moggerhanger, 57, over Girtford Bridge, 58 $\frac{1}{2}$, through Sandy, 59 $\frac{1}{4}$, Potton, 63, and Cockayne Hatley, 65 $\frac{1}{4}$, to *Cambridge*, 79 $\frac{1}{4}$.]

3 $\frac{1}{2}$ *m.* before Cambridge, at Madingley Field, on *l.*, Madingley Park Cambridge, p. 227.

OXFORD TO PETERBOROUGH.

Oxford to Middleton Stoney (11 $\frac{3}{4}$); follow the Banbury road for 4*m.*, then turn to *r.*, through Gosford, 4 $\frac{1}{2}$, over Gosford Bridge, 4 $\frac{3}{4}$ (*R.* Cherwell), at 6 $\frac{1}{4}$ *m.* cross the London road through Islip, and 1 $\frac{3}{4}$ *m.* further turn to *l.*, and through Weston on the Green, 8; undulating road, with very bad surface.

A little past the London road, on *l.*, Heathfield Ho.; on *l.*, Weston Manor Ho. At Middleton Stoney, on *l.*, Middleton Park and Castle

Middleton Stoney to Baynard's Green (3 $\frac{3}{4}$ —15 $\frac{1}{2}$); through Ardley, 14 $\frac{1}{4}$, is rather more hilly.

On *l.*, Ardley Castle. 1*m.* on *l.*, is the line of an ancient entrenchment, called Avesbank, Avesditch, or Wattlebank, extending from near Kirtlington to Souldern, 6 or 7*m.*

Baynard's Green to Barley Mow Inn (3—18 $\frac{1}{2}$) is up and down hill, the last mile crossing Cottisford Heath.

1*m.* past Baynard's Green, on *r.*, Tusmore Ho.

Barley Mow Inn to Brackley (2 $\frac{1}{2}$ —21); level for the first half, then a couple of falls and rises alternating into Brackley.

Before Brackley, on *r.*, Evenley Hall. Brackley, p. 136.

Brackley to Towcester (11—32); through Syresham, 25, Whittle-

wood Forest, and Silverstone, 28½, is a hilly road, all up and down, with one or two stiff pulls. Returning, about 2*m.* from Towcester turn to *r.*

Beyond Brackley, on *r.*, Turweston *Ho.* At Syresham, on *r.*, Biddlesden *Ho.* Towcester, p. 138.

Towcester to Northampton (9—41); fair road past Easton Neston Park, through Hulcote, 33½, Blisworth, 36, Middleton or Milton Alsor, 37½: there are one or two stiff hills to climb, and a long one (Hunsbury Hill) to descend into Northampton. Returning, turn to *r.* past the canal out of Northampton.

Northampton, p. 154.

Northampton to Wellingborough (9¼—50¼); in Northampton turn to *r.* at the top of the hill; it is rather hilly but always a good hard road through Abington, 42¼, Weston-Favel, 43½, Great Billing, 44¾, Ecton, 46, and Wilby, 48¾; about halfway is Barton Hill to be walked up; descent from Wilby.

On *r.*, Abington Abbey. On *r.*, Great Billing *Ho.*; on *l.*, Billing Grange and Overstone Park. On *r.*, Ecton Park. Wellingborough, p. 189.

Wellingborough to Finedon (3¼—54); the road now gets worse. On *l.*, Finedon Hall.

Finedon to Thrapston (7—61); fairly good undulating road, with a steep descent before Islip, 59¾. Returning, 4*m.* out of Thrapston keep to *l.*

At the junction of the roads, on *r.*, Woodford Lodge; on *l.*, Twywell Lodge, and Cranford Hall. Before Islip, 1*m.* on *l.*, Islip Lodge and Drayton *Ho.* Thrapston, p. 193.

Thrapston to Oundle (8—69): in Thrapston turn to *l.*, and through Thorp Waterville, 63½, and Barnwell St. Andrews, 67, the road runs near the *R. Nen*, and crosses it before Oundle.

Before Barnwell, on *l.*, Lifford Hall. Beyond, on *r.*, Barnwell Castle, and ruins of a castle erected 1132. Oundle, p. 193.

Oundle to Elton (5—74); cross *R. Nen* and through Warmington, 72.

1*m.* before Warmington, on *l.*, across *R. Nen*, Cotterstock Hall. At Elton, on *l.*, Elton Hall, and 2*m.* distant, ruins of Fotheringhay Castle.

Elton to Peterborough (8—82); turn to *r.* and through Chesterton, 76½, by Kate's Cabin Inn, 77 (cross the Great North road), through Alwalton, 77¼, Overton Waterville, 79, Overton Longville or Leng Orton, 79½, and Woodstone, 81, whence cross *R. Nen*. Returning, after crossing *R. Nen* turn to *r.*

On *l.*, Alwalton Castle; 1*m.* distant, close to Great North Road the site of the Roman station, Durobrivæ. At Long Orton, on *l.*, across *R. Nen*, Thorpe Hall; on *r.*, Orton Hall. Peterborough, p. 215.

NORTHAMPTON TO STAMFORD.

Northampton to Kettering (13¾); directly out of the town a steep hill has to be mounted, and the next 10*m.*, passing Buttock's Booth, 3¼, are almost level, over a dreary lonely road to the only village on the stage, Broughton, 11, leaving which is a sharp hill to descend.

About 5*m.* out of Northampton, on *r.*, Overstone Park. Kettering, p. 185.

Kettering to Great Weldon (9—22¾); through Weekley, 15¾, Geddington, 17¼, and Stanion, 20¼.

Past Weekley, on *r.*, Boughton Park and *Ho.* On *l.*, Geddington *Ho.* Before Great Weldon, on *l.*, Weldon Grange.

Great Weldon to Duddington ($8\frac{1}{2}$ — $31\frac{1}{4}$); chiefly a gradual uphill to Bulwick, $26\frac{1}{2}$, and then downhill by Fineshade, 29.

Beyond Weldon, on *r.*, Weldon Park; 1*m.* farther, on *l.*, Dene Park. Past Bulwick, on *l.*, Bulwick Hall; on *r.*, Blatherwick Hall; on *l.*, Laxton Hall; on *r.*, Fineshade Abbey.

Duddington to Stamford (5 — $36\frac{1}{4}$); through Colly Weston, $32\frac{3}{4}$, and Easton, $34\frac{1}{4}$. Returning, after crossing *R.* Welland turn to *r.*

[Or to *Elton*, 33,—p. 299; thence straight on to *Wunsford*, $36\frac{3}{4}$, and on to *Stamford*, $5\frac{3}{4}$ — $42\frac{1}{2}$, p. 195.]

Stamford, p. 195.

BANBURY TO DEVIZES.

Banbury to South Newington ($5\frac{3}{4}$): from Banbury Cross take the London road, and when leaving the town turn to *r.*; long ascent past and over Crouch Hill, then two or three rather steep hills up and down through Bloxham, $3\frac{1}{2}$, and a stiff descent into South Newington: average road.

About 2*m.* from Banbury, on *l.*, Wykham *Ho.*

Stoke Newington to Chipping Norton ($7\frac{1}{4}$ —13); stiff ascent out of the former, then pretty good riding over a gently undulating road past Pomfret Castle, 9, and by Over Norton Common, 11.

At Pomfret Castle, on *r.*, Swerford Park. At Over Norton Common, 1*m.* on *l.*, Heythrop Park. Chipping Norton, p. 118.

Chipping Norton to Burford (11—24); nearly through the former turn to *l.*; almost level for 5*m.*, then long downhill to Shipton-under-Whichwood, 20 (where cross *R.* Evenlode), and thence over Shipton Downs and through Fullbrook, $23\frac{1}{4}$: not a good road. Returning, out of Burford turn to *r.*

About 3*m.* from Chipping Norton, a little on *r.*, Sarsden *Ho.* At $3\frac{3}{4}$ *m.*, on *r.*, a circular camp and several barrows farther on. On *r.*, Shipton Court; on *l.*, Whichwood Forest. Burford, p. 108.

[Or at the fork roads, 2*m.* out of *South Newington*, turn to *l.*, and undulating road through Great Tew, $9\frac{1}{2}$, and Church Enstone, 12, with a long fall to *Charlbury*, 16, where turn sharp to *r.*, then to *l.*, cross *R.* Evenlode, and there is a long uphill, and after that rather hilly for about 6*m.*, on to Shipton Downs, where join the other road, and to *Burford*, 25.]

On *l.*, Great Tew Park. Before Church Enstone, 1*m.* on *r.*, Heythrop Park. Past *Charlbury*, on *l.*, Cornbury Park; $1\frac{1}{2}$ *m.* past, on the hill, on *l.*, Ranger's Lodge.

Burford to Lechlade (9—33); very steep ascent out of Burford (that requires care in riding *down*), then a gradual downhill to Broughton Poggs, $29\frac{1}{2}$, crossing over the Cotswold Hills, here consisting of nothing but bare downs, and the rest level and good.

Lechlade, p. 103.

Lechlade to Highworth ($5\frac{1}{2}$ — $38\frac{1}{2}$) through Inglesham, $34\frac{1}{2}$. Highworth, p. 102.

Highworth to Swindon ($6\frac{1}{2}$ —45) through Stratton St. Margaret's
43. Returning, $\frac{1}{2}$ *m.* out of Swindon turn to *r.*

2*m.* out of Highworth, on *r.*, Stanton Ho. Swindon, p. 101.

Swindon to Wroughton ($2\frac{1}{2}$ — $47\frac{1}{2}$); good road, almost level: entrance of Wroughton keep to *r.*

Wroughton to Bæckhampton Inn ($8\frac{1}{2}$ —56); good smooth road through Broad Hinton, Winterbourne Bisset, Barwick Bisset, Winterbourne Monkton, and Avebury, 55, where keep to *r.*: undulating road.

Avebury and Beckhampton Inn, p. 89.

Bæckhampton Inn to Devizes ($7\frac{1}{2}$ — $33\frac{1}{2}$)—p. 95.

BANBURY TO DEVIZES (by Faringdon).

Banbury to Charlbury (16)—p. 300.

Charlbury to Witney ($7\frac{1}{2}$ — $23\frac{1}{2}$); pretty level to Fawler Mill, $17\frac{3}{4}$ (cross *R.* Evenlode), whence it is uphill through Finstock, $18\frac{1}{2}$, on to Finstock Heath, then after a little level, chiefly downhill again through Willy or White Oak Green, and Hailey, $21\frac{3}{4}$.

Witney, p. 108.

Witney to Bampton ($5\frac{1}{4}$ — $23\frac{3}{4}$); nearly through Witney turn to *r.* on the Burford road, and at the three fork roads, just outside the town, take the middle one through Curbridge, $25\frac{1}{2}$, and across Curbridge Common. Returning, $1\frac{1}{2}$ *m.* out of Bampton turn to *r.*

[Or to *Burford*, $2\frac{1}{4}$ (p. 300); here turn to *l.*, and follow the Witney road for $1\frac{3}{4}$ *m.*, then turn to *r.*, and through Norton Brize, 28, to *Bampton*, $30\frac{1}{2}$.]

At Bampton are remains of a castle, said to have been built by King John.

Bampton to Clanfield ($2\frac{1}{4}$ —31); in Bampton turn to *r.*

[Or to *Burford*, $2\frac{1}{4}$ (p. 300); here through the town turn first to *l.* then to *r.*, and through Blackbourton, $29\frac{1}{4}$, to *Clanfield*, $30\frac{1}{2}$.]

Clanfield to Faringdon ($4\frac{1}{2}$ — $35\frac{1}{2}$); through Radcot, $32\frac{3}{4}$, and over Radcot Bridge, $33\frac{1}{4}$; entrance of Faringdon turn to *r.*

Faringdon to Swindon ($12\frac{1}{2}$ —48); through Faringdon keep to *l.* and by White's Cross, $33\frac{1}{4}$, through Shrivenham, 41, and over Hackron Bridge, 43. Returning, keep to *r.* twice, at $\frac{1}{2}$ *m.* and $1\frac{1}{2}$ *m.* out of Swindon, At Shrivenham, on *l.*, Beckett Park and Ho.

Swindon to Devizes ($18\frac{1}{2}$ — $66\frac{1}{2}$)—above.

WITNEY TO BANBURY.

Witney to Woodstock ($8\frac{3}{4}$); undulating road by Ensham Demesnes $3\frac{1}{2}$, through Long Handborough, $4\frac{1}{2}$, over Handborough Bridge, 6 (*R.* Evenlode), and through Bladon, $6\frac{3}{4}$, a mile further joining the Oxford road, on which turn to *l.*

At 3*m.* on *r.*, Ensham Hall and Park; just before it, in Woodleys Copse, is a Roman camp. From $\frac{1}{2}$ *m.* before Handborough, run close to Blenheim Park, on *l.* At Bladon, on *r.*, on the hill, is a circular camp called Round Castle. At Ensham Demesnes, $1\frac{1}{2}$ *m.* on *l.*, is the site of a Roman villa. Woodstock, p. 118.

Woodstock to Sturdy's Castle (2— $10\frac{3}{4}$); in Woodstock turn to *r.*

Sturdy's Castle to Banbury ($13\frac{3}{4}$ — $24\frac{1}{2}$)—p. 295.

MARLBOROUGH TO CIRENCESTER.

Marlborough to Wootton Bassett (12); in Marlborough turn to *r.* and across Marlborough Common, and Marlborough Downs is level or uphill for about 5*m.*, then long downhill to Broad Hinton, 7, followed by another descent at Broad Town, 8.

At 3*m.*, on *l.*, Rockley *Ho.* Wootton Bassett, p. 101.

Wootton Bassett to Cirencester ($12\frac{1}{2}$ — $24\frac{1}{2}$) through Ashton Keynes, 20.

CRICKLADE TO MELKSHAM.

Cricklade to Wootton Bassett ($7\frac{1}{2}$); over Littleworth Bridge, $1\frac{1}{4}$, through Purton Stoke, $2\frac{1}{4}$, Purton Street, $4\frac{1}{4}$, and Hooke Street, $6\frac{1}{4}$.

At Purton Street, on *l.*, Purton *Ho.* and Lydiard *Ho.* 1*m.* past Purton Street, on *r.*, Ringsbury Camp. At Hooke Street, on *l.*, Lydiard Park.

Wootton Bassett to Lyneham ($4\frac{1}{4}$ — $11\frac{3}{4}$)—p. 101.

Lyneham to Calne ($6\frac{1}{4}$ —18); turn to *l.* and through Great Acre, $13\frac{1}{4}$, and Hillmarton, $14\frac{1}{2}$.

Before Calne, 1*m.* on *l.*, Bassett *Ho.* Calne, p. 89.

Calne to Melksham ($7\frac{3}{4}$ — $25\frac{3}{4}$); across Chitway Heath, $21\frac{1}{2}$, and through Westbrook Green, $22\frac{1}{4}$.

Beyond Calne, on *r.*, Bowood Park. At Chitway Heath, on *r.*, Spy Park.
(*Melksham*: Kings's Arms, *B.T.C.*)

BURFORD TO CIRENCESTER.

Burford to Bibury ($9\frac{3}{4}$) about 1*m.* out of Burford keep to *l.*, and through Aldsworth, $6\frac{1}{4}$.

On *l.*, Bibury *Ho.*

Bibury to Cirencester ($7\frac{1}{4}$ —17) through Barnsley, 13. Returning, $\frac{1}{2}$ *m.* out of Cirencester keep to *r.*

On *r.*, Barnsley Park. Cirencester, p. 104.

BANBURY TO DAVENTRY.

Banbury to Byfield ($9\frac{3}{4}$); in Banbury go down the High street, cross canal and *R.* Cherwell, about $\frac{1}{2}$ *m.* farther turn to *l.* and by Huscote, 2, through Williamsote, 4, Wardington, 5, and Chipping Warden, $6\frac{1}{2}$; good road with two long steep hills.

Beyond Huscote, a little on *r.*, Chalcomb Priory. At Chipping Warden, on *l.*, Arbury, or Arberry Banks, the site of a Roman camp; on *r.*, Edgecott Hall; also Dunsmore and Wallow Bank, Roman encampments.

Byfield to Daventry ($7\frac{1}{4}$ —17); through Charwelton, $11\frac{3}{4}$, and Badby, $14\frac{1}{2}$, is an excellent but hilly road, some of the hills stiff ones.

At Badby, on *r.*, Fawsley Park; on *l.*, Catesby Park and *Ho.*

BUCKINGHAM TO GLOUCESTER.

Buckingham to Aynho-on-the-Hill ($11\frac{1}{4}$)—p. 131.

Aynho-on-the-Hill to Deddington (8—14 $\frac{1}{4}$); keeping to *l.*, it is 1 $\frac{1}{2}$ *m.* downhill to *R.* Cherwell bridge, then short rise through Clifton, 13.

Entrance of Deddington, on *l.*, remains of castle or entrenchment.

Deddington to Chipping Norton (11—25 $\frac{1}{4}$); fairly level for a couple of miles through Hempton, 16, then a long descent with ascent again to Iron Down, 17 $\frac{3}{4}$, and the rest is pretty good riding over a gently undulating road, joining the Banbury road at 19 $\frac{1}{2}$ *m.*, and passing Pomfret Castle, 21 $\frac{1}{4}$, and Over Norton Common, 23 $\frac{1}{4}$.

Beyond Hempton, nearly 1*m.* on *l.*, a castle or ancient hill fort. Chipping Norton, p. 118.

Chipping Norton to Stow-on-the-Wold (8—33 $\frac{1}{4}$); through Salford, 27 $\frac{1}{4}$, to Salford Hill (or Cross Hands), 28 $\frac{1}{4}$, where turn to *l.*, across Chastleton Heath, and through Oddington, 31 $\frac{1}{4}$; steep ascent into Stow.

[Or keep straight through Chipping Norton, and through Churchill, 28 $\frac{3}{4}$, and Kingham, 30 $\frac{1}{2}$, to Stow-on-the-Wold, 34 $\frac{1}{4}$.]

Past Salford, on *l.*, Cornwell. On Chastleton Heath, on *r.*, an old camp, and Chastleton Hill *Ho.*; a little farther, on *r.*, Aldestrop Park, and on *l.*, Daylesford Park. On *l.*, Oddington *Ho.* Stow-on-the-Wold, p. 123.

Stow-on-the-Wold to Winchcombe (13—46 $\frac{1}{4}$); steep descent out of Stow, and through Lower Swell, 34 $\frac{1}{4}$, and Lower Guiting, 40, and Sudeley, 45 $\frac{3}{4}$. Winchcombe is paved.

Before Guiting, on *r.*, Guiting Park. At Sudeley, ruins of the castle.

Winchcombe to Cheltenham (6 $\frac{3}{4}$ —53); descent out of Winchcombe, and after a little level several long inclines occur for over 2*m.*, all rideable except the last, which is steep and very rough, otherwise fairly good surface; twice at fork roads keep to *r.*; then after a run down and up, the road winds round the shoulder of Cleeve Cloud Hill, and on the other side a long descent follows leading down from the Cotswold Hills, and is dangerous to ride down without a good brake, as it is much steeper, with somewhat rough surface, and one cannot see to the bottom; after this descent, for the last 2*m.*, the road is level through Prestbury, 52 $\frac{3}{4}$, but rough, entering Cheltenham by Winchcombe Street.

Cheltenham, p. 109.

Cheltenham to Gloucester (9—62)—p. 109.

[Or from *Stow-on-the-Wold*, steep descent out of the town, and through Lower Swell, 34 $\frac{1}{4}$, where keep to *l.*, and by Naunton Inn, 39 $\frac{1}{4}$, to *Andoverford*, 44 $\frac{1}{2}$, oolite road, slippery in wet weather, some steep hills, but fine run on the whole; thence to *Cheltenham*, 5 $\frac{1}{4}$ —49 $\frac{3}{4}$, pp. 108-9.

Or from *Andoverford* to Kilkenny, 45 $\frac{3}{4}$, whence by *Birdlip*, 52 $\frac{1}{2}$, to *Gloucester*, 59 $\frac{3}{4}$, p. 110.]

BANBURY TO CHIPPING CAMPDEN.

Banbury to Shipston-on-Stour (14); turn to *l.* at Banbury Cross, and through Broughton, 2 $\frac{3}{8}$, Lower Tadmarton, 4, Tadmarton, 4 $\frac{3}{4}$, Swalcliffs, 5 $\frac{3}{4}$, Lower Brailes, 10 $\frac{1}{4}$, and Over Brailes, 11, is up and down hill work nearly the whole way, and for the most part a bad road, on which pace and comfort are out of the question.

At Broughton, on *r.*, ruins of castle. Beyond Tadmarton, on *r.*, Madmarton Camp. 1 $\frac{1}{2}$ *m.* on *l.*, Tadmarton Camp and another. At Over Brailes, on *r.*, Castle Hill. Shipston-on-Stour, p. 125.

Shipston-on-Stour to Chipping Campden (7—21); through Portobello, $15\frac{1}{2}$, Charingworth, $17\frac{1}{4}$, and Ebrington, $18\frac{1}{2}$.

CHIPPENHAM TO CIRENCESTER.

Chippenham to Malmesbury ($9\frac{1}{2}$); by The Plough, $2\frac{1}{4}$, Lower Stanton St. Quintin, $5\frac{1}{4}$, and through Corston, $7\frac{1}{4}$. Returning, $1\frac{1}{2}$ m. out of Corston keep to *l.*

Out of Chippenham, on *l.*, Hardenhuish Park; past The Plough, on *l.*, Kingston St. Michael Priory; a little farther, 1m. on *r.*, Draycott Park. Beyond Corston, on *r.*, Cole Park. Malmesbury, p. 101.

Malmesbury to Cirencester ($11—20\frac{1}{2}$); in Malmesbury turn to *r.*, and a little farther to *l.*, skirting Charlton Park on *r.* and through Crudwell, $13\frac{1}{2}$, and Quelfurlong, $14\frac{1}{2}$, about 2m. farther joining the Fosse Way and over Thames River Head Bridge, $17\frac{1}{2}$.

Cirencester, p. 104.

BATH TO LINCOLN:

Bath to Cross Hands Inn, Old Sodbury (11); out of Bath take the London road for a little over a mile, then turn sharp to *l.*, and up a capitably engineered ascent for 3m., not very steep and all can be ridden up, along the side of a valley, through Swainswick, 3; the rest by Toghill, 5, Dyrham Park (on *l.*), $6\frac{3}{4}$, and Toll Down Farm, 8, is an undulating road with one or two stiff hills to mount; oolite surface, very greasy when wet, and requires careful riding; pretty good for first 4 or 5 m., then deteriorates.

Leaving the London road, on *r.*, Bailbrook Ho. Before Toghill, on *l.*, Aston Lodge and Hamshill Ho. Before Cross Hands, on *l.*, skirt Dodington Park for 2m.

Cross Hands Inn to Dunkirk Tp. ($3\frac{1}{2}—14\frac{1}{2}$); through Petty France, 14, the road continues undulating, with the same kind of surface; pretty scenery.

On *l.*, pass two ancient encampments, and before Petty France, on *l.*, Horton Castle.

Dunkirk Tp. to Tetbury ($7\frac{1}{2}—22$)—p. 103, reversed; turn to *r.*, and shortly after to *l.*

Beyond Dunkirk, on *r.*, Badmanton Park. Tetbury, p. 102.

Tetbury to Cirencester ($10\frac{1}{4}—32\frac{1}{4}$); by Akeman's Inn, $27\frac{1}{2}$, and over Thames River Head Bridge, $29\frac{1}{4}$, is rather hilly, and there are one or two short stiff ascents: oolite surface, tolerable in dry weather when the ruts are worn down, but when wet it is very greasy and rutty, and requires careful steering.

[Said to be a better road through Chippenham, Malmesbury and Tetbury—above and p. 102].

At Akeman's Inn, join the line of the Roman Fosse Way or Akeman Street, which runs almost direct from within a few miles of Bath. At Thames Head Bridge, a short distance on *l.*, is the source of *R.* Thames; a little farther, on *l.*, remains of Trewsbury Castle. Cirencester, p. 104.

Cirencester to Northleach, House of Correction ($10\frac{1}{4}—42\frac{1}{2}$); about 1 m. out of Cirencester keep to *l.*, and it is an undulating road, by Foss Cross, $38\frac{1}{4}$, and Foss Bridge, $39\frac{1}{2}$, to which is a stiff hill to descend, dangerous to ride down: oolite surface.

Beyond Foss Bridge, on *l.*, Stowell Park. The town of Northleach lies on the right side of the road, which only passes through one end of it, p. 108.

Northleach to Stow-on-the-Wold ($8\frac{3}{4}$ — $51\frac{1}{4}$); by Lower Slaughter *Tp.*, $48\frac{1}{2}$, is an undulating road, with a steep hill to ascend into Stow. Returning, *1m.* out of Stow keep to *r.*

At Lower Slaughter *Tp.*, $1\frac{1}{2}m.$ on *r.*, Wick Hill *Ho.* Before Stow, on *r.*, Mangersbury *Ho.* Stow, p. 123.

Stow-on-the-Wold to Moreton-in-the-Marsh (4 — $55\frac{1}{4}$); long steep descent about a mile out of Stow, otherwise nearly level.

Moreton-in-the-Marsh to Halford ($8\frac{1}{4}$ — $63\frac{1}{2}$); by Stretton-on-the-Foss, $58\frac{1}{2}$, and Portobello, $59\frac{3}{4}$, is hilly, the gradients being very sharp though short; the surface, however, though rather rough, is gravel. There is a tramway, which crosses the road, on two or three of the hills, and should be looked out for, and at $\frac{3}{4}m.$ before Halford (where cross the Shipston-on-Stour to Stratford-on-Avon road) the turnings are puzzling; at Halford cross *R.* Stour.

The road now leaves the Roman Fosse Way for a time, after having followed it from Akeman's Inn.

At Moreton, on *l.*, Batsford Park.

Halford to Wellesbourne Hastings ($8\frac{3}{4}$ — $72\frac{1}{4}$); through Upper Eington, $65\frac{3}{4}$ (where cross Banbury to Stratford road), is rather hilly, but nothing difficult, the gradients not being so severe as the last stage.

Beyond Halford, on *l.*, Lower Eington Hall. *3m.* past Upper Eington, on *r.*, Walton Hall.

Wellesbourne Hastings to Warwick ($6\frac{3}{4}$ — 79)—p. 141.

Entering Warwick, on *r.*, Warwick Park and Castle.

Warwick to Kenilworth ($5\frac{1}{4}$ — $84\frac{1}{4}$)—p. 142; keep straight on through Warwick when coming from Wellesbourne Hastings.

Kenilworth to Coventry (5 — $89\frac{1}{4}$); in Kenilworth keep to *r.*, and it is a rather hilly road, there being two good ascents and falls; splendid smooth surface, and along a fine avenue of trees nearly the whole distance. This is a noted ride both for its pretty scenery and good road.

About *2m.* before Coventry, on *r.*, Stivichall Hall. Coventry, p. 139.

Coventry to Nuneaton ($8\frac{1}{2}$ — $97\frac{3}{4}$)—p. 156, but keep straight on at the cross streets in Coventry when coming from Kenilworth.

Nuneaton to Hinckley ($5\frac{1}{4}$ — 103); fairly good road with no hills of any consequence: nearly *3m.* out of Nuneaton turn to *r.* along Watling Street, and a little farther to *l.* Hinckley is paved.

[Or from *Coventry*, turning to *r.* at the cross roads, through Stoke, Sow, Anstey, Shilton, Wolvey, not very good road; about the same distance.

Or from *Coventry*, keeping straight on through Foleshill, Bell Green, Hawksbury Lane, and Bulkington to Wolvey, good and smooth.]

On *l.*, Anstey Hall; on *l.*, Hawksbury Hall. Hinckley, p. 155.

Hinckley to Leicester (13 — 116); very sharp ascent out of Hinckley to walk up, then pretty level to Earl Shilton, 107 , beyond which is a short steep hill that it is best to walk down, and the rest is nearly level; the surface is macadam, and rather shaky for quick travelling, although generally in good order, and the latter half is sometimes reported as very good. Most of Leicester is cobble paved, with tramways.

[At Leicester the Fosse Way is again joined for a few miles; from Halford it runs straight across the county of Warwick, by Three Gates, Harwood's Ho., Princethorpe, Stretton-on-Dunsmore, Frog Hall, Bretford, Brinklow, Cloudeley Bush, to Bennones or High Cross on Watling Street, at the borders of Warwick and Leicester, and thence through Narborough to Leicester; in all about 40*m.*; in most part it is but a lane in dimensions, and is hilly in places, but generally good in summer weather.]

Beyond Earl Shilton, on *l.*, Tooley Hall; on *r.*, Normanton. 3*m.* before Leicester, 1*m.* on *l.*, ruins of castle at Kirby Muxloe; a little farther, Frith Hall, and on *r.*, Braunstone Hall. Leicester, p. 166.

Leicester to Loughborough (11—127)—p. 166.

Loughborough to Trent Bridge (14—141)—p. 189; see also alternative routes to *Nottingham*, which is 1*m.* beyond Trent Bridge.

Trent Bridge to Saxondale (8—149); instead of crossing the bridge turn to *r.*; the road is undulating by Holme Lane, 143 $\frac{3}{4}$, and Fox and Crown, 144 $\frac{1}{2}$, to Radcliff or Ratchiffe, 146 $\frac{1}{2}$, then a mile and a half level, and rest downhill; surface rather rough at first, but soon gets better.

[At Saxondale again join the Old Fosse Way, which crosses the Wolds from 3 or 4*m.* beyond Leicester by Six Hills, in an almost direct line, as appears in most maps, but the greater part is disused—a mere green lane with cart ruts, and quite impracticable for bicycles.]

Beyond Trent Bridge, on *l.*, across *R. Trent*, Colwick Hall. At Holme Lane, on *l.*, Holme Pierpoint; on *r.*, Cotgrave Place. On *r.*, Radcliff Lodge; on *l.*, Lamcote Ho.

Saxondale to Newark (11 $\frac{1}{2}$ —160 $\frac{1}{2}$); turning to *l.*, there is a sharp descent underneath a railway bridge, then pretty level to Red Lodge, 153, and after that there are several small easy hills, with a long ascent by the side of Flintham Park, 154, to East Stoke, 156 $\frac{3}{4}$; thence it is level, running near the *R. Trent* for some distance, and through Farndon, 158 $\frac{1}{4}$; good surface: entering Newark it is advisable to take the fork to the *r.*, after passing over the tramway rails to some plaster pits, as the other is a narrow and badly paved street.

The road passes through a well-wooded country, and is lined with trees on either side for miles. About 2*m.* past Saxondale, the road crosses the site of a Roman station; on *r.*, Castle Hill. On *r.*, Flintham Hall. 1 $\frac{1}{2}$ *m.* before East Stoke, on *l.*, Syerston Hall; a little farther, Stoke Hall; on *r.*, Elston Hall. Newark, p. 196.

[Or from *Trent Bridge* go forward to *Nottingham*, 142; thence very long hill (Carlton Hill) to climb, followed by descent to Carlton, 144 $\frac{3}{4}$, and undulating but not so good a road, through Burton Joyce, 147, Bulcote, 147 $\frac{3}{4}$, Gonalston, 150, Thurgarton, 151 $\frac{1}{2}$, and Morton, to Newark, 160 $\frac{1}{2}$.

Or at Thurgarton, keep straight on through Halloughton, 153 $\frac{1}{4}$, Southwell, 154 $\frac{3}{4}$, Upton, 157, Averbham, 159 $\frac{1}{4}$, and Kelham, 160 $\frac{1}{4}$, where turn to *r.*, to Newark, 162.]

Beyond Carlton, on *l.*, Gedling Ho. At Thurgarton, on *l.*, the Priory. Before Southwell, on *r.*, Southwell Park, South Hill Ho., Durdham Castle. At Southwell, the Minster, and ruins of the Palace. On *l.*, Norwood Hall and Park.

Newark to Lincoln (16—176 $\frac{1}{2}$)—p. 217.

BRISTOL TO DERBY.

Bristol to Alveston (9 $\frac{1}{4}$); through Horfield, 2 $\frac{1}{4}$, Filton, 3 $\frac{3}{4}$, Patch-

way Green, 6, and Almondsbury, 7, and past the "Royal Oak," $8\frac{1}{2}$; after leaving Bristol it is chiefly uphill for 2*m.*, then undulating, but none of the hills difficult; good surface, rather greasy when wet.

Beyond Bristol, on *r.*, Ashley Court. At Horfield, on *l.*, Henley Ho.; on *r.*, 1*m.*, Stoke Ho. At Filton, on *l.*, Pen Park and Ho. At Almondsbury, on *l.*, Knowle Park. At Patchway Green, on *l.*, Over Court.

Alveston to Berkeley Heath, Bell ($9\frac{3}{4}$ —19); by Ship Inn, $10\frac{1}{4}$ (keep to *r.*), and through Falfield, $14\frac{3}{4}$, Stone, 16, and Newport, $17\frac{3}{4}$, is rather more hilly, though generally with an excellent surface. [Or at Ship Inn on *l.* through *Thornbury*, $11\frac{1}{2}$, joining the other road $2\frac{1}{4}$ *m.* further on, to Falfield, $15\frac{1}{2}$. Or at Stone turn to *l.* to *Berkeley*, 19, thence to *Berkeley Heath*, $20\frac{1}{2}$. Or from *Thornbury* through Rockhampton to *Berkeley*, 19. Returning, out of Berkeley keep to *r.*]

At Falfield, on *r.*, Torworth Court. Berkeley, p. 104.

Berkeley Heath to Hardwick (10—29); gently undulating road by Berkeley-road railway station, $20\frac{1}{2}$, Cambridge Inn, $22\frac{3}{4}$, Church End *Tp.*, $24\frac{1}{2}$, and through Whitminster, 26, and Moreton Valence, 27; very good surface, but apt to be greasy and heavy when wet.

$1\frac{1}{2}$ *m.* before Cambridge Inn, on *l.*, Gossington Hall. Before Hardwick, on *l.*, Hardwick Court. Pretty scenery.

Hardwick to Gloucester ($4\frac{1}{2}$ — $33\frac{1}{2}$); through Quedgley, $30\frac{1}{2}$, is level but an indifferent road.

On *l.*, Field Court and Quedgley Ho. Gloucester, p. 105. Hempstead Court.

Gloucester to Tewkesbury ($10\frac{1}{4}$ — $43\frac{3}{4}$); through Longford, 35, Twigworth, $36\frac{1}{4}$, and Norton, 38, and by Swan Inn, $40\frac{1}{4}$, is a fairly good road, with a few easy hills; in wet weather it is apt to be greasy and rather rough: descent into Tewkesbury.

At Twigworth, on *l.*, Walsworth Hall; on *r.*, Hatherley Court. Tewkesbury, p. 117. Pretty country.

Tewkesbury to Worcester ($16\frac{1}{4}$ —60); in Tewkesbury keep to *l* twice, then cross *R.* Severn, whence a long but gradual incline up and another down again to Stratford Bridge, $48\frac{3}{4}$; after that there are two or three short easy gradients through Severn Stoke, $52\frac{1}{4}$, to Clifton, 54, and the rest fairly level through Kempsey, $55\frac{3}{4}$; splendid road on the whole, but heavy and muddy in wet weather.

The road runs near the *R.* Severn all the way. Pretty country. Past Severn Bridge, on *r.*, The Mythe and Twining Ho. At Severn Stoke, on *r.*, Croome Park. Worcester, p. 119.

[Or from *Gloucester* turn to *l.* at the *P.O.*, down a slight descent, then cross canal, and a mile out of the town, between the railway and the *R.* Severn, turn to *r.* from the Highnam road, then cross *R.* Severn 1*m.* farther on, and through Maisemore, 36 (4*m.* beyond keeping to *r.*), and Longdon, 47, to *Upton-on-Severn*, 50, is a rather hilly but good road; Bristol stone. Thence, keeping to *l.*, through Hanley Castle, 51 (half a mile beyond keep to *r.*), Rhydd Green, $54\frac{1}{4}$, Powick, $58\frac{3}{4}$, and St. John's, $60\frac{3}{4}$, to *Worcester*, $61\frac{1}{4}$, is a capital road: cross *R.* Severn just before Worcester. Returning, at St. John's keep to *l.*, and at Powick, and past Upton.

Or at *Upton* cross *R.* Severn to the first road, $1\frac{3}{4}$ *m.* before Severn Stoke, 53.]

On *r.*, Maisemore Lodge and Court. Before Longdon, on *r.*, Chambers Court and Pull Court. Before Upton, 1*m.*, Ham Court on *r.* At Hanley, the castle on

l. At Rhydd Green, on *r.*, The Rhydd, Severn End, and Drake's Place on *l.*, Dripshill and White Ho.; 1*m.* farther, on *l.*, Madresfield Court. On *l.*, Powick Court. At St. John's, on *l.*, Wick Ho. and Boughton Ho.

Worcester to Droitwich ($6\frac{3}{4}$ — $66\frac{3}{4}$); through Barbourn *Tg.*, 61, keep to *r.*, and about a mile farther there is a rather stiff ascent nearly to Fernhill, 63, otherwise fairly level or slightly undulating road; pretty good surface.

On *l.*, Barbourn Ho.; 1*m.* farther, on *r.*, Perdiswell Park. At Fernhill, on *r.*, Hinlip Hall.

Droitwich to Bromsgrove ($5\frac{1}{4}$ —72); through Wichbold, $68\frac{3}{4}$, Upton Warren, $69\frac{3}{4}$, and Bowling Green, $70\frac{3}{4}$, is a fairly level road, except for a couple of hills: good surface but heavy in wet weather. Returning, at Bowling Green keep to *r.*

Past Droitwich, on *l.*, West Ford. At Bowling Green, on *l.*, Park Hall, Bowling Green Ho., and Grafton Hall. Bromsgrove, p. 125.

Bromsgrove to Birmingham (13—85); soon after leaving Bromsgrove (1*m.* out of which keep to *r.*), the road goes over the Lickey Hills, which necessitate an uphill ride for 3*m.* to the Rose and Crown, 76; from the top it is all downhill or level through Northfield (The Ball), $79\frac{1}{4}$, by Selby Oak, $81\frac{1}{4}$, and over Bourn Bridge, 82; excellent smooth surface, except the last 2*m.* or so.

At Rose and Crown, 1*m.* on *r.*, Cofton Hall. On *r.*, Northfield Ho. and Pigeon Ho. On *r.*, Selly Hall. Past Bourn Bridge, on *r.*, Moseley Hall. Birmingham, p. 140. On *l.*, Edgbaston Hall.

Birmingham to Sutton Coldfield, M. P. ($7\frac{1}{4}$ — $92\frac{1}{4}$); indifferent macadam to Aston, $86\frac{1}{2}$, a suburb of Birmingham; then (keeping to *r.*) the road improves a little, but still not good, to Erdington, $88\frac{1}{2}$, and after one or two little hills to Wild Green, 91, and Maney, $91\frac{1}{2}$, there is an ascent to climb into Sutton Coldfield.

At Erdington, 1*m.* on *r.*, Pipe Hayes; on *l.*, Sutton Hall and Four Oak Hall.

Sutton Coldfield to Lichfield, Town Hall ($8\frac{3}{4}$ —101); through Hill, 94, Wood End *Tp.*, $96\frac{1}{2}$, and Shenstone, $97\frac{1}{2}$, is an excellent road, slightly downhill or level.

Beyond Sutton, on *r.*, Moor Hall. Beyond Hill, on *l.*, Little Aston Hall. On *r.*, Shenstone Park; on *l.*, Fotherley Hall. Lichfield, p. 145.

Lichfield to Burton-upon-Trent, M. P. ($12\frac{1}{4}$ — $113\frac{1}{4}$); in Lichfield turn to *r.* at the cross streets, and out of the town is a short rise, and then a fall; the road now runs along the Trent valley, through Streethay, 103, Alrewas (end of), 106, by Wichnor Bridge Inn, $107\frac{1}{4}$, and through Branston, 111, and is nearly a dead level: loose and sandy in one or two places, otherwise a very good road.

On *l.*, Wichnor Lodge and Park. At Branston, on *r.*, across *R.* Trent, Drakelowe Hall. Burton, p. 156.

Burton-upon-Trent to Derby, All Saints' Ch. ($11\frac{3}{4}$ —125); in Burton turn to *l.*, and past the railway keep to *r.* and over Monk's Bridge, $116\frac{1}{4}$, and through Little Over, $122\frac{1}{4}$: it consists mostly of long straight stretches of level road and gentle ascents and descents; for the last 2*m.* it is rather hilly, but nothing difficult except steep descent into Derby.

Beyond Burton, on *r.*, Wetmoor Hall. At Monk's Bridge, on *l.*, Dove Cliff Ho.; 2*m.* farther, on *r.*, Foremark; on *l.*, Egginton Hall. Derby, p. 166.

SOUTHAM TO LEICESTER.

Southam to Dunchurch (8); taking the Coventry road, $\frac{3}{4}$ m. out of Southam turn to *r.*, and it is undulating for the first 6 m., by Stockton, 2, and Hardwick, $5\frac{1}{2}$, then after crossing *R.* Leam, there is a long steep ascent to Dunchurch.

Dunchurch, p. 139.

Dunchurch to Rugby ($2\frac{1}{2}$ — $10\frac{1}{2}$)—p. 182; keep straight through Dunchurch.

Rugby to Lutterworth (7 — $17\frac{1}{2}$); cross *R.* Avon 1 m. out of Rugby and turn to *r.*, and again sharp to *r.* 1 m. further on after crossing canal, and through Brownsover, 13, past Coton Ho. (on *r.*) $14\frac{1}{2}$, half-a-mile further cross Watling Street, and through Cottesbach, 15: rather hilly, and very heavy road. Pretty country.

Lutterworth, p. 155.

Lutterworth to Leicester (13 — $30\frac{1}{2}$); hilly through Ashby Magna, $21\frac{1}{2}$, by Dog and Gun, $23\frac{1}{4}$, to Blaby, $25\frac{1}{2}$, then almost level through Ayleston, $27\frac{1}{2}$: good road; cobble paving through Leicester, and tramway.

Leicester, p. 166.

BATH TO LINCOLN (by Cheltenham).

Bath to Dunkirk Tp. ($14\frac{1}{2}$)—p. 304.

Dunkirk Tp. to Nailsworth ($9\frac{1}{4}$ — $23\frac{3}{4}$); by Boxwell *Tp.*, 18 $\frac{1}{2}$, Calcott Farm, 19 $\frac{1}{2}$, Tiltup's Inn, 22, and Barton End, $22\frac{1}{2}$, the road is pretty level to the last named place, when it leave the downs, and there is a long steep hill to walk down: oolite surface and rather bumpy. Pretty scenery. Returning, keep to *l.* out of Nailsworth.

On *l.*, Boxwell Court and Lasborough Park. At Calcott Farm, on *l.*, Kingscote Park. On *l.*, Barton End *Ho.* Nailsworth, p. 104.

Nailsworth to Stroud ($4\frac{1}{4}$ —28); through Inchbrook, $24\frac{1}{2}$, Woodchester, 26, and Rodborough, $27\frac{1}{4}$: very rough oolite road. Pretty country. Returning, at Rodborough keep to *r.*

On *l.*, Woodchester Park; on *r.*, Hill *Ho.* Park. At Inchbrook, on *l.*, Parkhill *Ho.* At Rodborough, on *l.*, the Fort and Staunley Park. Stroud, p. 104.

Stroud to Birdlip (8—36); through Painswick Slade, $29\frac{3}{4}$, and Ballcross, 31. Returning, keep to *l.* at 1 m., and to *r.* at 2 m., out of Birdlip.

[Or from Nailsworth on *r.* to Minchin Hampton, 2— $25\frac{3}{4}$, thence through Bisley, joining the above road on *l.* 2 m. before Birdlip, $36\frac{1}{4}$.

Or from Stroud, turn to *l.*, then to *r.* to Salmon's Mill, $28\frac{1}{2}$, and $\frac{1}{4}$ m. further on *r.* to Painswick, $31\frac{1}{2}$, where again keep to *r.*, and also 3 m. beyond, joining the principal road on *r.* 1 m. before Birdlip, $37\frac{3}{4}$; long ascent out of Painswick.]

Beyond Stroud, on *l.*, Stratford *Ho.*; 2 m. farther, on *r.*, Browns Hill *Ho.* On *l.*, Painswick *Ho.* On Sponebed Hill, near Painswick, is an ancient double entrenchment, called Kimsbury Castle, King's Barrow, and Castle Godwin. Before Birdlip, on *l.*, Witcomb Park, near which have been discovered remains of a Roman villa. 3 m. past Painswick, on *l.*, Prinknash Park. Birdlip, p. 105. Minchin Hampton, p. 104.

Birdlip to Cheltenham ($5\frac{1}{4}$ — $41\frac{1}{4}$); pretty level for 1 m. past Balloon

Inn, $37\frac{1}{4}$ (where take left hand road), then a long, winding, and dangerous descent to Leckhampton, $39\frac{1}{4}$, and the rest level.

[Or from *Painswick*, long uphill out of the town to where the Gloucester road branches off on *l.*, then by right fork some undulating road on the top of the hill, and keeping to *l.*, there is a long but not steep descent, followed after a little level by a shorter but steeper descent, after which it is level by Cross Hands, $36\frac{1}{2}$, and through Shurdington, $38\frac{1}{2}$, to *Cheltenham*, $41\frac{1}{2}$.]

On *l.*, Leckhampton Court. Before Cheltenham, between the two roads, Charlton Park. Splendid views of Gloucester and the Severn valley. Cheltenham, p. 109.

Cheltenham to Winchcombe ($6\frac{3}{4}$ —48)—p. 303, reversed; Winchcombe is paved.

Winchcombe to Broadway ($9\frac{1}{4}$ — $57\frac{1}{4}$); descent out of Winchcombe, then the road is level but rough: turn to *r.* just before Broadway.

About half-way on *l.*, Wormington Grange.

Broadway to Mickleton (6 — $63\frac{1}{4}$); in Broadway turn to *l.*, and through Willersey, 59 (entering which turn to *l.*, and when through it turn to *r.*), Weston-Subedge, $60\frac{1}{4}$, and Aston-Subedge, $61\frac{1}{4}$, is a good road, with one slight hill: rather difficult road to follow on account of the many turns. Returning, out of Mickleton keep to *r.*

Mickleton to Stratford-upon-Avon ($9\frac{1}{4}$ — $72\frac{1}{2}$); the road is pretty level, but with rough and ruddy surface to within 2*m.* of Stratford, when there is a run down to Bridge Town, 72, whence cross *R.* Avon into Stratford. Returning, after crossing *R.* Avon take right hand road, and on crossing the railway bridge again turn to *r.* up a slight rise.

Stratford-upon-Avon, p. 125.

Stratford-upon-Avon to Warwick ($8\frac{1}{4}$ — $80\frac{3}{4}$); after crossing *R.* Avon turn to *r.*, and the road is level for 2 or 3*m.*, then the long but gradual ascent of Black Hill, $75\frac{1}{2}$, has to be mounted, shortly followed by the rather steep descent of Sherbourn Hill, which should be ridden carefully, to Morville, 78, and the rest is level through Longbridge, 79, except a sharp rise into Warwick: Black Hill rather rough, otherwise splendid smooth road. Returning, keep to *r.* at Longbridge.

1*m.* out of Stratford, on *l.* Welcombe Lodge and Clopton Ho. At Black Hill, 1*m.* on *l.*, Smiterfield Hall. On *r.*, Morville Ho. Warwick, p. 142.

Warwick to Lincoln ($97\frac{1}{2}$ — $178\frac{1}{4}$)—pp. 305-6.

BATH TO BIRMINGHAM.

Bath to Cheltenham ($41\frac{1}{4}$)—p. 309.

Cheltenham to Oxenton ($5\frac{3}{4}$ —47); uphill for one or two miles out of Cheltenham then undulating through Bishops Cleeve, $44\frac{1}{4}$; rather rough road.

Oxenton to Sedgeberrow (7—54); keep to *r.* beyond Oxenton, and by Beckford, $50\frac{1}{2}$, rather hilly and bad road.

[Or from *Winchcombe*, 48,—above; here turn to *l.* and then directly after to *r.*, and through Littleworth, $49\frac{1}{2}$, to *Sedgeberrow*, $54\frac{1}{2}$.]

Sedgeberrow to Evesham ($3\frac{1}{2}$ — $57\frac{1}{4}$); rise out of Sedgeberrow, then mostly downhill to Bengeworth, $57\frac{1}{4}$, whence cross *R.* Avon, and there

is a short steep hill to mount in the main street of Evesham; not a good road.

Evesham, &c., p. 119.

Evesham to Alcester (10—67½); long rise out of Evesham (keeping to *r.* at 1¼*m.*), then a good and gently undulating road through Norton, 60, Dunnington, 64½ and Arrow, 66¾.

Very pretty country. 1*m.* out of Evesham, on *l.*, Abbey Manor *Ho.* Past Dunnington, on *l.*, Ragley Park. Alcester, p. 125.

Alcester to Forshaw Park Tg. (11—78½); turn to *l.* and it is a capital smooth and almost level road through Coughton, 69½, and Sernal Ash, 70½, to Studley, 71½, then rather uphill through Mapleborough Green, 73, Gorgot Hill, 75½, and Bramstone Cross, 77.

On *r.*, Coughton Court; on *l.*, Coughton Park. On *r.*, Studley Castle and Priory.

Forshaw Park Tg. to Birmingham (9—87½); over Truman's Heath, through Lower Inkford, 79½, Drake's Cross, 80½, over King's Norton Heath, by Holly Wood, Lane End, and Moseley, 84¾.

[Or from Alcester through Great Alne, 70, Little Alne, 72, Wootton Wawen, 74, to *Henley-in-Arden*, 76, whence to Birmingham, 15¼—91¼—p. 143.]

Birmingham, p. 140.

BATH TO MANCHESTER.

Bath to Stroud (28)—p. 309.

Stroud to Gloucester (9—37); turn to *l.* then to *r.* to Salmon's Mill, 28½, and ¼*m.* further to *l.*, through Pitchcombe, 30, beyond which (keeping to *l.*) is a steep hill to cross, dangerous to ride down either side, to Brookthorp, 32½, and then easy through Whaddon, 33½; entering Gloucester, join the Bristol road. Good views. [Or ¼*m.* beyond Salmon's Mill on *r.* to Painswick, 31¼, out of which is a long steep uphill (keeping to *l.* at the fork roads) followed by a dangerous descent down the other side, and chiefly downhill into Gloucester, 37¼.]

Beyond Stroud, on *l.*, Stratford *Ho.* Before Pitchcombe, on *r.*, Browns Hill *Ho.* On *l.* Painswick *Ho.* Gloucester, p. 105.

Gloucester to Worcester (26½—63½)—p. 307.

Worcester to Ombersley (5¾—69¼); through Barbour *Tg.*, 64½ (take middle road), Carnmeadow Green, 65½, and over Hawford Bridge, 67, undulating road with good surface.

1½*m.* beyond Worcester, on *r.*, Perdiswell Park. On *r.*, Hawford *Ho.*; on *l.*, Bevere. On *l.*, Ombersley Court.

Ombersley to Kidderminster (8½—77¾); through Crossway Green, 72 (keep to *r.*), Hartlebury, 73½, and over Hoo Brook, 76½, is almost level: good surface. Returning, just out of Kidderminster keep to *l.*, and 1*m.* beyond Hoo Brook to *r.*

[Or at Crossway Green on *l.*, through *Stourport*, 74½, where turn to *r.*, joining the above road on *r.* just before Kidderminster, 78½.]

Or from Worcester on *r.* to *Droitwich*, 70¼—p. 303; here turn to *l.* and through Hampton Lovett and Bradford, joining the principal route 2¼*m.* before Kidderminster, 79.]

On *l.*, Hartlebury Castle. Beyond Droitwich, a little on *l.*, Westwood Park. (*Kidderminster* : Lion, *B.T.C.*)

Kidderminster to Himley ($9\frac{3}{4}$ — $87\frac{1}{2}$); through Broadwater, $73\frac{3}{4}$, (keep to *l.* and *1m.* further to *r.*), Whittington, 82, Stewponey, $83\frac{1}{2}$, and Wall Heath, 87, is rather hilly, but with pretty good surface, running near *R.* Stour. Returning, at Wall Heath, turn to *r.*

At Broadwater, on *l.*, Sim Hill, Wolverley Court, and Lea Castle; *2m.* farther, Lea Hall; on *r.*, Ismere *Ho.* At Whittington, on *l.*, Kinfare *Ho.* At Stewponey, on *l.*, across *R.* Stour, ruins of Stourton Castle; beyond, Prestwood Hall. At Wall Heath, on *r.*, Ashwood *Ho.* and Summer Hill. On *r.*, Himley Hall and Himley *Ho.*

Himley to Wolverhampton ($5\frac{3}{4}$ — $93\frac{1}{4}$)—p. 144.

Wolverhampton to Penkridge, *Ch.* ($10\frac{1}{4}$ — $103\frac{1}{2}$); by Gosbrook Mill, $94\frac{1}{2}$, Ford Houses, $96\frac{1}{2}$, Somerford, $99\frac{1}{4}$, and Spread Eagle, 101: undulating and good road.

On *l.*, Somerford Hall and Chillington Park. At Spread Eagle, cross. Watling Street.

Penkridge to Stafford, *Ch.* (6 — $100\frac{1}{2}$); through Dunston, $105\frac{3}{4}$, and Rowley *Tp.*, $103\frac{1}{2}$, a good undulating road. Returning, out of Stafford keep to *r.*

On *l.*, Rowley *Ho.* Stafford. p. 145.

Stafford to Stone, *M.P.* ($7\frac{1}{4}$ — $116\frac{3}{4}$); through Stafford keep to *r.*, and through Yarley, $113\frac{1}{2}$, and Walton, $115\frac{1}{4}$, is excellent road with one stiff hill to go over.

Beyond Stafford, on *r.*, Tillington *Ho.*

Stone to Church Lawton ($15\frac{1}{4}$ —132)—pp. 151-2.

Church Lawton to Siddington, *Tp.* ($10\frac{1}{4}$ — $142\frac{3}{4}$)—pp. 153-4.

Siddington to Manchester, St. Ann's Square ($19\frac{1}{4}$ — $162\frac{1}{2}$)—p. 165

BATH TO GLOUCESTER (by Stonehouse).

Bath to Nailsworth ($23\frac{1}{4}$)—p. 309.

Nailsworth to Stonehouse ($5\frac{3}{4}$ — $29\frac{1}{2}$); very rough oolite road through Inchbrook, $24\frac{1}{2}$, Woodchester, 23, and Rodborough, $27\frac{1}{4}$ (where turn to *l.*) to Cains Cross, $27\frac{3}{4}$, and thence (keeping to *l.*) good level road through Ebley, $23\frac{1}{4}$. Returning, when just out of Stonehouse turn to *l.*, and at Cains Cross to *r.*]

(*Stonehouse* : Crown and Anchor.)

On *l.*, Woodchester Park; on *r.*, Hill *Ho.* Park. At Inchbrook, on *l.*, Parkhill *Ho.* At Rodborough, on *l.*, the Fort and Stanley Park. On *l.*, Ebley *Ho.* and King's Stanley *Ho.* At Cains Cross, on *r.*, Pagan Hill *Ho.*; on *l.*, Stonehouse Court.

Stonehouse to Hardwick ($4\frac{1}{4}$ — $34\frac{1}{4}$); through Standish, 32, good level road, though mostly macadam. Returning, at Hardwick (Cross Keys Inn) take left hand road.

On *r.*, Standish Park; *1m.* farther, on *r.*, Haresfield Court.

Hardwick to Gloucester ($4\frac{1}{2}$ — $33\frac{3}{4}$)—p. 307.

BATH TO GLOUCESTER (by Frocester).

Bath to Dunkirk Tp. ($14\frac{1}{2}$)—p. 304.

Dunkirk Tp. to Kingscote, Hunters' Hall ($6\frac{1}{4}$ — $21\frac{1}{4}$); the road is pretty level by Boxwell *Tp.*, $18\frac{1}{2}$, to Calcott Farm, $19\frac{1}{2}$, (where turn to *l.*): oolite surface and rather lumpy. Pretty scenery.

On *l.*, Boxwell Court and Lasborough Park. On *r.*, Kingscote Park.

Kingscote to Frocester ($5\frac{1}{4}$ — $26\frac{1}{2}$); about $\frac{1}{4}m.$ further turn to *r.*, and through Nymphsfield, $24\frac{1}{4}$, whence the road is on the fall to Frocester: Bristol stone, fairly good surface.

[Or to *Nailsworth*, $23\frac{3}{4}$ (p. 309); then turn to *l.* by the *ch.*, and join the other road $\frac{1}{4}m.$ beyond Nymphsfield, to *Frocester*, $27\frac{1}{4}$.]

At Nymphsfield, on *r.*, Woodchester Park.

Frocester to Hardwick ($6\frac{1}{4}$ — $33\frac{1}{4}$): through Church End *Tp.*, $28\frac{3}{4}$ (where turn to *r.*, joining the Bristol to Gloucester road), Whitminster, $30\frac{1}{4}$, and Moreton Valence, $31\frac{1}{4}$: undulating road with good surface, but apt to be greasy and heavy when wet.

On *l.*, Hardwick Court.

Hardwick to Gloucester ($4\frac{1}{2}$ — $37\frac{3}{4}$)—p. 307.

BATH TO GLOUCESTER (by Dursley).

Bath to Dunkirk Tp. ($14\frac{1}{2}$)—p. 304.

Dunkirk Tp. to Wotton-under-Edge ($4\frac{3}{4}$ — $19\frac{1}{4}$); turn to *l.* and through Hawkesbury Upton, $15\frac{1}{2}$ ($\frac{1}{2}m.$ beyond which keep to *r.*), Hilsley, $17\frac{1}{4}$, and Alderley, $17\frac{3}{4}$.

At Alderley, on *r.*, Wortley *Ho.* Wotton-under-Edge, p. 102.

Wotton-under-Edge to Dursley (6 — $25\frac{1}{4}$); in Wotton turn to *r.* and follow the Kingscote road for $3m.$, then turn to *l.*: hilly road [Or there is a more direct road through Fordingbrook, shorter by $2m.$]

Dursley, p. 104.

Dursley to Cambridge Inn ($3\frac{3}{4}$ — 29); a mile out of Dursley keep to *r.*, and through Lower Cam, $26\frac{3}{4}$.

[Or from *Wotton-under-Edge*, through Smarts Green, $21\frac{1}{2}$, and Stinchcombe, $23\frac{3}{4}$, to Lower Cam, $24\frac{1}{2}$.]

Beyond Dursley, on *l.*, Ferney Hill and Stancombe Park; on *r.*, Kingshill *Ho.* Beyond Wotton, on *l.*, Bradley *Ho.* At Smarts Green, on *l.*, Nibley *Ho.*

Cambridge Inn to Gloucester ($10\frac{3}{4}$ — $39\frac{1}{4}$)—p. 307.

CHIPPENHAM TO GLOUCESTER.

Chippenham to Malmesbury ($9\frac{1}{2}$)—p. 304.

Malmesbury to Tetbury ($4\frac{3}{4}$ — $14\frac{1}{4}$)—p. 102.

Tetbury to Minchin Hampton (6 — $20\frac{1}{4}$); rather rough and hilly by Upton Grove, 16 , to Avening, $18\frac{1}{4}$, into which a very rough and rutty hill has to be descended, unsafe to ride down; then the road becomes easier by Gatcombe Park, $19\frac{1}{4}$, where turn to *l.*

Beyond Tetbury, on *r.*, Grove Ho. ; on *l.*, Chevenage Ho. Minchin Hampton. p. 104. Good scenery.

Minchin Hampton to Stroud (4—24 $\frac{1}{4}$)—p. 104.

[Or at Avening turn to *l.* at the bottom of the hill, and the road is better with a sharp descent into Nailsworth, 21 $\frac{1}{4}$, whence to Stroud, 4 $\frac{1}{4}$ —25 $\frac{1}{2}$, p. 309.]

Stroud to Gloucester (9—33 $\frac{1}{4}$)—p. 311.

BRISTOL TO WOTTON-UNDER-EDGE.

Bristol to Iron Acton (9) ; nearly 2*m.* out of Bristol keep to *l.* and through Stapleton, 2 $\frac{1}{2}$, and Hambrook, 5.

At Stapleton, on *l.*, Heath Ho. and Stoke Giffard Park ; on *r.*, Stapleton Ho. 1*m.* farther, on *r.*, Oldbury Court.

Iron Acton to Wotton-under-Edge (9 $\frac{1}{2}$ —18 $\frac{1}{2}$) ; by Mudge Down, 10, Rangeworthy, 11 $\frac{1}{2}$, Long Cross, 14.

At Rangeworthy, on *r.*, to Wickwar (3 $\frac{1}{4}$ —14 $\frac{3}{4}$).

At Long Cross, on *l.*, Torworth Park.

BATH TO WICKWAR.

Bath to Cross Hands Inn, Old Sodbury (11)—p. 304.

Cross Hands Inn to Chipping Sodbury (2 $\frac{1}{2}$ —13 $\frac{1}{2}$)—p. 97 ; turn to *l.* at Cross Hands Inn.

Chipping Sodbury to Wickwar (4—17 $\frac{1}{2}$) ; turn to *r.*

BRISTOL TO CHIPPING SODBURY.

Bristol to Down End (4 $\frac{3}{4}$) ; through Lower Easton, 1 $\frac{3}{4}$, a little beyond which keep to *r.* and at 4*m.* to *l.*

Beyond Lower Easton, on *l.*, Ridgeway Ho. Before Down End, on *l.*, Oldbury Court. At Down End, on *r.*, Hill Ho.

Down End to Nibley (4 $\frac{1}{4}$ —9) ; turn to *l.*

Just past Down End, on *l.*, Cleve Hill and on *r.*, Cleve Ho.

Nibley to Chipping Sodbury (2—11) ; through Yate, 10.

BRISTOL TO LINCOLN.

Bristol to Sutton Coldfield, *M.P.* (92 $\frac{1}{4}$)—pp. 306-8.

Sutton Coldfield to Tamworth (7—99 $\frac{1}{4}$) ; out of the former turn to *r.*, and it is a hilly road by Basset's Pole, 94 $\frac{1}{4}$; cross *R.* Tame just before Tamworth. Returning, $\frac{1}{2}$ *m.* out of Tamworth turn to *r.*

Beyond Sutton, on *l.*, Moor Hall and Ashfurlong Hall. Beyond Basset's Pole, on *l.*, Canwell Hall. 3*m.* farther, 1*m.* on *r.*, Drayton Park. Tamworth, p. 155.

[Or 1 $\frac{1}{2}$ *m.* beyond Aston, 86 $\frac{1}{2}$ (p. 308), keep to *r.* and through Birches Green, 88 $\frac{1}{2}$, Minworth, 91 $\frac{3}{4}$, Curdworth, 93 $\frac{1}{4}$, $\frac{1}{2}$ *m.* past which turn to *l.* and 1*m.* farther keep to *r.*, by Green Man, 94 $\frac{1}{2}$; through Hunt Green, 95 $\frac{3}{4}$, Drayton Basset (*ch.*), 97 $\frac{3}{4}$, and Fazeley, 99, to Tamworth, 100 $\frac{1}{4}$.

Or $\frac{1}{2}m.$ beyond Curdworth, keep straight on through Kingsbury, $96\frac{3}{4}$, to *Tamworth*, $101\frac{3}{4}$.]

Tamworth to Measham, Union Inn (10— $109\frac{1}{4}$); by Four County Gate (near Seekington), $103\frac{1}{4}$, and over Nomans Heath, $105\frac{1}{4}$.

$2m.$ past Tamworth, on *r.*, Amington Hall. At Four County Gate, on *l.*, Thorpe Hall. Past Nomans Heath, on *r.*, Appleby Ho. and White Ho. Measham, p. 156.

Measham to Ashby-de-la-Zouch ($3\frac{1}{2}$ — $112\frac{3}{4}$); keep straight through Measham.

Ashby-de-la-Zouch to Castle Donington ($9\frac{1}{2}$ — $122\frac{1}{4}$); beyond Ashby keep to *l.*, and by Breedon-on-the-Hill, 118, and through Isley Walton, $119\frac{3}{4}$.

Beyond Breedon, on *r.*, Langley Priory. Beyond Isley Walton, on *l.*, Donington Park and Hall.

Castle Donington to Nottingham (10— $132\frac{1}{4}$); about $\frac{1}{2}m.$ farther cross Loughborough to Derby road, and over Harrington Bridge, $124\frac{1}{4}$, through Sawley, $125\frac{1}{4}$, Long Eaton, 126, Toton, $126\frac{1}{2}$, Chilwell, $127\frac{1}{2}$, Beeston, $128\frac{1}{2}$, and Lenton, $130\frac{3}{4}$. Returning, $\frac{1}{2}m.$ before Beeston turn to *l.*

At Chilwell, on *r.*, Chilwell Hall and Clifton Hall, across *R. Trent*. On *r.*, Lenton Hall; on *l.*, Wollaton Hall, Lenton Grove, and Lenton Priory.

Nottingham to Trent Bridge (1— $133\frac{1}{4}$); in the *M.P.* turn to *r.*, down Arkright street and cross the bridge to the junction of the roads.

[Or from *Ashby-de-la-Zouch*, keep to *r.* $\frac{3}{4}m.$ farther, and through ColeOrton, $114\frac{3}{4}$, where keep to *r.* by Gracedieu *Tp.*, $118\frac{1}{2}$, Finney Hall Wood, $120\frac{1}{2}$, and Garendon Park, $121\frac{3}{4}$, to *Loughborough*, $124\frac{3}{4}$, thence to *Trent Bridge*, $138\frac{3}{4}$; p. 189.]

Trent Bridge to Lincoln ($35\frac{1}{2}$ — $168\frac{3}{4}$)—pp. 306.

KIMBOLTON TO WARWICK.

Kimbolton to Higham Ferrers (8); at the end of Kimbolton keep to *l.*, and through Tillbrook, $1\frac{1}{2}$, by Three Shire Stone, $3\frac{1}{2}$, and through Chelveston, 6; at Higham Ferrers, turn to *l.*, and through the town.

Higham Ferrers, p. 185.

Higham Ferrers to Wellingborough (5—13); through the former turn to *r.*, and over Long Bridge, 12.

Between 2 and $3m.$ out of Higham Ferrers, on *r.*, the site of the Roman station of Irchester. Wellingborough, p. 189.

Wellingborough to Northampton ($9\frac{3}{4}$ — $22\frac{3}{4}$); p. 299, in the reverse direction; at Wellingborough turn to *l.*

Northampton to Weedon ($7\frac{3}{4}$ — $30\frac{1}{2}$); a little out of Northampton keep to *l.*, and by Duston, 25, Upton, $25\frac{3}{4}$, Upper Heyford, $28\frac{3}{4}$, and Floore or Flower, $29\frac{3}{4}$, a good undulating road, with easy hills; longish descent into Weedon.

Weedon to Daventry ($4\frac{1}{4}$ — $34\frac{3}{4}$)—p. 139.

Daventry to Warwick ($19\frac{1}{4}$ —54)—p. 144.

CAMBRIDGE TO LEICESTER.

Cambridge to Huntingdon, M.H. ($15\frac{1}{2}$); cross *R.* Cam, and up a slight incline, after which through Girton, 3, Lolworth, $6\frac{1}{2}$, Fenny Stanton, 10, and Godmanchester, $14\frac{1}{2}$; it is quite a level road, with but one ascent about 2*m.* before Godmanchester, the surface is simply perfection for the greater part of the way, but sometimes in dry weather it becomes loose in places; cross *R.* Ouse entering Huntingdon, through which is $\frac{1}{4}$ *m.* of paving, extremely rough. Returning, at Godmanchester turn to *l.* The road is part of the Roman Via Devana.

At Girton, 1*m.* on *l.*, Madingley Park. Huntingdon, &c. p. 223.

Huntingdon to Thrapston ($16\frac{1}{2}$ —32); in Huntingdon turn to *l.*, through the suburb of Hinchinbrook, $16\frac{1}{4}$; hill to mount on leaving the town, then the road is almost level with simply perfect surface through Brampton, $17\frac{1}{4}$, by Creamer's Hut, $18\frac{1}{2}$, and through Ellington, $20\frac{1}{2}$, to Spaldwick, $22\frac{3}{4}$, after which it becomes a little lumpy and hilly, through Bythorne, $27\frac{3}{4}$, and over Mickle Hill, 29, with a steep hill to descend into Thrapston.

About 1*m.* out, on *r.*, Hinchinbrook Ho. On *l.*, Brampton Park. Thrapston, p. 193.

Thrapston to Kettering ($9\frac{1}{4}$ —41 $\frac{1}{4}$); cross *R.* Nen to Islip, $32\frac{3}{4}$, out of which is a steep hill to mount, then a fairly smooth undulating road through Cranford St. John, 37, Bartonfield, 39, and Barton Seagrave, $39\frac{1}{2}$. Returning, a short distance out of Kettering turn to *l.*, and also at Bartonfield.

Kettering to Leicester ($25\frac{3}{4}$ —67)—p. 189.

WARWICK TO PETERBOROUGH.

Warwick to Princethorpe (9); at Warwick, going down the High street, turn to *r.*, through Emscote, $\frac{3}{4}$, then cross *R.* Avon, and the road is pretty level, but rather rough, skirting the north part of Leamington, 2, and through Lillington, 3, and Cubington, $4\frac{1}{2}$, to Weston, $5\frac{1}{2}$, and thence undulating with a little better surface. [Or from Warwick come back on the Banbury road, with a sharp descent out of the town, then cross *R.* Avon, and, turning to *l.*, it is a first-rate broad and smooth road to Leamington, $2\frac{1}{4}$, where turn to *l.* at the station, and straight through the town, just beyond turning to *r.*, to Lillington, 4.]

Before Weston, on *r.*, Weston Hall. Leamington, p. 114.

Princethorpe to Rugby ($7\frac{1}{2}$ —16 $\frac{1}{2}$); chiefly uphill for first 3*m.*, the latter part being a stiff ascent on to Dunsmore Hoath (junction of the London to Coventry road, $12\frac{1}{4}$), then fairly level and fine road through Bilton, $14\frac{3}{4}$.

2*m.* past Princethorpe, on *r.*, Bourton Hall; on *r.*, Bilton Hall. Rugby, p. 182.

Rugby to Husband's Bosworth (10—26 $\frac{1}{2}$); through Clifton, $18\frac{1}{2}$, a little farther turn to *r.*, cross Watling Street, $19\frac{3}{4}$, and through Catthorpe, $20\frac{1}{4}$, Swinford, $21\frac{1}{4}$, South Kilworth, $23\frac{3}{4}$, and North Kilworth, $24\frac{3}{4}$. Rather hilly. Returning, at North Kilworth turn to *l.*

At Swinford, on *r.*, Stanford Hall.

Husband's Bosworth to Market Harborough (6—32 $\frac{1}{2}$); descent from the former, then fairly level through Theddingworth, 28, and Lubenham, $30\frac{1}{2}$.

At Theddingworth, on *r.*, Holthorpe Hall. On *r.*, Thorpe Lubenham Hall. Market Harborough, p. 166.

Market Harborough to Great Weldon ($14\frac{3}{4}$ — $47\frac{1}{4}$); hilly road through Little Bowden, $32\frac{3}{4}$, Dingley, 35, Brampton, $36\frac{1}{2}$, Stoke Albany, $37\frac{3}{4}$, Wilbarston, $33\frac{1}{4}$, East Carlton, $40\frac{1}{2}$, and Corby (*ch.*), 45. Returning, $\frac{3}{4}$ *m.* past Corby keep to *l.*

On *l.*, Dingley Hall and East Carlton Hall.

Great Weldon to Oundle ($8\frac{3}{4}$ —56); by right-hand road through Upper Benefield, $50\frac{3}{4}$, and Benefield, $52\frac{3}{4}$.

Beyond Great Weldon, on *l.*, Weldon Park. Oundle, p. 193.

Oundle to Peterborough (13—69)—p. 299.

BIRMINGHAM TO PETERBOROUGH.

Birmingham to Coventry ($18\frac{1}{4}$)—p. 139, reversed.

Coventry to Lutterworth (15— $33\frac{1}{4}$); in Coventry, after passing the cross streets at the top of the hill, keep to *l.* where the London road branches off, and $\frac{1}{2}$ *m.* farther take right-hand road; then through Stoke Green, $19\frac{1}{2}$, Binley, $20\frac{1}{4}$ (keep first to *l.*, then to *r.*), Brinklow, $24\frac{3}{4}$ (turn to *l.*), past Stretton Station, $25\frac{3}{4}$ (keep to *r.*), through Stretton-under-Fosse, $26\frac{3}{4}$, Stretaston, $27\frac{1}{2}$ (turn to *r.*), Pailton, $28\frac{1}{2}$, and Cross-in-Hand *Tg.*, 31.

Beyond Binley, on *l.*, Combe Abbey and Park. At Stretton, on *r.*, Newbold Hall. Past Stretaston, on *r.*, Pailton *Ho.* At Pailton, on *l.*, Newnham Paddock. Lutterworth, p. 155.

Lutterworth to Husband's Bosworth (7— $40\frac{1}{4}$); in Lutterworth turn to *r.*, and a little out of the town to *l.*, and through Walcote, $35\frac{1}{4}$, and North Kilworth, $38\frac{1}{2}$, a little beyond which keep to *l.*

Beyond Lutterworth, on *l.*, Misterton Hall.

Husband's Bosworth to Peterborough ($42\frac{1}{2}$ — $82\frac{1}{4}$)—pp. 316-7.

BIRMINGHAM TO PETERBOROUGH (by Leicester).

Birmingham to Castle Bromwich ($5\frac{1}{4}$); tramway and bad macadam road through the suburbs to Saltley, 2, after which it improves to Castle Bromwich.

On *r.*, Castle Bromwich Hall.

Castle Bromwich to Coleshill ($4\frac{1}{4}$ — $9\frac{1}{2}$); through Bacon's End, 8, where turn to *l.*

Before Coleshill, on *l.*, Coleshill Old Hall and Coleshill Park. Coleshill, p. 145.

Coleshill to Over Whitacre (4— $13\frac{1}{2}$); through Shustoke, $12\frac{1}{2}$, and Furnace End, 13, where turn to *r.*

Beyond Coleshill, a little on *r.*, Maxstoke Castle, chiefly erected in the reign of Edward III.; and Shustoke Hall. $\frac{1}{2}$ *m.* beyond Coleshill, on *l.*, Blythe Hall.

Over Whitacre to Nuneaton ($8\frac{1}{4}$ — $21\frac{3}{4}$); turn to *l.*, and through Ansley, $16\frac{3}{4}$, Chapel End, $19\frac{1}{4}$, and Barr Green, $20\frac{3}{4}$. Returning, a little past Barr Green keep to *l.*

Beyond Ansley, on *r.*, Ansley Hall and Park.

Nuneaton to Leicester ($18\frac{1}{4}$ —40)—p. 305.

[Or at Furnace End, 13, keep straight on through Bently *Tj.*, 16, to *Atherstone*, 19½; whence, turning to *r.*, to *Hinckley* (8—27¼), as at p. 155, in reverse direction; and then to *Leicester* (13—40¼)—p. 305.]

Beyond Bently *Tj.*, on *r.*, Bently Park; on *l.*, Baxterley Hall. Before *Atherstone*, on *l.*, Merevale Hall. *Atherstone*, pp. 155-6.

Leicester to Uppingham (19—59); over *Saltersford Bridge*, 42¼, through *Houghton-on-the-Hill*, 46, *Billesdon*, 48¾, *Skeffington*, 50½, *Tugby*, 52, *East Norton*, 53½, over *Finchley Bridge*, 54½, and through *Allextion*, 55½, and over *Castle Hill*; hilly road.

Beyond *Saltersford Bridge*, on *l.*, *Scraptoft Hall*. On *l.*, *Skeffington Hall*. At *East Norton*, on *l.*, *Lodington Hall*, and 2*m.* beyond it, *Laund Abbey*. On *r.*, *Allextion Hall*. Before *Uppingham*, on *l.*, *Ayston Hall*. *Uppingham*, p. 186.

Uppingham to Duddington (8¼—67¼); stiff descent just out of *Uppingham*, then pretty level through *Glayston*, 61, *Morcot*, 63, and over *South Field* to *Tixover*, 66¼, whence there is another steep descent to the *R. Welland*, before *Duddington*; very bad road.

On *l.*, *Glayston Ho.* and *Tixover Ho.*

Duddington to Wansford (5¾—73); turn first to *l.* and then to *r.*; very bad road.

Wansford, p. 195.

Wansford to Peterborough (7¾—80¾); turn to *l.* just before *R. Nen*, and through *Ailesworth*, 75½, *Castor*, 76½, and *Longthorp*, 78¾: very bad road.

Beyond *Castor*, on *l.*, *Milton Park*; on *r.*, *Thorpe Hall*. *Peterborough*, p. 215.

BIRMINGHAM TO GRANTHAM.

Birmingham to Leicester (40)—p. 317.

Leicester to Melton Mowbray (15—55); tramway for first mile out of *Leicester*, and the road continues rather rough and uneven, but fairly level through *Thurmaston*, 43, to *Syston*, 45; after leaving *Syston* the surface soon improves, and through *Rearsby*, 47, *Brooksby*, 49, *Frisby*, 51, and *Kirkby Bellars*, 52½, is very good with only a few short hills, all of which are rideable; the streets of *Melton* are paved.

On *l.*, the valley of the *R. Welland* is parallel with the road. Just beyond *Thurmaston*, where the road bends to the *r.*, the road on the *l.* running almost straight on is the *Old Fosse Way* to *Newark*. On *l.*, *Brooksby Hall* and *Rotherby Hall*. *Melton Mowbray*, p. 186.

Melton Mowbray to Grantham (16—71); the road is hilly, being nearly all on the rise, with very rough uneven surface, requiring great caution on account of bad ruts, through *Thorpe Arnold*, 56¾, to beyond *Waltham-on-the-Wolds*, 60½, then a stiff descent and ascent to *Croxton Kerrial*, 64, and 2 or 3*m.* farther is a long downhill through *Denton*, 67½, to *Harlaxton Inn*, 68½, and the rest level.

Beyond *Waltham*, on *r.*, *Croxton Park*. At *Croxton*, 3*m.* on *l.*, *Belvoir Castle*, the magnificent seat of the *Duke of Rutland*; near, at *Woolsthorpe*, ruins of the old *ch.* On *l.*, *Denton Ho.*; on *r.*, *Harlaxton Manor Ho.* *Grantham*, p. 195.

BIRMINGHAM TO MANCHESTER.

Birmingham to Walsall, *Ch.* (8½); through *Hockley Brook*, 1¼, *Soho*, 1½ (keep to *r.*), *Handsworth*, 2¼, and *Snails Green*, 5¾. Returnin-

keep to *r.* about 1*m.* past Snails Green. [Or leave Birmingham by Aston Park and through Perry, $3\frac{1}{4}$, joining the other road on *l.*, about $1\frac{1}{2}$ *m.* farther on: same distance.]

(*Walsall*: George, *B.T.C.*; Stork.)

On *l.*, Soho Park. Beyond Handsworth, on *l.*, Hamstead Hall; on *r.*, Perry Hall. At Snails Green, on *l.*, Red Ho. Hall; on *r.*, Barr Hall.

Walsall to Cannock ($7\frac{3}{4}$ — $16\frac{1}{4}$); in Walsall first turn to *l.*, then keep to *r.*, and through Bloxwich, $11\frac{1}{4}$, and Great Wyrley, $14\frac{1}{4}$, to Church Bridge, $15\frac{1}{4}$, where keep to *r.*

Cannock to Stafford, *Ch.* (10 — $26\frac{1}{4}$); keep to *r.*, and through Huntington, $18\frac{1}{2}$, and Weeping Cross, $24\frac{1}{4}$, is a hilly road along the borders of Cannock Chase, which lies on *r.* Returning, after crossing *R.* Sow, out of Stafford, keep to *l.*, and at Weeping Cross to *r.* [Or at Cannock take left hand fork to *Penkridge*, $21\frac{1}{2}$, whence turning to *r.*, to *Stafford*, $27\frac{1}{2}$ —p. 312.]

2*m.* past Huntington, on *l.*, Teddesley Park and Hall. 1*m.* before Weeping Cross, on *l.*, Acton Hill.

Stafford to Manchester, St. Ann's Square (53 — $79\frac{1}{4}$)—p. 312.

KIDDERMINSTER TO DERBY.

Kidderminster to Stourbridge ($6\frac{3}{4}$); by Broadwaters Inn, 1 (keep to *r.*), through Iverley, $4\frac{1}{2}$, and Heath Gate, 6, is a fair road, with one or two hills to ascend.

At Broadwaters Inn, on *l.*, Sion Hill. About half-way on *l.*, Easemore Hall. Stourbridge, p. 137.

Stourbridge to Dudley ($4\frac{3}{4}$ — $11\frac{1}{2}$); following the Wolverhampton road for $\frac{3}{4}$ *m.*, there is a long, stiff rise out of the town over macadam, near the top of which turn to *r.*, and through Brierley Hill, $8\frac{1}{2}$. Returning, a mile out of Dudley keep to *l.*

(*Dudley*: Bush; Castle; Dudley Arms; Eagle.)

Beyond Stourbridge, on *r.*, Dennis Hill. At Dudley, the castle ruins. The road now passes through the heart of the Black Country, to beyond Walsall.

Dudley to Wednesbury (4 — $15\frac{1}{2}$); a mile out of Dudley turn to *l.* and through Dudley Port, $12\frac{3}{4}$, Horsley, $14\frac{1}{4}$ (turn to *l.*), and Ocker Hill, 15 (keep to *r.*)

Wednesbury, p. 140.

Wednesbury to Walsall (3 — $18\frac{1}{2}$); through Wood Green and Bescott Lane, 17, keep to *r.*

Walsall to Lichfield ($10\frac{1}{4}$ — $28\frac{3}{4}$); through Rushall, 20, Walsall Wood, 22, Ogley Hay, $24\frac{1}{2}$, Muckley Corner, $25\frac{1}{2}$, and Pipe Hill, $26\frac{3}{4}$.

Beyond Walsall Wood, on *r.*, at the cross roads, Castle Old Fort, an ancient entrenchment. Lichfield, p. 145.

Lichfield to Derby, All Saints' *Ch.* (24 — $52\frac{3}{4}$)—p. 308.

BRISTOL TO MANCHESTER.

Bristol to Worcester (60)—pp. 306-7.

Worcester to Manchester, St. Ann's Square (99—159)—pp. 311-2.

BRISTOL TO CHESTER.

Bristol to Black Rock Inn ($13\frac{1}{2}$)—pp. 90-1.

Black Rock Inn to Chepstow ($5-18\frac{1}{2}$); beyond the railway turn to *r.*, and by St. Pierre's Park Gate, $15\frac{3}{4}$, and Poolmeyrick, 17, is an undulating road, with a long steep hill to walk down into Chepstow; rather rough for first 2*m.*, then good: rough paving in Chepstow. [Or $2\frac{1}{2}$ *m.* past Compton Greenfield turn to *r.* through Northwick, $10\frac{1}{2}$, to *Aust Passage Inn*, $12\frac{1}{4}$, whence cross *R. Severn* by ferry to Beachley Passage House Inn, $13\frac{1}{4}$, and to *Chepstow*, $16\frac{1}{2}$, turning to *l.* $\frac{1}{2}$ *m.* before, and crossing *R. Wye* into the town,]

Beyond Beachley *Ho.*, on *r.*, Burnsville Park and Sedbury *Ho.* Chepstow, p. 109.

Chepstow to Tintern ($5\frac{1}{2}-24$); at the beginning of Chepstow turn to *l.*, and there is a stiff ascent to climb, followed by another out of St. Arvans, $20\frac{1}{2}$, where keep to *r.* (both dangerous to ride *down* without a good brake), to the top of Windeliff Hill, then a long descent, some parts steep, but fairly well engineered, by Tintern Abbey, $23\frac{1}{4}$; fair surface.

(*Tintern*: Royal George.)

2*m.* beyond Chepstow, on *r.*, Pierrefield *Ho.* and Park. On *r.*, the ruins of Tintern Abbey, of the Cistercian monks, founded 1131, should be visited. Splendid scenery, the road running close to *R. Wye*.

Tintern to Monmouth (10—34); continuing up the valley of the *Wye* through Llandogo, $26\frac{3}{4}$, over Bigswear Bridge, $27\frac{3}{4}$ (cross *R. Wye*, and 1*d.* toll to pay), and through Redbrook, $31\frac{1}{2}$, the road is rather rough for most of the way, but with only slight gradients. Returning, after crossing *R. Wye* out of Monmouth, turn to *r.* Fine scenery. Monmouth is paved.

[Or at St. Arvans keep to *l.* over hilly road through Devanden Green, $23\frac{1}{2}$, keeping to *r.* $1\frac{1}{2}$ *m.* further, and through Llanishen Cross, $26\frac{1}{4}$, Trellech, 28, to *Monmouth*, $33\frac{1}{2}$, entering by the other end of the town. Returning, out of Monmouth turn to *l.*, and nearly 1*m.* further to *r.* Or from *Tintern* turn to *l.* to Trellech, 28.]

At Trellech are some Druidical remains. Monmouth, p. 110.

Monmouth to Wormelow Tump ($11\frac{1}{4}-45\frac{1}{2}$); through Welsh Newton, $37\frac{3}{4}$, and St. Weonard's, $41\frac{3}{4}$.

At St. Weonard's, on *l.*, Treage. At Wormelow Tump, on *l.*, Bryngwyn and Moynde Park; 1*m.* before, on *r.*, Lyston *Ho.*

Wormelow Tump to Hereford ($6\frac{1}{2}-51\frac{3}{4}$); through Cross-in-Hand *Tg.*, 47, and Callow, $47\frac{3}{4}$; rather rough road; macadam through Hereford. Returning, keep to *r.* past Callow.

[Or from *Monmouth* to *Ross*, $10\frac{1}{2}-44\frac{1}{2}$, reversing p. 110; but if not going into *Ross* turn to *l.* at Wilton *Tg.*, $43\frac{3}{4}$, and a short distance further take right-hand road to *Hereford*, $56\frac{1}{2}$, p. 114.]

Hereford to Leominster ($12\frac{3}{4}-64\frac{1}{2}$); rather uphill road with bumpy macadam surface, through Holmer, $53\frac{1}{2}$, Pipe, $54\frac{1}{2}$, Moreton-on-Lugg, $55\frac{1}{2}$, to Wellington, 57; a little farther is a steep ascent on to Dinmore Hill (top of, 59, followed by descent $1\frac{1}{2}$ *m.* long to Hope-under-Dinmore, $60\frac{1}{2}$, and the remainder is hilly and rough through Wharton, 62, Elmsgreen, 63, over *Broadward Bridge*, $63\frac{1}{4}$, and through Bottols Green, $63\frac{3}{4}$.

On *l.*, Holmer Hall and *Ho.* At Hope on *r.*, Hampton Court. At Bottols Green, on *l.*, Ryelands.

Leominster to Ludlow (10—74½); through Luston, 67, Gobbits, 68½, Portway, 70, Richard's Castle, 71½, and Overton, 73; before Ludlow cross *R. Teme*, whence there is a steep hill to mount (dangerous to descend), entering the town by a narrow archway. [Or in Leominster turn to *r.* after crossing *R. Lugg*, and there is a much better road through Stockton Cross, 66½, where turn to *l.*, Ashton, 68¾, Brimfield Cross, 71½, Wooferton Cross, 72, and Ashford Bowdler, 73½, joining the other road at the *Tg.* a short distance before Ludlow, 75¾, where, on returning, turn to *l.*: it is fair going and pretty level, running near *R. Teme* from Brimfield, and known as the lower road.]

Before Luston, 1*m.* on *l.*, Eyeton Hall; at Luston, on *r.*, or before Ashton, on *l.*, Berrington Park. At Gobbits, on *l.*, Highwood *Ho.* and Birchtree. At Overton, on *l.*, Hay Park; on *r.*, Moor Park. Before Ludlow, on *l.*, Ludford Park; on *r.*, Ludford *Ho.* Ludlow, p. 120.

Ludlow to Newton Green, Guide Post (8—82½)—p. 120.

Newton Green to Church Stretton (7¾—90¼); through Halford, 83, Strefford, 84½, Felhampton, 85¾, and Little Stretton, 88¾, is rather uphill for most of the way, and rough surface for first 5*m.* Pretty scenery.

On *r.* is the long hill of Wenlock Edge, running N.E.; the range of hills on *l.* is the Long Mynd. 1*m.* before Church Stretton, on *r.*, is an old entrenched hill, called Brocards, or Brockhurst Castle; beyond the town, a little on *l.*, is another, called Bradbury Ring, and a little farther, on *r.*, is Caer Caradoc, Mount Caractacus, on the top of which is an old British camp, and embracing an extensive view.

Church Stretton to Shrewsbury (13—103¾); through All Stretton, 91½, Leebotwood, 94, Longnor, 95¼, Dorrington, 96¾, and Baiston Hill, 100¾, is a good easy road, though rather hilly in places, but chiefly downhill. Returning, after crossing *R. Severn* turn to *r.*, then to *l.* and *r.* again.

On *l.*, Longnor Hall, and a little farther, Netley Hall. Shrewsbury, p. 126.

Shrewsbury to Wem (10¼—113½); in Shrewsbury turn to *r.*, and a little further keep to *l.*, then a moderately good road through Albrighton, 106¾, with a stiff climb either way over and descent from Harmer (or Armour) Hill, 109 (where keep to *r.*), and through Broughton, 110¼.

Before Broughton, on *r.* 1*m.*, Sansaw Hall.

Wem to Whitchurch (8¾—122¼); through Edstaston, 115¾, and Tilstock, 119¾, is a rather rough road with only one little hill. Returning, a little out of Whitchurch keep to *r.* at the railway.

[Or from Shrewsbury by the middle road through Battlefield Hadnall or Hadnall Ease, Rock Hall, Brockhurst, Dog Moor, Prees, Prees Heath, and Heath Lane, joining the other road before Whitchurch: nearly same distance.]

Whitchurch, p. 148.

Whitchurch to Chester (20—142¼)—p. 148.

BRISTOL TO CHESTER (by Worcester).

Bristol to Worcester (60)—pp. 306-7.

Worcester to Wolverhampton (29¾—89¾)—pp. 311-2.

Wolverhampton to Chester (58¾—148½)—pp. 147-8. [Or *Worcester* to *Kidderminster*, 14¼—74¼, p. 311; thence to *Shrewsbury*, 30½—104¾, p. 126; thence to *Chester*, 39—143¾—above.]

MALMESBURY TO HEREFORD.

Malmesbury to Kingscote, Hunter's Hall (10)—p. 102.

Kingscote to Frocester ($5\frac{1}{4}$ — $15\frac{1}{4}$)—p. 313.

Frocester to Newnham ($8\frac{1}{4}$ — $23\frac{1}{2}$); through Church End *Tp.*, $17\frac{1}{2}$, (where turn to *r.*, and $\frac{1}{2}m.$ further to *l.*), Fretherne, $20\frac{1}{2}$, and Arlingham, $22\frac{1}{2}$, to the Three Mitres, $23\frac{1}{4}$, whence cross *R. Severn* by ferry to Newnham.

On *l.*, $1\frac{1}{2}m.$ past the Gloucester road, Frampton Court; on *l.*, Arlingham Court.

Newnham to Mitcheldean ($5\frac{1}{2}$ —29); through Little Dean, $25\frac{1}{2}$, Gun Mills, $27\frac{1}{4}$, and Abenhall or Abinghall, $28\frac{1}{4}$, is a fair road, with only one or two hills of any account. Returning, at Gun Mills keep to *r.*

At Little Dean, on *r.*, Dean Hall. Near the *ch.* is an ancient camp. At Gun Mills, on *r.* $1m.$, Flaxley Abbey. Before Mitcheldean, on *l.*, The Wilderness.

Mitcheldean to Hereford ($18\frac{1}{2}$ — $47\frac{1}{2}$); through Lea, 31, over Sandford Bridge, by Rugden Crossway, and through Mordiford, $42\frac{1}{2}$, where turn to *l.* [Or $\frac{1}{2}m.$ beyond Lea turn to *l.*, and through Weston, $32\frac{1}{4}$, to Ross, 35, whence to *Hereford*, $13\frac{1}{4}$ — $18\frac{1}{4}$, p. 114.]

BRISTOL TO ABERGAVENNY.

Bristol to Crick (16)—pp. 90-1.

Crick to Usk ($9\frac{1}{2}$ — $25\frac{1}{2}$); turn to *l.*, and through Caerwent, $17\frac{1}{2}$ (keep to *r.*), and a mile further begins a long uphill through Llanvair Discoed, $19\frac{1}{2}$, to Went Wood, after which is a steep hill to go down, and nearly level through Llanllowel, $23\frac{1}{4}$.

On *l.*, Llanvair Castle, and on *r.*, Penhein *Ho.* On the top of the hill, at the end of Went Wood, on *r.*, Castle Troggy, or Striguil Castle. Usk, p. 113.

Usk to Abergavenny (11— $36\frac{1}{2}$); through Clytha, $30\frac{1}{2}$, Llanvihangel, $31\frac{1}{2}$, where join the Monmouth road on *r.*, and through Llangattock, $32\frac{1}{2}$, is very hilly and rough, though some parts are gravel: runs near *R.* Usk all the way.

[Or Bristol to Devanden Green, $23\frac{1}{2}$, p. 320; thence $1\frac{1}{2}m.$ further on *l.* through Llansoy, 27, to *Raglan*, $32\frac{1}{2}$, and to Clytha, $35\frac{1}{2}$.]

Abergavenny, p. 110.

WORCESTER TO ROSS.

Worcester to Great Malvern ($8\frac{1}{4}$); cross *R. Severn* and through St. John's, 1 (turn to *l.*), Powick, $2\frac{3}{4}$ (keep to *r.*), and Newlands Green, $6\frac{1}{4}$, is a good road, but uphill nearly all the way; the last mile is a very stiff ascent; pretty country.

At St. John's on *r.*, Boughton *Ho.* and Wick *Ho.* On *r.*, Powick Court. At Newlands Green, on *l.* $1m.$, Madresfield Court.

Great Malvern to Ledbury (8— $16\frac{1}{4}$); good smooth road with rideable undulations along the eastern slope of the Malvern Hills, through Malvern Wells, $10\frac{1}{4}$, to Little Malvern, $11\frac{3}{4}$, where keep to *r.*, and there is a half-mile walk on to the hill, and the rest, through Lower Mitchel, $14\frac{3}{4}$, is

a good road, mostly downhill: this road, being all made with Malvern stone, soon dries, and is never greasy; pretty scenery.

Beyond Little Malvern, on *l.*, Herefordshire Beacon, an immense British hill fortress; a little farther, on *r.*, an old castle. At Malvern Wells, on *l.*, Belmont Lodge. At Lower Mitchel, on *r.*, Kilbury Camp. Ledbury, p. 116.

Ledbury to Ross (12—28½).

PERSHORE TO LEDBURY.

Pershore to Upton-on-Severn (8½); turn to *l.* and through Defford and Earl's Crome.

Upton-on-Severn to Ledbury (10½—18¾); ½*m.* beyond Upton keep to *r.* and through Drake Street and Little Malvern, 14¼ (just beyond which turn to *l.*), and Lower Mitchel, 17¼. [Or from Upton on *r.* to Hemley Castle, 9¼, whence on *l.* to Malvern Wells, 13¾, and to Little Malvern, 15¼.]

WORCESTER TO HEREFORD.

Worcester to Ridgeway Cross (10); cross *R.* Severn to St. John's, 1, where turn first to *l.* then to *r.*, and through Rushwick, 2, over Bransford Bridge (*R.* Severn), 3, through Bransford, 4½, Leigh Sinton, 5¼ and Stiffords Bridge, 9¾.

At St. John's, on *l.*, Boughton *Ho.* and Wick *Ho.* A little farther, on *l.* Upper Wick and Langhern *Ho.* At Bransford Bridge, on *l.*, Bransford Court.

Ridgeway Cross to Newtown (7—17); by Hanleys End, 12½, over Fromes Hill, 13¾ (½*m.* further turn first to *r.*, then to *l.*), through Five Bridges, 14½, Eagleton or Eggleton, 16, and over Eagleton Bridge, 16½.

Newtown to Hereford (8—25); through Shucknell, 19, and over Lug Bridge, 23.

Hereford, p. 114.

NEWPORT TO ABERGAVENNY.

Newport to Mamhilad, *Ch.* (10); through Malpas, 2, and Llantarnam, 4, by New Inn, 6, and through Llanfihangel Pontymoel, 8½, good road, long hill either direction to Llantarnam. [Or to *Usk*, 11, (p. 113); thence, without crossing *R.* Usk, through Monkwood, 12¼, joining the other road nearly a mile before Mamhilad, 16¼.]

After crossing the canal ½ a mile before Llanfihangel Pontymoel, on *l.* to *Pontypool*, 1—9: good road.

On *l.*, Malpas *Ho.*; on *r.*, Llantarnam Abbey. On *l.*, at the division of the road, Pontypool Park.

Mamhilad to Abergavenny (7½—17½); steep hill to climb, quite unrideable, to Llanover, 13, then easy going, over Llanellen Bridge (*R.* Usk), 15½: good road. [Or from Monkwood on *r.* to Llanover, 16½.]

On *r.*, Llanover *Ho.* Abergavenny, p. 110.

KIDDERMINSTER TO ABERGAVENNY.

Kidderminster to Stourport (4); almost level.

Stourport to Hundred House Inn (5—9); through Stourport cross *R.* Severn to Areley Kings, 4½, then the road is on the rise all the

way through Dunley, 6, followed after a little downhill by a short steep ascent just before the Hundred House.

On *r.*, Areley Hall; on *l.*, Dernley Hall. At Hundred Ho. Inn, on *l.*, Witley Court; on *r.*, Abberley Lodge.

Hundred House Inn to Bromyard ($11\frac{1}{2}$ — $20\frac{1}{2}$); keep to *l.* over Stanford Bridge, $11\frac{1}{2}$ (cross *R.* Teme), through High House *Tp.*, $13\frac{3}{4}$, Upper Sapey, $14\frac{1}{2}$, Tedstone Wafer, $17\frac{1}{4}$, and Sandy Cross, $18\frac{1}{2}$. [Or at Stanford Bridge turn to *l.* round Stanford Park to Sapey Wood, 15, thence through Clifton, $16\frac{1}{2}$, and Lower Sapey, $17\frac{3}{4}$, to just before Sandy Cross, $20\frac{3}{4}$.]

Beyond Stanford Bridge, on *l.*, Stanford Park and Court. $\frac{1}{2}$ *m.* before Sandy Cross, on *r.*, Saltmarsh Castle; $\frac{1}{2}$ *m.* beyond, on *r.* 1*m.*, Buckenhill. Bromyard, p. 121.

Bromyard to Hereford (14 — $34\frac{1}{2}$); through Cooper's Green, $21\frac{3}{4}$ (keep to *r.*), Stoke Lacey, $24\frac{1}{2}$, Burley Gate, $26\frac{1}{2}$, Withington Marsh, $30\frac{1}{4}$, and over Lug Bridge, $32\frac{1}{2}$. Returning, after Lug Bridge, turn 2nd to *l.*, and $\frac{1}{4}$ *m.* past it.

Beyond Stoke Lacey, on *r.*, Moreton Court. Before Lug Bridge, on *l.*, New Court. Hereford, p. 114.

Hereford to Pontrilas (12 — $46\frac{1}{2}$); through Hereford cross *R.* Wye, a short distance beyond turn to *r.*, and nearly 2*m.* farther keep to *l.*, and by Goose Pool, $38\frac{1}{4}$ (2*m.* farther turning to *l.* and then keep to *r.*), over Willcocks Bridge, $40\frac{1}{2}$, and through St. Devereux, $42\frac{1}{4}$, Wormebridge, $43\frac{1}{2}$, and Kenderchurch, $45\frac{3}{4}$.

2*m.* out of Hereford, on *l.*, Mountpleasant; on *r.*, Belmont. Beyond Goose Pool, on *l.*, Allensmore Ho. At St. Devereux, on *l.*, Didley Court and Kilpeck Castle. At Pontrilas, 3*m.* on *l.*, down the Monnow Valley, ruins of Grosmont Castle. On *r.*, running 12 or 13*m.* N.W., is the narrow valley of the *R.* Dore, called the Golden Valley. About 1*m.* from Pontrilas, is Ewias Harold Castle, and 1*m.* farther, Dore Abbey.

Pontrilas to Abergavenny (12 — $58\frac{1}{2}$); through Rowleston, 48, Alterines, $51\frac{1}{4}$, Llanfihangel Crucornwy, $53\frac{1}{2}$, and Llandilo Bertholey, 56. [Or beyond Pontrilas turn to *l.*, and by Monmouth Cap, $47\frac{1}{2}$, Langué, 48, joining the other road about half-way.]

At Alterines, 2*m.* on *r.*, old castle, and 2 or 3*m.* farther, the ruins of Llanthony Abbey. Before Llandilo, 2*m.* on *r.*, the Sugar Loaf Mountain, Abergavenny, p. 110.

GLOUCESTER TO TENBURY.

Gloucester to Ledbury ($16\frac{1}{2}$)—p. 116.

Ledbury to Bromyard ($12\frac{3}{4}$ — $29\frac{1}{4}$); in Ledbury keep to *l.*, and over Ledden Bridge, $18\frac{1}{2}$, through Stapley, $19\frac{1}{2}$, Stanley Hill, $21\frac{1}{2}$, Castle Frome, 23, Bishop's Frome, $24\frac{1}{2}$, and Cooper's Green, $28\frac{1}{4}$. Returning, keep to *l.* at Cooper's Green.

Bromyard, p. 121.

Bromyard to Tenbury ($10\frac{3}{4}$ —40); in Bromyard turn sharp to *l.*, and leaving the town turn to *r.*, over Inkstone Bridge, 30, through Edwin Kalf, $31\frac{1}{2}$, and Little Kyre *Tp.*, 35.

Beyond Inkstone Bridge, on *r.*, Buckenhill. On *r.*, Kyre Park. Before Tenbury, 1*m.* on *r.*, Kyrewood Ho.; 1*m.* on *l.*, Burford Ho. Tenbury, p. 120.

BIRMINGHAM TO BRECON.

Birmingham to Halesowen ($7\frac{3}{4}$); by the Black Boy Inn, $5\frac{1}{4}$, is a good road after first *3m.*

Before Halesowen, on *l.*, Leaseowes; beyond, Halesowen Abbey. On *r.*, about half-way, Warley Abbey. Pretty country.

Halesowen to Kidderminster ($10-17\frac{3}{4}$); entering Halesowen turn to *l.*, and a little farther to *r.*, cross part of the Lickey Hills, to Hagley, $11\frac{3}{4}$, into which there is a long steep descent; the rest is easy.

On *l.*, Hagley Park and Field *Ho.*; on *r.*, Pedmore Hall. *2m.* beyond Hagley, on *l.*, Broom *Ho.* *2m.* before Kidderminster, on *r.*, Park Hall and Harcatt Hall. Kidderminster, p. 126.

Kidderminster to Bewdley ($3-20\frac{3}{4}$) is mostly downhill. Returning, a little out of Bewdley keep to *r.*

Beyond Kidderminster, on *r.*, Summer Hill, Blakebrook *Ho.*, and The Lea; on *l.*, Spring Grove, Tickenhill *Ho.*, and Sandbourn. Bewdley lies on *R.* Severn; *1m.* on *l.*, Ribbesford Hall.

Bewdley to Tenbury ($14-34\frac{3}{4}$); keeping to *l.* $3\frac{1}{4}m.$ out of Bewdley, the road is hilly for the first half, through Clowstop *Tg.*, 26, to Mamble, $27\frac{3}{4}$; after that it is very easy going through Newnham, $31\frac{1}{4}$, where it joins the Worcester and Droitwich road, and runs near the *R.* Teme, turning to *l.* and crossing it just before Tenbury.

On *l.*, Newnham Court. Tenbury, p. 120.

Tenbury to Leominster ($9\frac{1}{4}-44$); through Leyster's Pole, $38\frac{1}{2}$, Kimbolton, $41\frac{1}{4}$, and Stockton Cross, $42\frac{1}{4}$. Returning, out of Leominster, after crossing *R.* Lug, turn to *r.*

Leominster, p. 122.

Leominster to White Hill T.P.G. ($8\frac{1}{4}-52\frac{1}{4}$); in the town turn to *r.* and a mile beyond keep to *l.*, and through Monkland, $46\frac{1}{2}$, and Dilwyn, $50\frac{1}{4}$.

At Whitehill *T.P.G.*, on *l.* to *Weobley* ($\frac{3}{4}-53$).

Beyond Leominster, on *l.*, Ryelands. Before Dilwyn, on *r.*, Henwood Court; beyond, on *l.*, The Homme.

White Hill T.P.G. to Willersley, *Tp.* ($6\frac{1}{4}-58\frac{1}{2}$); through Sarnesfield, $53\frac{3}{4}$, Kinnersley, $55\frac{3}{4}$, and Cross, 58, (where turn to *l.*)

On *l.*, Kinnersley Castle; on *r.*, Sarnesfield *Ho.* At Cross, Eardisley Park and Castle.

Willersley to Hay ($7\frac{1}{2}-66$): turn to *r.*, and through Winforton, $59\frac{1}{2}$, Whitney, $61\frac{1}{2}$, (just beyond, cross *R.* Wye), and Clifford, $63\frac{3}{4}$, to Hay.

On *l.*, Whitney Court. On *r.*, ruins of Clifford Castle; on *l.*, The Priory. At Hay, the castle.

Hay to Brecon ($15\frac{1}{4}-81\frac{1}{4}$)—p. 116.

BIRMINGHAM TO BRECON (by Kington).

Birmingham to Tenbury ($34\frac{3}{4}$)—above.

Tenbury to Brimfield Cross ($4-38\frac{3}{4}$); instead of turning to *l.*, and crossing *R.* Teme, keep straight on, and as on p. 120.

Brimfield Cross to Mortimer's Cross ($8-46\frac{3}{4}$); through

Woolferton Cross, $39\frac{1}{2}$ (turn to *l.*), Comberton, 41, Portway, $41\frac{1}{2}$, (turn to *l.*, and $1\frac{1}{4}m.$ farther to *r.*), whence the road becomes hilly through Bircher, $43\frac{1}{4}$, Cock Gate, $44\frac{1}{4}$, and Lucton, 46.

At Cock Gate, on *r.*, in Croft Park, remains of Croft Castle and an ancient entrenchment. Mortimer's Cross, p. 122. At Bircher, on *l.*, Highwood Ho.

Mortimer's Cross to Kington ($9\frac{3}{4}$ — $56\frac{1}{2}$); through Shobden, $48\frac{1}{2}$, Staunton-on-Arrow, $50\frac{3}{4}$, Lyonshall, 54, and Penrhôs, 55. Returning, at Lyonshall, turn to *l.* [Or at Shobden turn to *r.*, through Byton Cross, $50\frac{1}{2}$, where turn to *l.*, Staunton-bach, $53\frac{1}{4}$, Titley *Tp.*, 54, and Titley *ch.*, $54\frac{1}{2}$, to Kington, $57\frac{3}{4}$.]

At Staunton-bach, on *l.*, Staunton Park; on *r.*, on Wapley Hill, an ancient camp. On *r.*, Shobden Court; on *l.*, Titley Court, and a little farther, on *r.*, Eywood Park. Kington, &c., p. 115.

Kington to Hay (12 — $68\frac{1}{2}$); over Hargest Bridge, 58, by Knoll, 59, and Brilley Mountain, $62\frac{1}{2}$. Returning, $4m.$ out of Hay keep to *l.*

On *l.*, Hargest Court.

Hay to Brecon ($15\frac{1}{4}$ — $83\frac{3}{4}$)—p. 116.

BIRMINGHAM TO KNIGHTON.

Birmingham to Bewdley ($20\frac{3}{4}$)—p. 325.

Bewdley to Cleobury Mortimer (8 — $28\frac{3}{4}$); keeping to *r.* $3\frac{1}{4}m.$ out of Bewdley, the road is hilly. Returning, just out of Cleobury turn to *r.*

Before Cleobury, on *l.*, Mawley Hall.

Cleobury Mortimer to Ludlow (13 — $41\frac{3}{4}$); after Hopton Wafers, $30\frac{3}{4}$, the road becomes very hilly, passing over part of the Clew Hills, through Hope Baggot, 36, and Caynham, $38\frac{1}{4}$. [Or $3\frac{3}{4}m.$ past Hopton Wafers keep to *r.*, and by Henley, 38, to Ludlow, 40.]

On *r.*, Hopton Court. $2\frac{1}{2}m.$ before Ludlow, on *l.*, Henley Park. On *l.*, Caynham Court, and on *r.*, Caynham Camp. Ludlow, p. 120.

Ludlow to Walford (10 — $51\frac{3}{4}$); about $1\frac{1}{4}m.$ out of Ludlow keep to *..*, and through Bromfield, $44\frac{1}{2}$, and Leintwardine, $50\frac{1}{2}$; rather hilly.

At Bromfield, on *l.*, Oakley Park. 2 or $3m.$ farther, on *l.*, Downton Castle. Before Walford, on *l.*, Brandon Camp.

Walford to Knighton ($7\frac{1}{4}$ —59)—p. 122.

WOLVERHAMPTON TO CARMARTHEN.

Wolverhampton to Bridgenorth ($13\frac{3}{4}$); leaving Wolverhampton turn to *l.* from the Shifnal road, and through Compton, $1\frac{3}{4}$, Wightwick, 3, Trescot, $4\frac{1}{2}$, Shipley, $7\frac{1}{4}$, over Rudge Heath, through Bradeney, $9\frac{1}{2}$, Wyken, $10\frac{1}{2}$, and Roughton, $11\frac{1}{4}$, to the suburb of St. James, $13\frac{1}{4}$, whence cross *R.* Severn into the town; rather hilly road, and not particularly smooth.

At Wyken, a little on *r.*, Davenport Ho. Bridgenorth, p. 126.

Bridgenorth to Ludlow ($19\frac{1}{2}$ — $33\frac{1}{4}$); outside the town keep to *l.*, and by Hubbatts Mill, $15\frac{3}{4}$ (keep to *l.*), through Down, 17, Westbach, $17\frac{1}{2}$, Lower Faintree, $19\frac{1}{4}$, Neenton, $20\frac{3}{4}$, North Cleobury, 22, Burwarton, $23\frac{1}{4}$, over the Clew Hills to Clew Downton, 27, by the Moor, $28\frac{1}{4}$, and through Middleton, 31, and Bock Green, $32\frac{1}{4}$. Returning, beyond Bock Green keep to *l.*

Before Lower Faintree, on *l.*, Faintree Hall; on *r.*, Neenton Hall. On *l.*, Cleobury Hall; on *r.*, Burwarton Hall. At Ludlow, on *r.*, Staunton Ho. Ludlow, p. 120.

Ludlow to Wigmore (8—41 $\frac{1}{4}$); entering Ludlow by the North end, turn to *l.*, then to *r.*, leaving the town by a narrow archway, and a dangerous steep hill to descend to *R.* Teme, beyond which turn sharp to *r.*, and through Aston, 37 $\frac{1}{2}$, Elton, 38 $\frac{1}{2}$, and Leinthall Starkes, 40.

Out of Ludlow, on *l.*, Ludford Ho. and Ludford Park. On *l.*, Elton Hall; a little farther, on *r.*, Marlbrook Hall. At Wigmore, on *l.*, Bury Ho.; on *r.*, ruins of Wigmore Castle and Wigmore Hall.

Wigmore to Presteign (8 $\frac{1}{4}$ —49 $\frac{3}{5}$); at Wigmore turn first to *l.*, then to *r.*, hilly road through Dicken Dale, 43 $\frac{1}{4}$, over Deerford or Dawold Forest, through Lingen, 45 $\frac{1}{4}$ (bear first to *r.*, then to *l.*).

1m. before Presteign, on *l.*, Stapleton Castle. Presteign, p. 117.

Presteign to New Radnor (7 $\frac{3}{4}$ —57 $\frac{1}{4}$); by Beggar's Bush, 51 $\frac{1}{2}$, and Kinnerton, 54 $\frac{1}{2}$. [Or turn to *l.*, and by Knill: about 1 $\frac{1}{4}$ m. longer.]

At Beggar's Bush, 1m. on *r.*, Grove Hall; on *l.*, Evenjobb.

New Radnor to Bualt or Builth (14—71 $\frac{1}{4}$); there is a long pull up-hill through and for a mile or two beyond Llantihangel-Nant-Melan, 60 (just beyond keep to *l.*), and then hilly, with run down for 2 or 3m. to Llanelwood, 70 $\frac{3}{5}$, whence cross *R.* Wye to Builth.

Builth to Llangammarch (8 $\frac{1}{4}$ —79 $\frac{1}{2}$); through Llanavon, 75 $\frac{3}{4}$, mostly up-hill.

Llangammarch to Llandovery (14 $\frac{1}{4}$ —93 $\frac{3}{4}$); through Llwydlo Fach, 84 $\frac{1}{2}$, and Talgarth Fach, 89 $\frac{1}{2}$.

Beyond Talgarth, on *r.*, Glan Bran Park. Llandovery, p. 111.

Llandovery to Carmarthen (26 $\frac{3}{4}$ —120 $\frac{1}{2}$)—p. 111.

SHREWSBURY TO HAY.

Shrewsbury to Bishop's Castle (21); through Nobold, 2, Long den, 5 $\frac{1}{2}$, Pulverbatch, 8 $\frac{1}{4}$, Stitt, 11 $\frac{1}{2}$, Bridges, 13, and Norbury, 16; no difficult hills. Returning, a little out of Bishop's Castle turn to *l.*

At 3m., on *l.*, Lythwood Hall. At Stitt, on *r.*, the Stiper Stones Hill extends for 5 or 6m. At Norbury, 1m. on *r.*, Linley Hall. Bishop's Castle, p. 120.

Bishop's Castle to Clun (5 $\frac{1}{2}$ —26 $\frac{1}{2}$); a little out of the former turn to *r.*, and through Coldbach, 22, Acton, 23 $\frac{1}{2}$, and Colesley or Colstey, 24 $\frac{1}{2}$.

Past Acton, on *l.*, Bury Ditches, an ancient British entrenchment. 2 or 3m. farther E., beyond Walcot Park, is another, called Borough Hill.

Clun to Knighton (7—33 $\frac{1}{2}$), is rather more hilly.

Knighton, p. 117.

Knighton to Presteign (7—40 $\frac{1}{2}$)—p. 122.

Presteign to Kington (6 $\frac{1}{4}$ —46 $\frac{3}{4}$); a little out of Presteign keep to *r.*, and through Rodhurst, 39 $\frac{3}{4}$ (keep to *l.*), Titley Tp., 41 (keep to *r.*), and Titley (ch.), 41 $\frac{1}{2}$. Returning, at Titley Tp. keep to *l.*

On *l.*, Titley Court, and on *r.*, Eywood Park. Kington, p. 115.

Kington to Hay (12—58 $\frac{3}{4}$)—p. 326.

BRIDGENORTH TO TENBURY.

Bridgenorth to Cleobury Mortimer ($13\frac{1}{4}$); through Oldbury, 1, Glazeley, $3\frac{3}{4}$, Deuxhill, $4\frac{1}{2}$, Billingsley, $5\frac{1}{2}$, and by New Inn, $9\frac{1}{4}$; rather hilly in the latter half.

Before Glazeley, on *l.*, Woodlands. At New Inn, on *r.*, Kinlet Hall.

Cleobury Mortimer to Tenbury ($8-21\frac{1}{4}$); through the town turn to *l.*, and through Milsom, $16\frac{3}{4}$, and Burraston or Boraston, $19\frac{3}{4}$.

LUDLOW TO SHIFNAL.

Ludlow to Much Wenlock (20); follow the Shrewsbury road for $1\frac{1}{2}m.$, then keep to *r.*, under the railway, and up Corve Dale; by Stanton Lacey, 3, Culmington, $5\frac{1}{4}$, Seifton, 6, and $\frac{3}{4}m.$ farther turn short on *r.*, over Seifton Forest, through Diddlebury, or Delbury, $7\frac{1}{2}$, Munslow Aston, $8\frac{1}{4}$, Munslow, $9\frac{1}{2}$, Broadstone, 11, Shipton, $13\frac{1}{2}$, Brocton, 15, and Burton, $17\frac{1}{4}$, it is a gentle rise nearly all the way; no hills.

Beyond Ludlow, on *l.*, Oakley Park. At Delbury, on *r.*, Molehouse Lodge. Past Munslow, on *l.*, Millichope Hall. Beyond Shipton, on *l.*, Larden Hall; and Lutwyche Hall on Wenlock Edge. Much Wenlock, p. 126.

Much Wenlock to Broseley ($3\frac{1}{2}-23\frac{1}{2}$); at the Marsh, $21\frac{1}{4}$, keep to *l.*

Broseley to Madeley Market ($3-26\frac{1}{2}$); at the beginning of Broseley turn to *l.*, cross *R.* Severn by the Iron Bridge, and through Coalbrookdale, $24\frac{1}{2}$ (keep to *r.*).

The road traverses a small edition of the Black Country.

Madeley Market to Shifnal ($3\frac{3}{4}-30\frac{1}{4}$); $1\frac{1}{2}m.$ farther keep to *l.*

[Or at The Marsh, $21\frac{1}{4}$, keep to *r.*, through Barrow, $22\frac{1}{4}$, $1\frac{1}{4}m.$ farther to *l.*, and directly after to *r.*, passing Broseley on *l.*; $2m.$ again cross *R.* Severn, a steep descent to it and steep ascent from it, and through Brockton, $26\frac{3}{4}$, joining the other road $1\frac{1}{2}m.$ past Madeley Market to *Shifnal*, $30\frac{1}{2}$].

At Barrow, on *r.*, Willey Park and Hall. Shifnal, p. 140.

BRIDGENORTH TO SHIFNAL.

Bridgenorth to Shifnal ($10\frac{3}{4}$); cross *R.* Severn, turn to *l.*, and through Stockton, $4\frac{1}{2}$, Norton, 5, Sutton Maddock, 6, and Brockton, 7, hilly road, with bad stony surface: $\frac{1}{2}m.$ before Brockton on *l.* to *Madeley Market* ($2-8\frac{1}{2}$).

At Stockton, on *l.*, Apley Park.

CHESTER TO BRECON.

Chester to Wrexham ($11\frac{3}{4}$); cross *R.* Dee, and the road is rather rough to near Pulford, $5\frac{1}{2}$, and then it improves through Rassett or Rossit, $6\frac{1}{2}$, to Gresford Road, $7\frac{3}{4}$, beyond which is Marfoot Hill to mount, $1\frac{1}{2}m.$ long, rather loose, and the rest is a capital road.

(*Wrexham*: Commercial; Lion, *B.T.C.*; Wynnstay Arms.)

Before Pulford, on *l.*, Eaton Hall. At Rassett, on *l.*, Trevallyn Hall. At Gresford road, on *l.*, Horseley Hall. $1m.$ before Wrexham, on *l.*, Acton Hall.

Wrexham to Ruabon ($5\frac{1}{2}$ — $17\frac{1}{4}$); taking the right hand road, there is a steep hill out of Wrexham, and then the road is apt to be loose and heavy.

(*Ruabon* : Foxes; Wynnstay Arms, *B.T.C.*)

3m. beyond Wrexham, on *l.*, Erthig; on *r.*, Pentre-bychan. At Ruabon, on *l.*, Wynnstay Park.

Ruabon to Chirk ($4\frac{3}{4}$ —22); a mile out of Ruabon keep to *l.*, the road is pretty good over New Bridge, $19\frac{1}{4}$ (*R. Dee*), and through Whitehursts *Tp.*, 20, where join the Holyhead road.

Fine scenery. $\frac{1}{4}$ m. beyond Ruabon, on *r.*, Plâs Madoc. At Chirk, on *l.*, Penrhos and Brynkinalt; on *r.*, Chirk Park and Castle.

Chirk to Oswestry ($5\frac{1}{4}$ — $27\frac{1}{4}$)—p. 127; reversed

Oswestry to Llanymynech ($5\frac{3}{4}$ —33) through Llyngclys, $30\frac{3}{4}$.

Beyond Oswestry, on *r.*, Broom Hall; on *l.*, Belle Vue; $1\frac{1}{2}$ m. beyond, on *l.*, Sweeney Hall.

Llanymynech to Welshpool (10—43); $1\frac{1}{4}$ m. farther cross *R. Vyrnwy* and by Four Crosses, $35\frac{1}{2}$, Waerdy Bridge, $36\frac{1}{4}$ (keeping to *l.* $\frac{3}{4}$ m. farther), New Quay, 40. [Or $\frac{3}{4}$ m. past Waerdy Bridge keep to *r.*, and through Guilsfield, where keep to *l.* to Welshpool, 44.]

Past Four Crosses, on *r.*, Rhysnant Hall. Welshpool, p. 121.

Welshpool to Newtown (14—57); $1\frac{3}{4}$ m. farther keep to *l.*, a little beyond to *r.*, to near Berriew, 48, just before which keep to *l.*, by Garth Mill *Tg.*, $49\frac{1}{2}$, and Glan Hafren, $51\frac{1}{2}$.

At Garth Mill *Tg.*, on *l.*, Glan Severn; on *r.*, Vaynor Park and Garth Mill Hall. At Glan Hafren, on *r.*, Pennant; and 2m. farther, on *r.*, Aberbechan Hall. Newtown, p. 122.

Newtown to Llanidloes (13—70); the road follows the right bank of the *R. Severn*, through Penystyrywad, 60, and Llandinam, $63\frac{1}{4}$.

(*Llandiloes* : Lion; Trewythan Arms, *B.T.C.*)

On *r.*, Penystyrywad Hall; $1\frac{1}{2}$ m. farther, on *r.*, Maes Mawr Hall. 3m. beyond Llandinam, on *l.*, Berthddw.

Llanidloes to Rhayader (13—83); turn to *l.* (south eastward) out of Llanidloes, and it is a hilly road through St. Harmon, 79. [Or to Llan-gurig, 74, whence turning sharp to *l.* down the Wye valley to Rhayader, 83.]

Rhayader, p. 115.

Rhayader to Builth or Bualt (14—97); down the left bank of *R. Wye*, by Doldowlod, 87, and over Ithon Bridge, 92. Returning, from Builth keep to *l.*

Before Builth, on *l.*, Wellfield and Llanelwith Hall.

[Or just beyond *Newtown* on *l.*, chiefly uphill by Clay Hill, $58\frac{3}{4}$, to Camnant Bridge, 62, and downhill through Llanbadarn-fynydd, $65\frac{3}{4}$, Llanbister, $68\frac{3}{4}$, Llanddewi-ystrad-enny, $71\frac{3}{4}$, Llanbadarn-Vawr, 75, Llandinrod Wells, 79, to *Builth*, 86.]

At Llandinrod Wells are some mineral springs of considerable local repute.

Builth to Brecon ($16\frac{1}{4}$ — $113\frac{1}{4}$); through Llandewr-cwm, 98, Llangynog, 100, Capel Dryffyn Honddu, or Upper Chapel, $104\frac{1}{2}$, whence all downhill by Lower Chapel, $108\frac{1}{4}$, and Llandefailog, $110\frac{1}{2}$. [Or at Builth turn to *l.*, keeping down the Wye valley through Capel-allt-Mawr, Erwood,

Llyswen, 109, then keep to *r.* to Bronllys, 111½, whence through Vellinvach, 114½, to Brecon, 118¾.]

CHESTER TO HAVERFORDWEST.

Chester to Ruabon (17¼)—pp. 328-9.

Ruabon to Llangollen (6—23¼); a short distance out of Ruabon there is a very steep hill where the road crosses the railway, after which it is almost all downhill to Llangollen; capital road, except at one place where it passes some ironworks, and there are two or three tram lines across the steepest part of the hill.

Llangollen to Corwen (10¼—33½)—p. 127.

Corwen to Bala (13—46½); just beyond Corwen keep to *l.* along the left bank of *R. Dee*, through Cynwyd, 36¼, Llandrillo, 38½ (keep to *r.*), to the foot of the Bala Lake or Llyn Tegid just before Bala, when turn to *r.* across *R. Dee*: undulating road. [Or beyond Corwen keep to *r.*, and cross *R. Dee* and *R. Alwen* to Druid Inn, 36½, then turn to *l.* and it is chiefly uphill by Four Crosses and up Nant-franan for 5*m.*, then down through Llanfor, 43½, to Bala, 44½.]

(*Bala*: White Lion Royal, *B.T.C.*)

2*m.* past Llandrillo, on *r.*, Crogen. 2*m.* farther, on *r.*, Pale and Y-Fron-heilog. 2*m.* before Bala, on *r.*, Bodweni. At the foot of Bala Lake, on *l.*, Plâs Rhiwaedog and Castle Cronw. Beyond Llanfor, on *r.*, Rhiwlas.

Bala to Dolgelly (18—64½); the road skirts the shore of Bala Lake, through Llanycil, 47½, to within a mile of Llanwchllyn, 51½; then it ascends for 3*m.*, and the rest is a gradual fall through Drwsynant, 55½, and down the Wnion Valley.

Beautiful scenery. At the head of Bala Lake, on *l.*, Glan-y-Llyn; on *r.*, a little farther, *Caer Gai*. At Llanwchllyn, on a hill on *r.*, ruins of Castle Carnduchan. On *l.*, Aran Mowddwy Mountain. Dolgelly, p. 121.

Dolgelly to Machynlleth (14½—79); in Dolgelly turn to *l.*, and by Cross Foxes, 67½ (keep to *r.*), Minffordd Inn, 71 (keep to *l.*), Pontabercorys, 74, and Esgair-geiliog, 75; on the rise for 5*m.*, then downhill to Minffordd Inn, and after a mile or two of uphill the rest is on the fall. For half the distance the road skirts the base of Cader Idris Mountain. Turn to *l.* and cross *R. Dyfi* just before Machynlleth.

Machynlleth, p. 122.

Machynlleth to Aberystwith (18¾—97¾); follow the *Dyfi Valley* down to Garreg, 85½, Eglwys-fach, 86½, then the road becomes more hilly through Treddol, 88½, and Talybont, 90½.

Before Eglwys-fach, on *l.*, Glan-Dyfi Castle; on *r.*, Tomen-las. Aberystwith, p. 115.

Aberystwith to Llanrhystyd (9½—107¼); cross the harbour, through Piccadilly, 99¾ (keep to *r.* twice), Rhyd-y-Felin, 100¼, by Llanrhystyd Road Station, 101, and after crossing *R. Ystwyth* keep to *r.*; for the last 3 or 4*m.* the road is within a mile of the sea shore.

At Rhyd-y-Felin, on *r.*, Tan-y-Castell; and ½*m.* farther, Bryn-yr-eithin.

Llanrhystyd to Aberaeron (7½—114¾); the road runs close to the sea through Llanon, 109¾, Aber Arth, 112, and Llanddewi Aberarth, 112¾.

(*Aberaeron* : Black Lion.)

At Aberaeron, on *r.*, Castle Cadwgan.

Aberaeron to Cardigan ($22\frac{1}{2}$ — $137\frac{1}{4}$); keep to *r.* and through Henfynyw, 116, Llanarth, 118 $\frac{3}{4}$, by New Inn, 126, through Blaenporth, 131 $\frac{1}{4}$, Tramam, 133 $\frac{1}{4}$, and Warren, 135 $\frac{1}{4}$.

At Llanarth, on *l.*, Noyadd. Cardigan, p. 112.

Cardigan to Eglwysrw (6— $143\frac{1}{4}$), through Llantwyd, 140 $\frac{3}{4}$.

Eglwysrw to Haverfordwest (20— $163\frac{1}{4}$); just beyond keep to *l.*, and through Pontynon, 144 $\frac{1}{4}$, Hendra Gate, 145 $\frac{1}{4}$, Pont Llanbiran, 146 $\frac{3}{4}$, Tavarn y Bwlch, 148 $\frac{3}{4}$; then cross the Mynydd Breseley, by New Inn, 152, to Castle Hendre or Henry's Moat, 153 $\frac{3}{4}$, and through Brogull, 158 $\frac{1}{4}$, and Prendergast, 162. Returning, keep to *r.* at Prendergast.

Haverfordwest, p. 93.

ABERYSTWITH TO CARMARTHEN.

Aberystwith to Llanrhytyd ($9\frac{1}{2}$)—p. 330.

Llanrhytyd to Lampeter ($15\frac{1}{2}$ —25); turn to *l.* through Pont Hafod Peris, 11, Dyffryn Arth, 13 $\frac{1}{2}$, Talsarn, 17 $\frac{3}{4}$, by King's Head, 18 $\frac{3}{4}$, and Foss Gwy, 22 $\frac{1}{4}$. Returning, just out of Lampeter keep to *l.*, and at King's Head to *r.*

[Or at *Aberaeron*, 17, on *l.* up the Aeron Valley, through Llanerchaeron and Llanfihangel-ystrad to beyond King's Head; about 12*m.* longer.]

At Llanerchaeron, on *l.*, Lan Ayrôn. Lampeter, p. 112.

Lampeter to Carmarthen (23—48); cross *R.* Teifi, then turn to *r.* and through Pencarreg, 28 $\frac{1}{2}$, Llan y Byther, 30 $\frac{1}{4}$, Pont-ceiliog, 32 $\frac{1}{4}$, Gwar-allt, 34 $\frac{1}{4}$ (keep to *l.*), New Inn, 35 $\frac{1}{2}$, Gwyrgryg, 36 $\frac{1}{2}$, Troed-y-rhiew, 39 $\frac{1}{2}$, Rhyd-y-caean, 44 $\frac{1}{4}$, and Llangwili, 46 $\frac{1}{2}$: very hilly road, passing over a range of mountains.

At Pencarreg, on *r.*, Llanvaughan. 2*m.* before Carmarthen, on *r.*, Cwmgwili. Carmarthen, p. 93.

ABERYSTWITH TO SWANSEA.

Aberystwith to Lampeter (25)—above.

Lampeter to Llansawyl (9—34); cross Lampeter Mountain, and it is uphill for 3 or 4*m.*, and rest downhill.

(*Llansawyl* : Black Lion.)

Llansawyl to Llandilo (10—44), through Talley, 37. Returning, a little out of Llandilo keep to *l.*

2*m.* past Talley, on *r.*, Taliaris. Llandilo, p. 111.

Llandilo to Pontardulais (14—58); through Llan-dybie, 49, by Cross Inn, 51, and Llanedy, 56 $\frac{1}{4}$. Returning, a little out of Pontardulais keep to *r.*

At Llan-dybie, on *l.*, Glyn-hir.

Pontardulais to Swansea ($8\frac{1}{2}$ — $66\frac{1}{2}$). Returning, 2*m.* out of Swansea keep to *r.*

PEMBROKE TO FISHGUARD.

Pembroke to Burton ($2\frac{3}{4}$); good road with one stiff hill to descend to Pembroke Dock, 2, whence cross by ferry to Burton (fare 2*d.*, bicycle 2*d.*)

Burton to Haverfordwest ($7\frac{1}{4}$ —10); by Houghton, $3\frac{3}{4}$, Clareston, $6\frac{1}{2}$, through Freystrope, $7\frac{3}{4}$, and over Mawdlin's Bridge, $9\frac{1}{4}$. Returning, after Mawdlin's Bridge keep to *l.*

[Or cross to New Milford or Neyland, a little to *l.* of Burton, and thence almost level to Hayston, out of which is a steep ascent, and down again to Johnston, 8, rather rough road: thence to *Haverfordwest*, 4—12 (p. 99). Returning, at Johnston turn to *l.* past the railway.]

At Houghton, on *r.*, Williamston and Benton Castle. At Freystrop, on *r.*, Boulston.

Haverfordwest to Fishguard ($14\frac{1}{4}$ — $24\frac{1}{4}$); keeping to *l.* at Prendergast, $10\frac{1}{2}$, it is a good undulating road by Mount Pleasant, 12, to Windy Hill, $12\frac{1}{2}$, which will have to be walked, and then rather hilly but nothing difficult, over Trefgarn Bridge, $14\frac{3}{4}$, to Ford Chapel, $16\frac{1}{2}$; after leaving Ford, the steep ascent of Wolf's Castle Hill is reached, then a slight ascent over a good hard road brings to Letterston, $19\frac{1}{4}$, and the rest is undulating over New Bridge, $20\frac{3}{4}$, and by Ffynnonstown, $23\frac{1}{4}$: good surface.

At Ford, on *l.*, an ancient camp. 2*m.* past New Bridge, on *r.*, Llanstinan Castle. Beyond Wolf's Castle, on *r.*, Sealyham. On *l.*, Trefgarn Hall. Fishguard, p. 112.

SHREWSBURY TO ABERYSTWITH.

Shrewsbury to Westbury ($8\frac{3}{4}$); cross *R.* Severn and first to *l.* then to *r.*; through Cruckton, $3\frac{3}{4}$, Nox, $4\frac{3}{4}$, Yockleton or Lockerton, 6, and Stoney Stretton, 7.

Beyond Shrewsbury, on *r.*, Cadogan Place. On *l.*, Cruckton Hall. At Nox, on *l.*, Newnham.

Westbury to Montgomery ($12\frac{1}{4}$ —21); keep to *l.* and through Worthen, 12, Brockton, 13, Wilnington Marton, $15\frac{1}{2}$ (keep to *l.*), and Chirbury, 18, is a bad road.

Beyond Westbury, on *r.*, Whitton Hall. A little farther, on *r.*, Cource Castle, a hill fort.

[Or from *Shrewsbury* on *l.*, through Hanwood, 4, Pontesford, $6\frac{1}{2}$, Pontesbury, $7\frac{1}{2}$, and Minsterley, $9\frac{1}{4}$, to Brockton, $13\frac{1}{2}$.]

On *r.*, Minsterley Park. At Chirbury, on *r.*, Walcot; on *l.*, Chirbury Hall and Marrington Hall. Before Montgomery, on *l.*, Lymore Park. Montgomery, p. 120.

Montgomery to Newtown (9—30)—p. 122.

Newtown to Llanidloes (13—43)—p. 329.

Llanidloes to Llangurig (4—47); chiefly uphill for 3*m.*, and then down to Llangurig.

Llangurig to Aberystwith ($17\frac{1}{2}$ — $64\frac{1}{2}$)—p. 115.

SHREWSBURY TO WELSHPOOL.

Shrewsbury to Welshpool ($18\frac{1}{4}$); cross *R.* Severn, keep to *r.*, and at Shelton, $1\frac{3}{4}$, to *l.*, by Pavement Gate, $4\frac{1}{2}$, Cross Gate, $5\frac{1}{4}$, Cardeston, $6\frac{1}{2}$, Trevenant, $12\frac{1}{4}$, and Buttington (*ch.*), $16\frac{3}{4}$.

[Or at $10\frac{1}{2}$ *m.* turn to *r.* and through Woolaston to Welshpool, $19\frac{1}{4}$.

Or to *Westbury*, $8\frac{3}{4}$ (above); thence on *r.* over the hills to *Welshpool*, $16\frac{3}{4}$.]

3*m.* out of Shrewsbury, on *l.*, Onslow Hall and Dinthill. On *r.*, at 2*m.*, Oxon

Hall; at 3*m.*, Bicton Hall; at 4*m.*, Preston Hall. Before Cardeston, on *l.*, Whistone Priory. On *l.*, Cardeston Park; a little farther, on *r.*, Rowton Castle. Welshpool, p. 121.

SHREWSBURY TO MAENTWROG.

Shrewsbury to Nesscliff ($8\frac{1}{2}$)—p. 126.

Nesscliff to Llanrhaidr ($18\frac{3}{4}$ — $27\frac{1}{4}$); at Wolf's Head, 10, keep to *l.* through Knockin, $12\frac{1}{4}$, a little farther again to *l.*, past Llyneclys station, $15\frac{1}{4}$, whence is chiefly downhill to Llan-y-blodwell, $18\frac{1}{4}$, and then up the Tanat valley, through Llangedwyn, $22\frac{1}{4}$, about 3*m.* beyond which keep to *r.*

Before Knockin, on *l.*, Knockin Hall; 2*m.* beyond, on *r.*, Moreton Hall. Before the village, on *l.*, Blodwell Hall; on *r.*, Llangedwin Hall and Plâs-nchaf. Llanrhaidr, also called Llanrhaidr-yn-Mochant.

Llanrhaidr to Bala (15 — $42\frac{1}{4}$); follow the valley for 2 or 3*m.* past Llangynnog, $32\frac{1}{4}$, when the road crosses the Berwyn Mountains, uphill for 3*m.*, then similar long downhill towards Bala, about 4*m.* before which town join the Corwen road. [Or 1*m.* before Llanrhaidr keep to *l.*, instead of going through it, both roads joining 2*m.* beyond that village.]

Bala, p. 330.

Bala to Maentwrog (20 — $62\frac{1}{4}$); for first half the road follows a small valley and is more or less on a moderate rise, then it crosses the mountains for about 5*m.*, and the rest is easy downhill through Festiniog, $59\frac{3}{4}$.

SHREWSBURY TO MOLD AND FLINT.

Shrewsbury to Armour Hill ($5\frac{3}{4}$)—p. 321.

Armour Hill to Ellesmere ($10\frac{1}{2}$ — $16\frac{1}{4}$); through Middle, 8, Burlton, $9\frac{1}{2}$, and Cockshut, $12\frac{1}{4}$. [Or to *Wem*, $10\frac{1}{4}$ (p. 321), thence turn to *l.* and by Wolverley, $13\frac{1}{4}$, and Welch Hampton, $18\frac{1}{2}$, to *Ellesmere*, $21\frac{1}{4}$. Returning, 1*m.* out of Ellesmere turn to *l.*]

(*Ellesmere*: Bridgewater Arms, *B.T.C.*)

On *l.*, Middle Castle. Beyond Burlton, on *l.*, Pelton Hall; 1*m.* farther, on *r.*, Stauwardine Hall. At Wolverley, on *l.*, Loppington *Ho.* Before Ellesmere, on *r.*, Oteley Park. At Ellesmere, ruins of the castle.

Ellesmere to Wrexham ($12\frac{1}{4}$ — $28\frac{1}{2}$); through Overton, $21\frac{1}{4}$ (keep to *l.*), Eyton, $24\frac{1}{4}$, and Marchwiell, $26\frac{1}{4}$. Returning, at Marchwiell keep to *r.*

Beyond Overton, on *r.*, Bryn-y-Pees and Maegwaylod; on *l.*, Overton Brow. On *r.*, Eyton Hall, and on *l.*, Rose Hill. On *l.*, Marchwiell Hall and Erthig; on *r.*, Cefn Hall. Wrexham, p. 328.

Wrexham to Caergwrle ($5\frac{1}{4}$ — $33\frac{3}{4}$) by the left hand road: rough and shaly, and rather hilly.

3*m.* past Wrexham, on *r.*, Gwersyllt Hall. At Caergwrle, the ruins of the castle.

Caergwrle to Mold ($6\frac{3}{4}$ — $40\frac{1}{2}$), through Hope, $34\frac{1}{2}$.

2*m.* beyond Hope, on *l.*, Plâs Teg. Mold, p. 148.

Mold to Northop ($3\frac{1}{4}$ — $43\frac{3}{4}$).

Northop to Flint (3 — $46\frac{3}{4}$)—p. 150.

CHESTER TO BALA (by Ruthin).

Chester to Mold ($12\frac{1}{2}$)—p. 148.

Mold to Ruthin ($8\frac{1}{4}$ — $20\frac{3}{4}$); through Llanferras, $15\frac{1}{2}$, and Llanbeder, $19\frac{1}{4}$ is a hilly road.

2m. beyond Mold, on *l.*, Colomendy Hall. On *l.* Llanbeder Hall. Ruthin, p. 149.

Ruthin to Gwyddelwern (9 — $29\frac{3}{4}$); turn to *l.* past the railway, and the road is more or less on the rise, running up the Clwyd valley.

Gwyddelwern to Bala ($12\frac{1}{4}$ — 42); chiefly downhill for 3m., then join the road from Corwen on *l.*, and by the Druid Inn, 34, to Bala as at p. 330.

CHESTER TO ABERYSTWITH (by Dinas Mawddwy).

Chester to Bala ($46\frac{1}{2}$)—p. 330. [Or to *Bala* (42)—above.]

Bala to Dinas Mawddwy (17 — $63\frac{1}{2}$); the road skirts the shore of Bala Lake, through Llanycil, $47\frac{1}{2}$, to within a mile of Llanwchllyn, $51\frac{1}{2}$; there turn to *l.* by the *ch.*, and gradually ascend a narrow valley—the Cwm Cynllwyd—for about 5m., and after crossing the hills the road runs down the valley of the Afon Dyfi, by Llan-y-Mowddy, $59\frac{1}{2}$, and Aber-Cowarch, $62\frac{3}{4}$: wild mountain district after leaving Bala Lake.

At the head of Bala Lake, on *l.*, Glan-y-Llyn, and a little farther, on *r.*, Caer Gai. At Llanwchllyn, on a hill on *r.*, ruins of Castle Carnduchan.

(*Dinas Mawddwy*: Red Lion, *B.L.C.*)

Dinas Mawddwy to Machynlleth ($11\frac{1}{2}$ — 75)—p. 122.

Machynlleth to Aberystwith ($18\frac{3}{4}$ — $93\frac{3}{4}$)—p. 330.

BARMOUTH TO BANGOR.

Barmouth to Harlech ($10\frac{1}{2}$); very bad and rough road through Llanaber, $1\frac{1}{4}$, Egryn Abbey, 3, Llandwywe, $4\frac{3}{4}$, Llanenddwyn, $5\frac{1}{4}$, Llanbedr, $7\frac{1}{2}$, and Llanfair, $9\frac{1}{2}$, running close to the coast most of the way.

(*Harlech*: Castle, *B.T.C.*)

Llanaber *ch.* is supposed to have been built in the 13th century. At Llanenddwyn, on *r.*, Cors-y-Gedol, and near it Carneddau Hengwm, a large Druidic remain; 2m. beyond, on the shores of Llyn Irddyn, are remains of an old British town, and of an old fort. Entering Llanbedr, on *r.*, the Meini Hirion cromlech. At Harlech, ruins of castle. Many British remains in the neighbourhood.

Harlech to Maentwrog (10 — $20\frac{1}{2}$); pleasant road through Llanfihangel-y-traethau, $12\frac{1}{2}$.

A mile before Maentwrog, a little on *r.*, the waterfalls Rhaia-dr-du and Raven Fall.

Maentwrog to Carnarvon (21 — $41\frac{1}{2}$)—p. 123.

Carnarvon to Menai Bridge (8 — $49\frac{1}{2}$); very good road along the shores of Menai Straits, and through Llanfair, $44\frac{1}{2}$: pretty ride.

On *l.*, Plâs Llanfair; 2m. farther, on *l.*, Vaynol Park and the Britannia Tubular Bridge. Menai Bridge, p. 128.

Menai Bridge to Bangor ($2\frac{1}{2}$ — 52)—p. 128: reversed.

WELLINGTON (Salop) TO WHITCHURCH.

Wellington (Salop) to Hodnet ($11\frac{3}{4}$); by Sleaf, $3\frac{1}{2}$, Crudgington, 4, Waters Upton, $4\frac{1}{2}$ (keep to *l.* and then to *r.*), Cold Hatton, $6\frac{1}{2}$, and over Hodnet Heath, $10\frac{1}{4}$. Returning, out of Hodnet keep to *l.*

Beyond Wellington, on *r.*, Apley Castle. $2\frac{1}{2}m.$ beyond Cold Hatton, on *r.*, Peplow Hall. At Hodnet, $2m.$ on *l.*, Bury Walls, a Roman station.

Hodnet to Whitchurch ($9\frac{3}{4}$ — $21\frac{1}{2}$); keep to *l.*, and through Marchamley, 13, Fawles or Fauls Green, 15, Darliston, $15\frac{1}{2}$, Sandford, $16\frac{1}{2}$, and Heath Lane, 19. Returning, $1m.$ out of Whitchurch and again beyond Heath Lane keep to *l.*

Beyond Marchamley, on *l.*, Hawkstone Park; on *r.*, Sandford Hall. Whitchurch, p. 148.

BIRMINGHAM TO SHEFFIELD.

Birmingham to Lichfield (16)—p. 308.

Lichfield to King's Bromley ($5\frac{1}{2}$ — $21\frac{1}{2}$); keep to *r.* $1\frac{3}{4}m.$ out of Lichfield, and again $1\frac{1}{4}m.$ farther on.

$2\frac{1}{2}m.$ past Lichfield, on *r.*, Elmhurst, and a little farther, on *l.*, Haunch Hall. On *l.*, Bromley Hall.

King's Bromley to Sudbury ($10\frac{1}{2}$ —32); keep to *l.* and over Yoxall Bridge, $22\frac{1}{2}$ (*l.* Trent), through Yoxall, $23\frac{1}{2}$, Needwood Forest, Christchurch in Needwood, $26\frac{1}{2}$, Draycott, 30, and cross *R.* Dove just before Sudbury.

At Christchurch, on *r.*, Byrkley Lodge. $1\frac{1}{2}m.$ before Draycott, on *l.*, Holly Bush Hall. On *l.*, Sudbury Hall.

Sudbury to Ashbourne (8—40); beyond Sudbury keep to *r.*, and through Cubley, $35\frac{1}{2}$, and Clifton, 39 (keep to *r.*)

[Or from Lichfield to Uttoxeter, ($16\frac{3}{4}$ — $33\frac{3}{4}$), p. 164; thence through Rocester and Ellaston to Ashbourne, $10\frac{1}{4}$ —44.]

Beyond Sudbury, on *r.*, Sudbury Park. Ashbourne, p. 169. Beyond Rocester, on *l.*, Burrow Hill. At Ellaston, on *r.*, Colwich Abbey.

Ashbourne to Newhaven Inn (9—49)—p. 170.

Newhaven Inn to Bakewell ($5\frac{1}{4}$ — $54\frac{1}{4}$); keep to *r.* and through Conksbury, $53\frac{1}{4}$.

Bakewell, p. 167.

Bakewell to Grindleford Bridge ($6\frac{1}{2}$ — $61\frac{1}{4}$)—p. 181.

Grindleford Bridge to Sheffield, *M.P.* (10— $71\frac{1}{4}$); turn to *r.* over the bridge (*R.* Derwent), and there is a long ascent to Fox House Inn, $65\frac{1}{4}$ on the High Moors; cross them to Ringinglow *Tp.*, $66\frac{1}{4}$, and through Bents Green, 68, and Little Sheffield, 70, is downhill, all rideable except the last bit into Sheffield.

[Or from Birmingham to Derby, 40,—p. 308; thence to Sheffield, $36\frac{1}{4}$ — $76\frac{1}{4}$,—p. 178].

DERBY TO SHREWSBURY.

Derby to Sudbury ($13\frac{1}{4}$); through Mickleover, 3, Etwall, $5\frac{3}{4}$, Hilton, $7\frac{3}{4}$, Hatton Moor, 10, Foston, $11\frac{1}{4}$, and Aston, $12\frac{3}{4}$.

On *l.*, Etwall Hall. On *l.*, Foston Hall. Sudbury, p. 165.

Sudbury to Uttoxeter ($5\frac{1}{2}$ — $18\frac{3}{4}$); beyond Sudbury keep to *l.*, and through Doveridge, $16\frac{3}{4}$.

Uttoxeter to Stafford ($13\frac{1}{2}$ — $32\frac{1}{4}$); through Blounts Green, $19\frac{3}{4}$, by Burnthurst Mill, $22\frac{1}{4}$, through Amerton, $26\frac{1}{4}$, and Weston, $27\frac{1}{2}$, where cross *R.* Trent.

Beyond Blounts Green, on *l.*, Loxley Park. Beyond Burnthurst Mill, on *r.*, Chartley Park, Chartley Castle ruins, and Chartley Hall. Beyond Weston, on *l.*, Ingestrie Park and Hall. Stafford, p. 145.

Stafford to Newport (13 — $45\frac{1}{4}$): through Billington, $35\frac{1}{4}$, Haughton, $36\frac{3}{4}$, Gnosall, $39\frac{1}{2}$, Coton, $40\frac{3}{4}$, and by Coles Mill, 43.

Newport, p. 148.

Newport to Watling Street ($8\frac{1}{2}$ — $53\frac{3}{4}$); through Lilleshall, $47\frac{3}{4}$, Donnington, $49\frac{1}{4}$, Trench Lane, $50\frac{3}{4}$, and Hadley, $51\frac{3}{4}$. At Watling Street, on *r.* to *Wellington* ($\frac{3}{4}$ — $54\frac{1}{2}$).

Beyond Newport, on *l.*, Aston Hall, and the ruins of Lilleshall Abbey. A little farther, on *r.*, Longford Hall. Watling Street, &c., p. 140.

Watling Street to Shrewsbury ($11\frac{1}{2}$ — $65\frac{1}{4}$) p. 140.

[Or from *Newport*, turning to *r.* through the town, and then to *l.*, through Edgmond, $46\frac{3}{4}$, Sherry Hill, $50\frac{3}{4}$, Crudgington, $53\frac{1}{4}$, Cotwall, $55\frac{1}{4}$, High Ercall, $55\frac{3}{4}$, Ercall Mill, $56\frac{3}{4}$, Rodenhurst, $57\frac{1}{4}$, whence there is a stiff hill to cross over to Haughmond Abbey, $59\frac{3}{4}$, and level to *Shrewsbury*, $62\frac{3}{4}$.]

Before Sherry Hill, on *r.*, Stedford Castle. On *r.*, Ercall Castle. On *l.*, the ruins of Haughmond Abbey (founded 1100); and beyond it, on *R.* Severn, Uffington Castle; on *r.*, Sundorn Park and Castle.

DERBY TO WREXHAM.

Derby to Uttoxeter ($18\frac{3}{4}$)—pp. 335-6.

Uttoxeter to Stone ($13\frac{3}{4}$ — $32\frac{1}{2}$); through Bramshall, $20\frac{3}{4}$, Field, 23, Coton, $26\frac{1}{4}$, Milwich, 27, and Stoke, $31\frac{3}{4}$. Returning, at Stoke turn to *r.*

At Bramshall, on *l.*, Loxley Park. Before Coton, on *r.*, Birchwood Park, and on *l.*, Fradswell Hall. Beyond Milwich, on *r.*, Hilderston Hall. At Stone are the remains of a nunnery.

Stone to Woore ($13\frac{1}{2}$ —46); entering Stone turn to *l.*, and directly after to *r.*, following the Trentham road to Darlaston, 34, then keep to *l.*, and by Hatton, 38, Maer, $41\frac{1}{2}$, and Irelands Cross, $45\frac{1}{2}$, (where on returning keep to *l.*, and 3*m.* farther to *r.*)

On *l.*, Darlaston Hall, and 2*m.* farther, on *l.*, Swinnerton Hall.

Woore to Audlem ($4\frac{1}{2}$ — $50\frac{1}{2}$); turn to *l.*, and through Buerton, $48\frac{3}{4}$.

On *r.*, Buerton Hall. (*Audlem*: Crown.)

Audlem to Whitchurch ($8\frac{3}{4}$ — $59\frac{1}{4}$); over Cheeley Bridge, $53\frac{1}{2}$, and through Burleydam, $54\frac{1}{4}$.

Beyond Burleydam, on *r.*, Combermere Abbey. Whitchurch, p. 148.

Whitchurch to Bangor (11 — $70\frac{1}{4}$); through Little Green, $63\frac{1}{4}$, and by Eglwys Cross, $64\frac{1}{4}$.

At Little Green, 1*m.* on *l.*, Hanmer Hall. 2*m.* beyond Whitchurch, on *r.*, Iscoed Park. 2*m.* before Bangor, on *r.*, Emral Hall.

Bangor to Wrexham ($4\frac{3}{4}$ —75); cross *R.* Dee, then turn to *r.*, and through Marchwiell, $72\frac{3}{4}$, where on returning keep to *l.*
Wrexham, p. 328.

NEWPORT (Salop) TO NANTWICH.

Newport (Salop) to Hinstock ($5\frac{3}{4}$)—p. 148.

Hinstock to Market Drayton ($5\frac{1}{4}$ —11); just out of Hinstock keep to *r.*

(*Market Drayton*: Corbet Arms, *B.T.C.*)

Market Drayton to Audlem ($6\frac{1}{4}$ — $17\frac{1}{4}$); easy undulating road, with good surface through Adderley, $15\frac{1}{4}$. Returning, out of Audlem keep to *l.* On *l.*, Adderley Hall. (*Audlem*: Crown.)

Audlem to Nantwich (7— $24\frac{1}{4}$); through Hankelow, $18\frac{3}{4}$, Hather-ton, $20\frac{1}{4}$, Batherton, $21\frac{1}{4}$, and Stapeley, $22\frac{3}{4}$, is an easy road, with few hills, and a good surface; cobble pavement through Nantwich. Returning, *1m.* out of Nantwich, and again at $2\frac{1}{4m.}$, keep to *r.*

2m. out of Audlem, on *r.*, Yewtree Ho.; and on *l.*, Hankelow Hall. Nantwich p. 146.

DERBY TO CHESTER.

Derby to Uttoxeter ($18\frac{3}{4}$)—pp. 335-6.

Uttoxeter to Stoke-upon-Trent ($17\frac{1}{4}$ —36)—p. 164.

Stoke-upon-Trent to Newcastle-under-Lyme ($1\frac{1}{4}$ — $37\frac{1}{4}$).
Newcastle-under-Lyme, p. 152.

Newcastle-under-Lyme to Gorsty Hill ($8\frac{1}{4}$ — $45\frac{1}{2}$); turn to *r.* on the Knutsford road, to Dimsdale *Tp.*, 38, then turn to *l.*, and through Chesterton, 39, and Audley, $41\frac{1}{2}$. [Or at Newcastle, keep to *l.*, across the London road and out of the town to *r.*, then through Keel, $39\frac{1}{4}$, Little Madeley, 41 (keep to *r.*), and Betley, $44\frac{1}{4}$, to Gorsty Hill, $45\frac{3}{4}$.]

At Chesterton, on *r.*, Bradwell Hall; on *l.*, Apedale Hall. On *l.*, Keel Hall. On *l.*, Madeley Manor Ho., and on *r.*, Oak Hill and Keighley Castle. On *r.*, Betley Hall, and on *l.*, Betley Court.

Gorsty Hill to Nantwich (6— $51\frac{1}{2}$), by Hough, $47\frac{3}{4}$.

[Or at Little Madeley on *l.*, through Great Madeley, $42\frac{1}{4}$, to *Woore*, $45\frac{1}{2}$, whence to *Nantwich*, 9— $54\frac{1}{2}$, p. 146.] Cobble pavement through Nantwich. On *l.*, Hough Ho. *2m.* on *r.*, Crewe Hall.

Nantwich to Chester ($19\frac{1}{4}$ — $70\frac{3}{4}$)—p. 146.

MANSFIELD TO SHREWSBURY.

Mansfield to Alfreton (9); through Sutton-in-Ashfield, $3\frac{1}{2}$, where, on returning, keep to *l.*

About half-way, on *l.*, Brook Hill Hall; *2m.* farther, on *l.*, Carnfield Hall.

Alfreton to Wirksworth, *T.H.* ($9\frac{3}{4}$ — $18\frac{3}{4}$); through Alfreton, turn to *r.* from the Derby road, and by Peacock Inn, 11, through Wingfield, 12, Crich, 14 (turn to *l.*), over Hottstandel Bridge, $15\frac{1}{2}$ (cross *R.* Derwent), and through Wigwell, $17\frac{1}{2}$: the last *3m.* hilly.

On *l.*, Wingfield Manor. At Hottstandel Bridge, on *l.*, Alderwasley Hall; on *l.*, Wigwell Grange. Wirksworth, p. 170.

Wirksworth to Ashbourne (9—27 $\frac{3}{4}$); after Carsington, 21, the road is hilly through Kniveton, 24 $\frac{3}{4}$. Returning, beyond Carsington keep to *r.*

At Carsington, on *l.*, Hapton Hall. Ashbourne, p. 169.

Ashbourne to Cheadle (13—40 $\frac{3}{4}$); over Hanging Bridge, 29 $\frac{1}{2}$ (cross *R. Dove* and keep to *r.*), by Red Lion, 32 $\frac{1}{2}$ (keep to *l.*), The Blazing Star, 36 $\frac{1}{4}$, and Oakmoor or Oakamore, 37 $\frac{1}{2}$; hilly road. [Or after Hanging Bridge turn to *l.* and through Ellaston, 32 $\frac{1}{2}$ (keep to *l.*), Dove Street, 33 ($\frac{3}{4}$ *m.* further keep to *r.*), Quickshill, 34 $\frac{3}{4}$, and Alton, 36 $\frac{3}{4}$, and over Alton Common to Cheadle, 40 $\frac{3}{4}$.]

Beyond Hanging Bridge, on *r.*, Okeover Hall. At The Blazing Star, on *r.*, Cotton Hall. Before Ellaston, on *l.*, Colwich Abbey. 1*m.* on *r.*, Alton Abbey and Alton Towers. Cheadle, p. 164.

Cheadle to Stone (10 $\frac{1}{4}$ —51); through Fosbrook, 43 $\frac{3}{4}$, over Blythe Bridge or Marsh, 44 $\frac{1}{4}$ (keep to *l.*), by Rough Chase, 47, and Hobber Gate, 48 $\frac{3}{4}$. Returning, about 1*m.* past Hobber Gate keep to *r.*, and before Fosbrook to *l.*

At Fosbrook, 1*m.* on *r.*, Caverswall Castle. Stone, p. 151.

Stone to Eccleshall (5 $\frac{1}{2}$ —56 $\frac{1}{2}$); cross canal and *R. Trent*, and through Walton, 51 $\frac{1}{2}$, and over Norton Bridge, 54 $\frac{1}{4}$.
Eccleshall, p. 146.

Eccleshall to Newport (8 $\frac{3}{4}$ —65 $\frac{1}{4}$); in Eccleshall turn to *l.* and through Woolton, 57 $\frac{3}{4}$, High Offley, 60, Littleworth, 60 $\frac{1}{2}$, Sutton, 63, and Forton, 64.

Beyond Littleworth, on *r.*, Loynton Hall. Newport, p. 148.

Newport to Shrewsbury (20—85 $\frac{1}{4}$)—p. 336.

ASHBOURNE TO WREXHAM.

Ashbourne to Cheadle (13)—above.

Cheadle to Stoke-upon-Trent (10 $\frac{3}{4}$ —23 $\frac{3}{4}$); through Fosbrook, 16, Blythe Bridge or Marsh, 16 $\frac{1}{2}$ (a little farther keep to *r.*), Meere (or Mear), *T'p.*, 19, Longton, 20, Lane, 20 $\frac{1}{2}$, Fenton or Lane Delph, 21 $\frac{1}{2}$ —p. 164.

Stoke-upon-Trent to Newcastle-under-Lyme (1 $\frac{1}{4}$ —25).

Newcastle-under-Lyme to Woore (8 $\frac{1}{4}$ —33 $\frac{1}{4}$); keep to *l.* across the London road, and out of the town keep to *r.*; then through Keel, 27, Little Madeley, 28 $\frac{3}{4}$ (keep to *l.*), Great Madeley, 30.

On *l.*, Keel Hall; on *r.*, Madeley Manor *Ho.*

Woore to Wrexham (29—62 $\frac{1}{4}$)—pp. 336-7.

SHREWSBURY TO BUXTON.

Shrewsbury to Shawbury (7); follow the Whitechurch road for 3*m.* near to Battlefield, then turn to *r.*; almost level, but rather rough road. 2*m.* out of Shrewsbury, on *r.*, Sundorn Castle.

Shawbury to Hodnet (6—13); through Edgebolton, 8, and over Stanton Heath is undulating and not a good road.

On *l.*, Hodnet Hall.

Hodnet to Market Drayton (6—19); through Tern Hill, 16, and Little Drayton, 18, is almost level, but rough road.

Beyond Tern Hill, on *r.*, Buntingsdale Hall. Market Drayton, p. 337.

Market Drayton to Newcastle-under-Lyme ($14\frac{1}{4}$ — $33\frac{1}{2}$); keeping to *r.* 2*m.* out of Market Drayton, and then by Loggerheads, 23, again 3*m.* farther keep to *l.*, and by Baldwin Gate, $27\frac{1}{4}$, through Whitmore, 29, and Millstone Green, 31, the road is undulating but mostly uphill: capital surface till nearing Newcastle. [Or 2*m.* out of Market Drayton on *l.* to Woore, 26, whence to Newcastle, $34\frac{1}{2}$, p. 338, reversed.]

2*m.* out of Market Drayton, 1*m.* on *r.*, Hales Place; on *l.*, Whitmore Hall Newcastle-under-Lyme, p. 152.

Newcastle-under-Lyme to Leek ($11\frac{1}{4}$ — $44\frac{1}{2}$); through Woolstan ton, $34\frac{1}{2}$, Burslem, $35\frac{1}{4}$, Norton, $37\frac{1}{4}$, and Endon, $40\frac{1}{4}$.

Burslem, p. 164. Leek, p. 169.

Leek to Buxton ($12\frac{1}{4}$ — $56\frac{3}{4}$); through Upper Hulme, 48, Flask, $52\frac{1}{4}$, and Brand Side, 54.

Buxton, p. 167.

NANTWICH (Chesh.) TO BUXTON.

Nantwich to Church Lawton ($11\frac{3}{4}$); follow the Newcastle road for $2\frac{1}{4}$ *m.*, then turn to *l.* and by Crewe Park, $6\frac{1}{4}$, Butterton Lane, $7\frac{1}{4}$, Oakhanger Mere, $8\frac{1}{4}$, Alsager Heath, $9\frac{1}{4}$, and the Wilbraham Arms, $10\frac{3}{4}$.

Before Alsager Heath, on *l.*, Oakhanger Hall.

Church Lawton to Congleton (6— $17\frac{3}{4}$)—p. 153.

Congleton to Smithy Green, cross roads ($4\frac{3}{4}$ — $22\frac{1}{2}$); through Bug Lawton, $20\frac{1}{2}$.

Beyond Bug Lawton, on *r.*, Bug Lawton Hall; on *l.*, 1*m.*, Eaton Hall and North Rode Hall.

Smithy Green to Buxton ($11\frac{1}{4}$ — $33\frac{3}{4}$); by Moss House, $30\frac{3}{4}$, where on returning keep to *l.*

MANCHESTER TO OSWESTRY.

Manchester to Wilmslow, *Ch.* ($11\frac{3}{4}$)—p. 165, reversed.

Wilmslow to Chelford (5— $16\frac{3}{4}$); by Street-Lane Ends, $13\frac{3}{4}$, and Wasford, 15.

At Wasford, on *l.*, Alderley Park.

Chelford to Holmes Chapel or Church Hulme (6— $22\frac{3}{4}$); through Old Withington, $18\frac{1}{2}$, and Twemlow, $21\frac{1}{4}$: Holmes Chapel is paved.

Beyond Chelford, on *r.*, Astele Hall; on *l.*, Withington Hall. At Twemlow, on *l.*, Twemlow Hall, and farther, Kermincham Hall and Lodge. Before Holmes Chapel, on *r.*, The Hermitage.

Holmes Chapel to Sandbach ($4\frac{3}{4}$ — $27\frac{1}{2}$); good smooth and level road to Brereton Green, $24\frac{3}{4}$, (whence turn to *r.*)

On *l.*, Brereton Hall. Sandbach, p. 153.

Sandbach to Nantwich ($10\frac{1}{4}$ — $37\frac{3}{4}$); through Wheelock, $28\frac{3}{4}$, by Winterley Pool, 30, through Haslington, 31, Crewe Green, 32, Crewe Station, $33\frac{1}{4}$, Wistaston, $35\frac{1}{2}$, and Willaston, $36\frac{1}{4}$. Cobble pavement through Nantwich.

Beyond Sandbach, on *r.*, Abbey Ho. Near Winterley Pool, on *l.*, White Hall. At Haslington, on *l.*, Oakhanger Hall; 1*m.* on *r.*, Clayhanger Hall. On *l.*, Crewe Hall. At Crewe Station, on *r.*, is the town of Crewe, the great manufacturing works and depôt of the L. & N. W. Ry. Co. On *r.*, Wistaston Hall. On *l.* Willaston Hall. Nantwich, p. 146.

Nantwich to Whitchurch (11—48 $\frac{3}{4}$); over Shrew Bridge, 38 $\frac{3}{4}$, through Aston Green, 42 $\frac{1}{2}$, and Newhall Green, 43 $\frac{3}{4}$.

At Newhall Green, on *r.*, Wrenbury Hall, The Royals, and Combermere Abbey. Whitchurch, p. 148.

Whitchurch to Ellesmere (11 $\frac{1}{2}$ —60 $\frac{1}{4}$); 2*m.* out of Whitchurch keep to *l.*, and by Fenns Hall, 52 $\frac{3}{4}$, through Bettisfield, 54 $\frac{3}{4}$, and Welch Hampton, 56 $\frac{1}{4}$, keeping to *r.* 1*m.* before Ellesmere.

2 $\frac{1}{2}$ *m.* beyond Whitchurch, on *r.*, Iscoed Park, and on *l.*, Red Brook. On *r.* Bettisfield Hall. Ellesmere, p. 333.

Ellesmere to Oswestry (8—68 $\frac{1}{4}$); through St. Andrews, 62 $\frac{3}{4}$, over Maes Tervyn Bridge, 63 $\frac{1}{2}$, and through Whittington, 65 $\frac{1}{2}$.

1 $\frac{1}{2}$ *m.* beyond Ellesmere, on *r.*, Hardwick Ho. 1*m.* past the canal bridge, on *l.*, Halston Hall. On *l.*, ruins of Whittington castle; 1*m.* farther, on *r.*, Park Hall. Oswestry, p. 127.

SHREWSBURY TO WARRINGTON.

Shrewsbury to Whitchurch (19)—p. 321.

Whitchurch to Tarpорley (13 $\frac{1}{2}$ —32 $\frac{1}{2}$); out of Whitchurch keep to *r.*, and through Croxton Green, 26 $\frac{1}{2}$, over Beeston Bridge, 30 $\frac{1}{2}$, and through Four Lane Ends or Fields, 31 $\frac{1}{2}$. [Or out of Whitchurch keep to *l.*, following the Chester road over Grindley Bridge, 21, by Bell-on-the-Hill, 22, and No Man's Heath, 24, to Hampton, 25 $\frac{1}{2}$, where turn to *r.* at the guide post, and through Peckforton, 30 $\frac{1}{4}$, to Beeston Bridge, 33 $\frac{1}{4}$.] Through Tarpорley is paved with large stones.

Before Croxton Green, on *l.*, Cholmondeley Castle. At Beeston Bridge, on *l.*, ruins of Beeston Castle.

Tarpорley to Crab Tree Green (6—38 $\frac{1}{2}$); keeping to *r.*, a steep ascent of $\frac{1}{2}$ *m.* out of the village is followed by a run of 3*m.* more or less downhill, to Oak Mere, 36 $\frac{1}{4}$, and the rest is undulating through Delamere Forest: splendid smooth surface.

Beyond Tarpорley, 1*m.* on *r.*, Oulton Park.

Crab Tree Green to Warrington (12—50 $\frac{1}{2}$); first 2*m.* downhill and often rather loose and stony, to Weaverham, 41 $\frac{1}{2}$, and then 2*m.* farther cross *R.* Weaver and the canal, and through Bartington, 43 $\frac{1}{2}$, Lower Whitley, 44 $\frac{1}{2}$, Stretton, 47, and Wilderspool, 49 $\frac{1}{2}$.

1*m.* beyond Crab Tree Green, on *l.*, Delamere Ho. 1 $\frac{1}{2}$ *m.* beyond Stretton, on *r.*, Appleton Hall. Warrington, p. 152.

MANCHESTER TO CHESTER.

Manchester, St. Ann's Square, to Aitrincham (8); paved for 1 $\frac{1}{2}$ *m.* along Deansgate and Chester road, then lumpy macadam, with tramway, through Old Trafford, 2 $\frac{1}{2}$, to Stretford, 4, after which cross *R.* Mersey

and the surface improves gradually through Cross Street, 5, to good nearing Altrincham: slightly undulating road.

(*Altrincham*: Bowden; Griffin; Unicorn, *B.T.C.*)

At Old Trafford, on *l.*, Trafford Park and the Botanical Gardens. At Altrincham, on *r.*, Oldfield Hall.

Altrincham to Mere ($5\frac{1}{2}$ — $13\frac{1}{2}$); rising ground for a mile out of Altrincham, then a good undulating macadam road over New Bridge, 10 (*R. Bollen*), by Mere End, 11, and Buckley or Bucklow Hill, $12\frac{1}{4}$.

Beyond Altrincham, on *l.*, Devisdale; on *r.*, Park Ho., Dunham Massey Park, and Barham Hall. At Mere End, on *l.*, Rostherne Mere and Denfield Hall. On *l.*, Bucklow Hall and Mere Hall.

Mere to Northwich (7 — $20\frac{1}{2}$); good undulating macadam road through High or Over Tabley, $14\frac{1}{2}$, Tabley Street, Lower or Nether Tabley, Holford Street, and Lostock Gralam, $18\frac{3}{4}$: cobble stone paving for a mile through Northwich.

At Lower Tabley, on *l.*, Tabley Park. On *l.*, Holford Hall. Northwich, p. 153.

Northwich to Tarvin (12 — $32\frac{1}{2}$); long stiff hill to climb beyond Northwich, and after a piece of level it is followed by a hilly road with excellent surface, through Hartford, $22\frac{1}{4}$, Sandway Lane, 24, Crab Tree Green, $25\frac{1}{2}$, Delamere Forest and Delamere, $28\frac{1}{4}$, when the long descent of Kelsall Brow has to be made to Kelsall, $30\frac{1}{2}$, affording a fine run down, and is succeeded by a level and fair road to Tarvin.

(*Delamere*: Vale Abbey Arms.)

Fine scenery. At Hartford, on *l.*, Green Bank and Woodland Hall. Beyond Sandway Lane, on *l.*, New Park, and beyond it Vale Royal Abbey. At Delamere, on *r.*, Eddisbury Hill. At Kelsall Brow, on *l.*, Kelsborrow Castle, an ancient entrenchment; on *r.*, Ashton Hey.

Tarvin to Chester (6 — $38\frac{1}{2}$)—p. 146.

MANCHESTER TO CHESTER (by Warrington).

Manchester, St. Ann's Square, to Patricroft ($5\frac{3}{4}$); along Deansgate, then turn to *r.* along Liverpool road, Water street, and Regent road to Eccles New Road; paving and tramway for about $1\frac{1}{2}m.$, then macadam, rough and lumpy, through Eccles, $3\frac{3}{4}$.

At Eccles, on *l.*, across *R. Irwell*, Trafford Park; on *r.*, Hope Hall.

Patricroft to Warrington ($12\frac{3}{4}$ — $18\frac{1}{2}$); through Higher Irlam, 9, Lower Irlam or Irlam Green (Dixon's Inn), 10, Cadishead Green, 11, Hollingfare or Hollings Green, 12, Martinscroft Green *Tr.*, 15, and Woolston, $15\frac{3}{4}$, the road is undulating and fairly good, except patches of cobblestone paving through the villages; Warrington also is paved: the road runs close to left bank of *R. Irwell* and Mersey all the way.

Before Higher Irlam, on *l.*, Flixton Hall. $1m.$ beyond Woolston, on *r.*, Bruck Hall, and a little farther, Orford Hall. Warrington, p. 152.

Warrington to Frodsham ($9\frac{1}{2}$ — 28); cross *R. Mersey*, then keep to *r.* and through Low Walton, 20, High Walton, $20\frac{1}{2}$, and Daresbury, $22\frac{1}{2}$, to Preston-on-the-Hill, 24, is somewhat on the rise, presently followed by a very stiff hill to descend at Sutton, 26, and after crossing *R. Weaver*, by a steep hill up to Frodsham.

On *l.*, Daresbury Hall. At Sutton, on *r.*, Halton Castle and Norton Priory on *l.*, Aston Park.

Frodsham to Chester (11—39); stiff ascent to Netherton, 29, then (keeping to *r.*) through Helsby, 31, Dunham-on-the-Hill, 33, Mickle Trafford, 36, Hoole, 36 $\frac{3}{4}$, and Flookbrook, 38 $\frac{1}{4}$, it is a fairly good road, except for two or three rough patches of paving. Chester is paved and very shaky.

At Mickle Trafford, on *l.*, Morley Ho. Past Dunham, on *r.*, Trafford Hall. On *r.*, Hoole Bank; on *l.*, Hoole Hall. Chester, p. 146.

WARE (HERTS) TO COLCHESTER.

Ware to Bishop Stortford (13 $\frac{3}{4}$); follow the Cambridge road to Collier's End, 3 $\frac{3}{4}$, as at p. 223, then a little farther turn to *r.*, and there is a long descent to Stondon, 6 $\frac{1}{4}$, and undulating through Hadham-on-Ash, 10. [Or from Ware through Widford, 5, and Much Hadham, 8, to Hadham-on-Ash, 9 $\frac{1}{2}$, a fair undulating road. Or at Much Hadham turn to *r.* down a short descent to a stream crossing the road, and which it is best to go over by the foot bridge; then there is a long hill to ride up, and the rest is pretty level, with a steep fall through Bishop Stortford, which should be walked down; $\frac{1}{2}$ *m.* shorter.]

At Much Hadham, on *l.*, Moor Place. Bishop Stortford, p. 230.

Bishop Stortford to Dunmow (9—22 $\frac{1}{2}$); out of the Stort valley the road rises sharply through Hockerill, 14, and then there are some stiff hills to climb, followed by a long run down through Takeley Street, 17 $\frac{1}{2}$, to Bonington Green, 18 $\frac{1}{2}$, and after another rise the rest is all downhill through Little Canfield, 20; splendid road.

(*Dunmow*: Saracen's Head, *B.T.C.*)

At Takeley Street, on *l.*, Brassingbourn Hall. At Little Canfield, on *l.*, Little Canfield Hall and Easton Park. Dunmow, p. 235.

Dunmow to Braintree (8 $\frac{1}{4}$ —30 $\frac{3}{4}$); through Dunmow turn to *l.*, and through Stebbing Ford, 25 $\frac{1}{2}$, and Rayne, 29, is a very good undulating road. Braintree, p. 237.

Braintree to Coggleshall (5 $\frac{3}{4}$ —36 $\frac{1}{2}$); through Blackwater, 33 $\frac{3}{4}$, and Stock Street, 35 $\frac{1}{4}$, is a good but hilly road.

Before Blackwater, on *l.*, Stisted Hall. At Stock Street, on *l.*, Oldfield Grange.

Coggleshall to Marks Tey (4—40 $\frac{1}{2}$); good undulating road.

Marks Tey to Colchester (4 $\frac{3}{4}$ —45 $\frac{1}{4}$)—p. 239.

BRENTWOOD (ESSEX) TO TILBURY FORT.

Brentwood to East Horndon (4); chiefly uphill to Ingrave, 2, then downhill through Heron Gate Common, 3, on *l.* to Little Burstead, 2 $\frac{3}{4}$ *m.*

At Ingrave, on *r.*, Thorndon Hall and Park.

East Horndon to Orsett (5 $\frac{3}{4}$ —9 $\frac{3}{4}$); very undulating road, but chiefly downhill, by Barnards. 5 $\frac{1}{4}$, Wickhouse, 6 $\frac{1}{2}$, and Orsett Hall, 9, where turn sharp to *r.*

On *l.*, East Horndon Hall. At Wickhouse, on *l.*, Noke Hall; on *r.*, Bulphan Hall. At cross roads by Orsett Hall, on *l.*, to Horndon-on-the-Hill, 1 $\frac{1}{4}$ *m.*

Orsett to Chadwell (3—12 $\frac{3}{4}$); turn to *l.* in Orsett, then to *r.*, and through Baker Street, 10 $\frac{1}{2}$ (turn to *l.*), and over Orsett Heath.

[Or before Orsett Hall keep straight on by Rotten Row, past the Cock Inn, $9\frac{3}{4}$, by Muckinge Heath and Biggon Heath, to *Chadwell*, $11\frac{3}{4}$; good surface, with here and there a shaky bit.]

Chadwell to Tilbury Fort ($3-15\frac{1}{4}$)—p. 249.

From Tilbury Fort cross *R. Thames* by ferry to Gravesend, $\frac{1}{2}m.$

CHELMSFORD TO TILBURY FORT.

Chelmsford to Billericay ($8\frac{1}{2}$); take the London road back for a mile out of the town, then turn to *l.*, and past the Union house, and there is a long stiff rise on to Galleywood Common, $2\frac{1}{2}$, followed by a good descent out of Stock, $5\frac{1}{2}$, and a loose dangerous descent into Billericay, otherwise pretty level; good road in dry weather.

At Stock, on *r.*, *Greenwood Ho.* Billericay, p. 247.

Billericay to Langdon Hills ($5\frac{1}{2}-14$); keep to *r.* by the *ch.* in Billericay, and over Laindon Common (keep to *l.*), Nook Bridge, 11, and Laindon Inn, $11\frac{1}{2}$, whence it is uphill more or less, ending with a steep ascent on to the Hills. Fine views.

Langdon Hills to Tilbury Fort ($8\frac{1}{2}-22\frac{1}{2}$); steep dangerous descent down Langdon Hill, followed by a short sharp drop. rideable, but requiring care, from Horndon-on-the-Hill, $16\frac{1}{2}$, to the junction with the Southend road at $17\frac{1}{2}$, then turn to *r.* and $\frac{1}{4}m.$ farther to *l.*; then a stiff hill to mount, and after a mile of level (turning to *r.*) another to run down, and again level by Tilbury Mill, 20, to West Tilbury, $20\frac{1}{4}$, out of which is a steep hill that should be ridden down carefully; after that it is level over the marshes, with a railway crossing at $21\frac{1}{2}$, and a couple of sharp dips to negotiate near Tilbury Fort.

CAMBRIDGE TO SOUTHEND.

Cambridge to Great Chesterford ($11\frac{1}{4}$)—pp. 230-1, reversed.

Great Chesterford to Saffron Walden ($4\frac{1}{2}-15\frac{3}{4}$); follow the London road through Little Chesterford, $12\frac{1}{4}$, to Littlebury, $13\frac{3}{4}$, entering which turn off to *l.*, and skirt Audley Park; splendid smooth road, chiefly on a slight incline. [Or at Great Chesterford turn to *l.*, and through the east end of Little Chesterford and Springwell direct to Saffron Walden; same distance.]

(*Saffron Walden*: Cross Keys; Rose and Crown, *B.T.C.*)

Saffron Walden to Thaxted ($7\frac{1}{4}-23$); through Wimbish Green, $19\frac{1}{2}$, is a pretty good road, but very hilly. Pretty country.

Thaxted to Dunmow ($6\frac{1}{4}-29\frac{1}{4}$); through Monk Street, 25, Great Easton, 27, and Church End, $28\frac{1}{2}$, is a capital road, rather hilly, but mostly downhill. Pretty scenery.

At Great Easton, $1m.$ on *r.*, Easton Park. Dunmow, pp. 235 and 342.

Dunmow to Little Waltham Tg. ($8\frac{1}{2}-37\frac{3}{4}$); through Barnston, $31\frac{1}{2}$, Black Chapel, $32\frac{3}{4}$, Fourth End, $33\frac{3}{4}$, How Street, 36, and Great Waltham, 37, is a splendid undulating road, with a very steep hill to mount (dangerous to ride down) past Fourth End, and a stiff descent to Great Waltham.

Little Waltham Tg. to Chelmsford ($4\frac{1}{4}-42$)—p. 237, reversed.

Beyond Barnston, on *l.*, Absoll Park. Before Great Waltham, on *l.*, Langleys. Chelmsford, p. 237.

Chelmsford to Great Baddow ($1\frac{1}{2}$ — $43\frac{1}{2}$)—p. 246.

Great Baddow to Rayleigh ($11\frac{3}{4}$ — $55\frac{1}{4}$); keep to *r.* and through Howe Green, $45\frac{1}{4}$, and Rettenden, $50\frac{1}{4}$, over Battle Bridge, $51\frac{1}{2}$, through Rawreth, $52\frac{3}{4}$, and $\frac{1}{2}m.$ farther on *r.* join the Billericay road.

Rayleigh to Southend (8 — $63\frac{1}{4}$)—p. 248.

BRAINTREE TO ROCHFORD.

Braintree to Witham (7); through Black Notley, $1\frac{1}{2}$, White Notley, $3\frac{1}{2}$, and Faulkourn, 5, is pretty level, but very loose and sandy road to Chipping, $6\frac{1}{2}$, where join the Colchester road, and turn to *r.* down a stiff descent into Witham.

On *l.*, Faulkourn Hall, and $1m.$ farther, Witham Place.

Witham to Maldon ($6\frac{1}{4}$ — $13\frac{1}{4}$): in Witham turn to *l.*, and it is nearly level to Wickham Mills, $9\frac{1}{2}$; then stiff hilly riding, the surface being loose and sandy in summer, to Langford, $11\frac{1}{2}$ (just beyond over a level railway crossing); level to Heybridge, $12\frac{1}{2}$, where turn to *r.*, cross *R.* Blackwater, and a steep hill to climb into Maldon (quite unrideable in either direction): good roads.

Before Langford, on *r.*, Wickham Hall; on *l.*, Langford Grove, and on *r.*, Beeleigh Abbey. Maldon, p. 246.

Maldon to North Fambridge ($6\frac{1}{2}$ — $19\frac{3}{4}$); turn first to *l.*, and by Maldon Jenkin (Royal Oak), $15\frac{1}{4}$, and Purleigh Wash, $16\frac{1}{4}$, is an excellent undulating road, except the abrupt descent of Kit Hill to walk $1m.$ before North Fambridge.

North Fambridge to Rochford ($4\frac{3}{4}$ — $24\frac{1}{2}$); cross *R.* Crouch by Fambridge Ferry (fare 6d., and bicycle 6d.), and then through South Fambridge, $21\frac{1}{4}$, and Ashingdon, $22\frac{1}{4}$.

CAMBRIDGE TO COLCHESTER.

Cambridge to Linton (11); past the station, over the Gog Magog Hills, to Babraham, 5, through Little Abington, 7, and Great Abington, 8; very hilly road.

(*Linton*: Swan.)

On the Gog Magog Hills, on *l.*, the Wandlebury, an ancient entrenchment. On *r.*, Babraham Hall. Beyond Great Abington, on *l.*, Hildersham Hall.

Linton to Haverhill (9—20); in Linton turn to *l.*, and through Horseheath, 15, and Withersfield, 18.

Beyond Linton, on *l.*, the Rivey; on *r.*, Barham Hall. $1m.$ before Horseheath, on *l.*, Horseheath Lodge; $2m.$ S. is Shudy Camps Park, and $1m.$ farther, Camps Castle, an ancient encampment.

Haverhill to Ridgewell ($5\frac{1}{2}$ — $25\frac{1}{2}$); through Sturmer, $21\frac{1}{2}$, and Baythorn End, $23\frac{1}{2}$.

On *r.*, Sturmer Hall; on *l.*, Baythorn Park and Stoke College. Before Ridgewell, on *r.*, Whitley.

Ridgewell to Sible Hedingham ($5\frac{1}{2}$ —31); stiff hill to descend

from Ridgewell, and then nearly level through Great Yeldham, 28, to Sible Hedingham.

At Great Yeldham, on *l.*, Spains Hall. Sible Hedingham, p. 237.

Sible Hedingham to Halstead (4—35); through Swanstreet, 31½ (keep to *l.*), and Brook Street, 33.

At Brook Street, on *l.*, Dynes Hall. Before Halstead, on *l.*, The How and Ashfield Lodge. Halstead, p. 237.

Halstead to Colchester, Obelisk (13¾—48¾); over Blue Bridge, 36, Stone Bridge, 37½, through Earls Colne, 38½, Wakes Colne, 40½, Botslyve Green, 41, Ford Street, 43, and Lexden, 46¾, where join road from London on *r.*

(*Earls Colne*: George; Lion.).

At Blue Bridge, on *r.*, Halstead Lodge; on *l.*, Colne Park and Colne Priory. On *l.*, Lexden Hall. Colchester, p. 239.

COLCHESTER TO SUDBURY.

Colchester to Nayland (6); through Mile End, 1, Horkesley Causeway, 3½, and Great Horkesley, 4¾.

On *r.*, Horkesley Park. At Nayland, on *r.*, Tendring Hall.

Nayland to Sudbury (9¼—15¼); through Marshall's Green, 9, Assington Green, 10, and Newton Green, 12¼.

[Or at Mile End, on *l.*, through Wormingford, Bures St. Mary, and Great Cornard, to Sudbury: about the same distance.]

On *l.*, Assington Hall; on *r.*, Aveley Hall and Coddendam Hall. Sudbury, p. 237.

SUDBURY (Suffolk) TO IPSWICH.

Sudbury to Hadleigh (12¾); by Chilton Park, 2, through Great Waldingfield, 4¼ (keep to *r.*), by Edwardston Priory, 6½, through Lindsey, 9, and Kersey, 11¼.

At Kersey, on *l.*, the Priory. At Hadleigh was buried Guthrum, the Dane; fine *ch.*; p. 240.

Hadleigh to Ipswich (8¾—21½); through Hintlesham, 16½, Sproughton, 19½, and Chauntry, 20.

On *l.*, Hintlesham Hall and Priory. Ipswich, p. 239.

CAMBRIDGE TO YARMOUTH.

Cambridge to Newmarket (13); through Quy-cum-Stow, 4¾, and Bottisham, 7, to Devil's Ditch, 11¼, where join the London road on *r.*

On *l.*, Quy Hall and Bottisham Hall. Newmarket, p. 231.

Newmarket to Bury St. Edmund's (14—27); keeping to *r.* 1m. out of Newmarket, and then through Kentford, 18, and Saxham, 23, the road is very bad and loose at first for several miles, passing through a wild, open and cheerless tract of country; then it gradually improves, and nearing Bury St. Edmund's is good.

Bury St. Edmund's, p. 237.

Bury St. Edmund's to Botesdale (14¾—41¾)—p. 238.

Botesdale to Scole (7¼—49)—p. 240; alternative route.

Scole to Yarmouth, *M.P.* (34¾—83¾)—p. 242-3.

CAMBRIDGE TO IPSWICH.

Cambridge to Bury St. Edmund's (27)—p. 345.

Bury St. Edmund's to Stowmarket ($13\frac{1}{2}$ — $40\frac{1}{2}$); in Bury turn to *r.*, and *1m.* farther to *l.*; very rough road through Beighton, $32\frac{1}{2}$, to Woolpit, $34\frac{3}{4}$, whence it is better through Haughley New Street, $37\frac{1}{4}$, and Tot Hill, 39.

Before Beighton, on *l.*, Rougham Hall and Rougham Place; on *r.*, Rougham Old Hall. At Beighton, on *r.*, Drinkstone Hall; beyond, on *l.*, Tostock Hall. On *r.*, Haughley Park; on *l.*, Haughley Place and remains of the castle.

Stowmarket to Needham Market ($3\frac{1}{2}$ —44); just beyond the former turn to *l.*: fairly good road but rough in places.

At Needham, on *r.*, Airing Ho. and Barking Hall; *1m.* farther, on *l.*, Boxmere Ho.

Needham Market to Ipswich, Stones End ($8\frac{1}{2}$ — $52\frac{1}{2}$); through Great Blakenham, 48, Claydon, 49, and Whitton Street, $50\frac{1}{4}$: good road, but in dry weather loose and stony. Returning, at Claydon keep to *l.*

At Great Blakenham, on *l.*, Tower Hall and Shrubland Hall. Ipswich, p. 239.

WOODBIDGE TO DEBENHAM.

Woodbridge to Otley, *Ch.* ($6\frac{1}{4}$); through Hasketon (*ch.*), $1\frac{1}{2}$, Burgh (*ch.*), 4, and Clopton (*ch.*), $4\frac{1}{4}$.

At Hasketon, on *l.*, Bealings Ho. Beyond Hasketon, on *l.*, Thorpe Hall and Grundisburgh Hall; on *r.*, Hasketon Hall. At Clopton, on *r.*, an ancient camp, and also at Otley, on *l.*

Otley to Debenham ($6\frac{1}{4}$ — $12\frac{1}{2}$); through Helmingham (*ch.*), $8\frac{1}{2}$, Framsden (Mill), $9\frac{3}{4}$, and Winston (*ch.*), $11\frac{1}{4}$. Returning, at Helmingham keep to *l.*

On *l.*, Helmingham Hall. On *l.*, Winston Hall.

CAMBRIDGE TO NORWICH.

Cambridge to Newmarket (13)—p. 345.

Newmarket to Norwich ($47\frac{3}{4}$ — $60\frac{3}{4}$)—pp. 231-2.

IPSWICH TO LYNN.

Ipswich to Stowmarket (12)—above, reversed.

Stowmarket to Ixworth ($11\frac{1}{4}$ — $23\frac{1}{4}$); through Tot Hill, $13\frac{1}{2}$, Haughley New Street, $15\frac{1}{4}$ (turn to *r.* and then to *l.*), Wetherden, 16, Elmswell, $17\frac{3}{4}$, and Norton, 20.

On *r.*, Haughley Place and remains of the castle; a little on *l.*, Haughley Park. On *r.*, Elmswell Hall. On *r.*, Norton Hall, and on *l.*, Beaumont Hall. Ixworth, p. 238.

Ixworth to Thetford ($9\frac{3}{4}$ —33); through Ixworth Thorpe, $25\frac{1}{4}$, Honington, $26\frac{1}{4}$, Fakenham, $27\frac{3}{4}$, by Euston Hall, $29\frac{1}{2}$, and through Barnham, 31. Returning, at Barnham turn to *l.*

On *r.*, Euston Park. Thetford, p. 231.

Thetford to Mundford (8—41); leaving Thetford turn to *l.*

Mundford to Stoke Ferry ($7\frac{1}{2}$ — $48\frac{1}{2}$); through Cranwich, Little London, and Whittington, $47\frac{3}{4}$.

At Mundford, on *r.*, Lyndford Ho. At Cranwich, 1*m.* on *r.*, Didlington Hall.

Stoke Ferry to Lynn (14 — $62\frac{1}{2}$)—p. 233.

[Or from Thetford take the left of the two middle roads, and through Croxton, $35\frac{1}{4}$, over Croxton Heath, by Frogs Hall, $39\frac{3}{4}$ (keep to *l.*), over Sturston Warren, through Sturston, $40\frac{1}{2}$, over Tottington Warren, through Little Cressingham, 44, by the Lime Kilns, $44\frac{1}{2}$, through South Pickenham, $46\frac{3}{4}$, over North Pickenham Heath, and by Corral House, $49\frac{1}{4}$, to *Swaffham*, 51; here turn to *l.*, and there are a few short sharp hills over *Swaffham* Heath (at $52\frac{3}{4}$ keep to *r.*) and Narborough Field, to Narborough, $56\frac{1}{4}$, then undulating, but chiefly on a slight rise, over Pentney Common, through West Bilney, $59\frac{1}{4}$, over Winch Common, through East Winch, 61, to Middleton, $62\frac{3}{4}$, and the rest is a gentle downhill through Hardwick, $65\frac{1}{4}$, to *Lynn*, $66\frac{1}{2}$: see also p. 349.]

Before Little Cressingham, on *r.*, Claremont Lodge; on *l.*, South Pickenham Hall. *Swaffham*, p. 233. On *r.*, Narborough Hall; on *l.*, Bilney Lodge. *Lynn*, p. 226.

PETERBOROUGH TO IPSWICH.

(This road crosses the Fens to Ely.)

Peterborough to Whittlesea ($6\frac{3}{4}$); through Fletton, $1\frac{1}{4}$, Stand-ground, $1\frac{1}{2}$, over Horsey Bridge, $3\frac{1}{4}$, and Fieldsend Bridge, $4\frac{1}{2}$, exceedingly bad road.

Whittlesea to March Bridge (11 — $17\frac{3}{4}$); very bad road through Eastrea, $8\frac{1}{4}$, and Cotes, $9\frac{1}{4}$. Returning, $1\frac{1}{4}$ *m.* out of March keep to *l.* March, p. 226.

March to Chatteris (8 — $25\frac{3}{4}$)—p. 226, in reverse: good road, with no hills to speak of.

Chatteris to Ely ($12\frac{1}{2}$ — $38\frac{1}{4}$); keep to *l.*, and through Mepal, $30\frac{1}{2}$, (just before it cross Old and New Bedford Rivers), Sutton, $31\frac{3}{4}$, Wentworth, $33\frac{3}{4}$, and Witchford, $35\frac{1}{4}$. Returning, out of Ely keep to *r.* Ely, p. 227.

Ely to Soham ($5\frac{1}{2}$ — $43\frac{3}{4}$); in Ely turn to *r.*, and through Stuntney, $39\frac{3}{4}$, and along Soham Causeway; undulating road.

Soham to Kentford ($9\frac{3}{4}$ — $53\frac{1}{2}$); through Fordham, $47\frac{1}{4}$, and by Red Lodge, 51.

Before Fordham on *l.* to *Newmarket* (5—52).

On *r.*, Fordham Abbey, and 2*m.* farther, Chippenham Park.

Kentford to Bury St. Edmund's (9 — $62\frac{1}{2}$)—p. 345.

Bury St. Edmund's to Ipswich, Stones End ($25\frac{1}{2}$ —88)—p. 346.

ELY TO HUNTINGDON.

Ely to Stretham ($4\frac{1}{4}$)—p. 227, reversed.

Stretham to Earith ($9\frac{1}{2}$ — $13\frac{3}{4}$); turn to *r.* and mount a long hill to Wilburton, $6\frac{1}{2}$, and then downhill to Haddenham, $7\frac{1}{2}$, and rest undulating through Hill Row, along Haddenham Causeway, and by Catchwater, $9\frac{1}{4}$,

and Hermitage, 13 $\frac{1}{4}$. [Or beyond Ely keep to *r.* and through Witchford, 3, Wentworth, 4 $\frac{1}{2}$, Sutton, 6 $\frac{1}{2}$ (turn to *l.*), to Hermitage, 11, where returning, keep to *l.*]

Earith to St. Ives (5 $\frac{1}{2}$ —19 $\frac{1}{4}$); through Bluntisham, 15, Needingworth, 17 $\frac{1}{4}$, and Tawdry Lane *Tg.* 18 $\frac{1}{2}$, (keep to *l.*).
St. Ives, p. 225.

St. Ives to Huntingdon (6 $\frac{1}{2}$ —25 $\frac{3}{4}$); in St. Ives turn to *l.*, cross *R.* Ouse, and then turn to *r.* through Hemmingford Grey, 21, Hemmingford Abbots, 22 $\frac{1}{4}$, and Godmanchester, 24 $\frac{3}{4}$. Returning, a little past Godmanchester turn to *l.*

[Or at Tawdry Lane *Tg.*, 18 $\frac{1}{2}$, keep straight on through Houghton, 21 $\frac{1}{4}$, and Hartford, 22 $\frac{3}{4}$, to *Huntingdon*, 24. Returning, out of Hartford turn to *r.*]

Huntingdon, p. 223.

DOWNHAM MARKET TO YARMOUTH.

Downham Market to Swaffham (13 $\frac{3}{4}$); through Bexwell, 1 $\frac{1}{4}$, Crimbleham 2 $\frac{1}{2}$ (keep to *l.*), Stradset Falgate, 3 $\frac{1}{2}$, and Fincham, 5 $\frac{1}{4}$, and mostly uphill for last 4 or 5*m.* over Swaffham Heath.

On *l.*, Stradset Hall. Beyond Fincham, a little on *r.*, Barton Bendish Hall and Barton Abbey. At 9*m.*, cross Devil's Dyke. Swaffham, p. 233.

Swaffham to East Dereham (12—25 $\frac{3}{4}$); through Necton, 17 $\frac{3}{4}$, Little Fransham, 19 $\frac{3}{4}$, Wardling, 21 $\frac{3}{4}$, and Scarning, 23 $\frac{3}{4}$, the road is chiefly on the rise with but a few short descents: splendid surface.

Before Necton, on *r.*, Necton Hall. East Dereham, p. 234.

East Dereham to Honingham (9—34 $\frac{3}{4}$); entering East Dereham turn to *r.*, then to *l.*, and by Tuddenham, through Esling Green, 28, and Hockering, 31, the road is mostly down hill, and the surface as a rule very good and smooth.

On *l.*, Honingham Hall.

Honingham to Norwich, M.H. (7—41 $\frac{3}{4}$); through Easton, 35 $\frac{3}{4}$, is a fairly good and undulating road, mostly on the fall, but no difficult hills: through Norwich is paved with cobble stones.

Beyond Easton, on *l.*, Costessy Park (Lord Stafford). Norwich, p. 232.

Norwich to Acle (11—52 $\frac{3}{4}$); through Thorpe, 43 $\frac{3}{4}$, Postwich *Tp.*, 45, Witton, 47 $\frac{1}{2}$, Blofield, 48 $\frac{1}{4}$, Burlingham St. Andrew, 50 $\frac{1}{4}$, and Burlingham St. Peter, 52 $\frac{1}{4}$, is a good road and with a fair amount of up and down hill. [There is another road leaving Norwich more on the *l.*, and through Plumstead Street, South Walsham, and Upton; nearly 2*m.* longer.]

On *l.*, Thorpe Lodge and Mousehold *Ho.*; on *r.*, Crown Point. At Postwich *Tp.*, on *l.*, Gt. Plumstead Lodge. At Witton, on *l.*, Little Plumstead Hall and Plumstead Hall. On *l.*, Burlingham Hall.

Acle to Yarmouth, M.P., (11 $\frac{1}{2}$ —64 $\frac{1}{4}$); in Acle turn first to *l.*, then second on *r.*, and over Wey Bridge, 53 $\frac{3}{4}$, through Burgh St. Margaret's (King's Arms), 56 $\frac{1}{2}$, over Filby Broad, through Filby *Tp.*, 57 $\frac{3}{4}$, Filby, 58 $\frac{3}{4}$, over Filby Common, through Caistor, 61 $\frac{1}{4}$, and White Gate *Tp.* 62 $\frac{1}{2}$; a continuation of the same kind of road. [Or at Acle turn first to *l.*, then first to *r.*, and go across the marshes, almost in a straight line, but very flat, and through an uninteresting country, to Yarmouth, 60 $\frac{3}{4}$.]

Filby Broad is a large freshwater lake, where good fishing may be had. Beyond Filby, on *l.*, Ormesby Hall. At Caistor, ruins of the castle. Yarmouth, p. 242.

LYNN TO YARMOUTH.

Lynn to Swaffham ($15\frac{1}{2}$); through Hardwick, $1\frac{1}{4}$ (keep to *l.*), the road is on a gentle rise to Middleton, $3\frac{3}{4}$, then undulating but slightly on the fall, through East Winch, $5\frac{1}{2}$, over Winch Common, through West Bilney, $7\frac{1}{4}$, over Pentney Common to Narborough, $10\frac{1}{4}$, after which over Narborough Field and Swaffham Heath there are several short sharp hills, but nothing to dismount for; the surface is fairly good, but varies considerably, but in some parts good and in others very loose and sandy. Returning, $1\frac{1}{2}$ *m.* out of Swaffham keep to *r.*

At West Bilney, on *r.*, Bilney Lodge, and 2 *m.* on *r.*, ruins of Pentney Priory. On *l.*, Narborough Hall, and $1\frac{1}{2}$ *m.* on *r.*, Narford Hall; on *r.*, a Roman camp. Swaffham, p. 233.

Swaffham to Yarmouth, *M.P.* ($50\frac{1}{2}$ —66)—p. 348.

LYNN TO YARMOUTH (by Litcham).

Lynn to Litcham ($17\frac{1}{4}$); through Gaywood, 1 (keep to *r.*), over Leziat Warren or Bawsey Common, through Gayton, 6 , over Gayton Field, by Gayton Windmill, 7 , over Massingham Heath or Gaytonthorpe High Common, across the Pedlar's Way, $10\frac{1}{4}$, and by Crow Hall Farm, $14\frac{1}{2}$.

On *r.*, Gaywood Hall; 1 *m.* beyond Gaywood, on *r.*, Mintlyn ruins; on *l.*, Bawsey ruins. At 3 *m.*, on *l.*, Leziat ruins; on *r.*, Leziat Hall. On *r.*, Gayton Hall. Near the Pedlar's Way, on *r.*, Gaytonthorpe High Ho. 1 *m.* before Litcham, on *r.*, Lexham Hall; on *l.*, Litcham High Ho.

Litcham to Bawdeswell, Bell ($10\frac{3}{4}$ —28); keep to *l.* of the *ch.*, and through Mileham, $19\frac{1}{2}$, by Queen's Head, $20\frac{1}{2}$, through Stanfield, 21 , Brisley, 22 , by Elmham Park, $22\frac{1}{2}$, through North Elmham (King's Head), $24\frac{1}{4}$, and Billingsford (end of), $26\frac{1}{2}$.

On *l.*, Mileham Hall. At Stanfield, on *r.*, Bilney Hall; on *l.*, Elmham Hall. On *r.*, Bawdeswell Hall.

Bawdeswell to Norwich, *M.H.*, ($13\frac{1}{2}$ — $41\frac{1}{2}$); keep to *r.*, and through Sparham, $29\frac{1}{2}$, over Lenwade Bridge, $31\frac{3}{4}$ (cross *R.* Wensom), through Morton (White Horse), $33\frac{1}{2}$, (again cross *R.* Wensom), Attlebridge (Bull), $33\frac{3}{4}$, and Drayton, $37\frac{1}{2}$, and over Drayton Heath.

[Or from Billingsford, $26\frac{1}{2}$, keep to *r.* over Bylaugh Heath, $27\frac{1}{2}$, to Sparham.]

Past Lenwade Bridge, on *r.*, Weston Ho.; on *l.*, Witchingham Hall. At Attlebridge, on *r.*, Morton Hall and Attlebridge Hall. Before Drayton, on *r.*, Taverham Hall. On *r.*, Drayton Hall and Drayton Ho. Norwich, p. 232.

[Or from Litcham, keep to *r.* through Longham, $20\frac{1}{2}$, and Great Bittering, 22 , to East Dereham, $25\frac{1}{2}$, whence to Norwich, 16 — $41\frac{1}{2}$; p. 348.]

Beyond Litcham, on *r.*, Kempstone Lodge. On *r.*, Longham Hall; a little farther on, Gressenham Hall. Before East Dereham, 2 *m.* on *l.*, Hoe Ho. At 1 *m.* on *l.*, Quebec Ho., and on *r.*, Dillington Ho. East Dereham, p. 234.

Norwich to Yarmouth, *M.P.* ($22\frac{1}{2}$ —64); p. 348.

LYNN TO HAPPISBURGH.

Lynn to Bawdeswell, Bell (28); p. 349.

Bawdeswell to Reepham (4—32); keep to *l.* over Bawdeswell Common, and through Hackford, 31.

(*Reepham* : King's Arms.)

Reepham to Aylsham (7—39); out of Reepham keep to *l.* by Sall Hall, $33\frac{1}{4}$, where turn sharp on *r.* to Cawston, $34\frac{3}{4}$; [or straight on through Booton, $33\frac{1}{2}$, to Cawston, 35;] thence over Cawston Heath (Wood Row Mill), 36, crossing the Norwich and Holt road.

Aylsham to North Walsham ($6\frac{3}{4}$ — $45\frac{3}{4}$), by Banningham Bridge, $42\frac{1}{4}$.

North Walsham, p. 235.

North Walsham to Happisburgh ($6\frac{3}{4}$ — $52\frac{1}{2}$); by Eastgate, $46\frac{3}{4}$, Witton Mill, $47\frac{3}{4}$, and through Ridlington, $50\frac{1}{4}$.

Before Ridlington, on *l.*, Witton Park; on *r.*, Crostwich Hall and Bromholm Abbey. At Witton Mill, $1\frac{1}{2}m.$ on *r.*, Honing Hall.

LYNN TO HAPPISBURGH (by Holt).

Lynn to Hillington ($7\frac{1}{2}$)—p. 228.

Hillington to East Rudham, Crown ($7\frac{1}{4}$ — $14\frac{3}{4}$)—p. 229.

[Or at Rising Lodge keep to *r.* through Grimston and Great Massingham, $12\frac{1}{2}$ (where keep to *l.*), to *East Rudham*, $16\frac{1}{4}$.]

East Rudham to Fakenham (7— $21\frac{3}{4}$); through Tatterset, $16\frac{1}{4}$, and Dunton, $18\frac{3}{4}$.

[Or from Great Massingham on *r.* to Weasenham St. Peter, $16\frac{1}{2}$, whence to *Fakenham*, $6\frac{3}{4}$ — $23\frac{1}{4}$,—p. 233.]

At Tatterset, on *r.*, Brookthorpe Hall, and ruins of Coxford Abbey; farther, on *r.*, Pinkney Hall.

Fakenham to Holt ($11\frac{1}{2}$ — $33\frac{1}{4}$); over Snoring Common (Green Man), 25, through Thursford, $26\frac{1}{2}$, Stock Heath, $27\frac{1}{4}$, Sharrington Common (Swan), $30\frac{1}{2}$, and Letheringset, $32\frac{3}{4}$, whence is a rather steep hill into Holt.

On *l.*, Thursford Hall and Wood Ho. Beyond Stock Heath, on *r.*, Gunthorpe Hall. Holt, p. 234.

Holt to Cromer ($10\frac{1}{4}$ — $43\frac{1}{2}$); over Sherringham Heath, $37\frac{3}{4}$, through Upper Sherringham, $38\frac{1}{2}$, East Runton, 41, and West Runton, $42\frac{1}{4}$, the road is undulating, but with excellent smooth surface: pretty country. [Or at Sherringham Heath keep to *r.*, and by Beaston Heath and Felbrigg Heath to Cromer, $43\frac{3}{4}$.]

On *r.*, Fellbrigg Hall. Before Cromer, on *r.*, Cromer Hall.

Cromer to Happisburgh ($14\frac{3}{4}$ — $58\frac{1}{4}$); by the coast through Overstrand, $45\frac{1}{4}$, Sidestrand, $46\frac{3}{4}$, Trimmingham, $48\frac{1}{2}$, Beacon, $49\frac{1}{4}$, Mundesley, 51, Paston, 53, Bacton, 54, Kewick, $54\frac{3}{4}$, and Walcot, $56\frac{1}{2}$, the roads are bad, being hilly, loose, and stony.

At Overstrand, on *r.*, Northrepps Hall. At Bacton, on *r.*, Bromholm Abbey and Witton Park. On *r.*, Walcot Hall.

CROMER TO HUNSTANTON.

Cromer to Cley (12); through West Runton, $1\frac{1}{4}$, East Runton, $2\frac{1}{2}$, Sherringham, 5, Weybourn, $7\frac{1}{4}$, and Salthouse, 10, the road runs near the sea all the way, but is hilly and for the most part loose and stony: flint road. [Or Cromer to *Holt*, $10\frac{1}{4}$ —p. 350, reversed; thence turn to *r.* to *Cley*, $4\frac{1}{4}$ — $14\frac{1}{2}$.]

Cley to Wells (9—21); the road now becomes level, skirting some marshes on the *r.*, and then steep unrideable ascent to Blakeney, 13, through Morston, $14\frac{1}{2}$, over Stiffkey Bridge, $15\frac{3}{4}$, through Stiffkey, $17\frac{1}{4}$, and across Wells Marsh, 19: the surface is fair on the whole, but often loose and sandy.

On *l.*, Stiffkey Hall. Wells, p. 228.

Wells to Burnham Westgate ($5\frac{3}{4}$ — $26\frac{3}{4}$)—p. 228, reversed.

Burnham Westgate to Hunstanton (10— $36\frac{3}{4}$); ascent out of the former, turning to *r.* $\frac{3}{4}$ *m.* out of the town, followed by stiff descent $\frac{3}{4}$ *m.* long into Burnham Deepdale, $29\frac{1}{4}$, whence through Brancaster Staith, $30\frac{1}{4}$, Brancaster, $31\frac{1}{2}$, Titchwell, $32\frac{1}{4}$, Thornham, $33\frac{3}{4}$, and Holme-next-the-Sea, $35\frac{1}{4}$, is a splendid road, almost as good as a cinder-path, and running near the sea.

On *l.*, Thornham Hall. Hunstanton, p. 227.

NORWICH TO HOLT.

Norwich to Aylsham ($11\frac{1}{4}$)—p. 232.

Aylsham to Holt ($11\frac{1}{2}$ — $22\frac{3}{4}$); turn to *l.* and by Blickling *Ch.*, $12\frac{1}{2}$, alongside Blickling Park, through Saxthorpe, 17, and Edgefield Green, $19\frac{1}{2}$.

[Or 2*m.* out of Norwich keep to *l.* and through Horsford, $4\frac{1}{4}$, over Cawston Heath (Wood Row Mill), $10\frac{1}{2}$, through Corpusty, $14\frac{1}{2}$, beyond which keep to *r.*, to Saxthorpe, $15\frac{1}{2}$. Returning, at Saxthorpe keep to *r.*]

PETERBOROUGH TO LYNN.

Peterborough to Thorney (7); in Peterborough turn to *r.* from the London road, and then to *l.*, and it is a good road, almost level, through Newark, $1\frac{1}{2}$, and Eye, $3\frac{1}{4}$, about 1*m.* farther crossing the old *R. Nen*.

Thorney to Wisbeach (14—21); across the Fens, by Boarden House Bridge, $10\frac{1}{2}$, Guyhirn Ferry, $13\frac{3}{4}$, through Guyhirn, 14, and Wisbeach St. Mary, 18, good smooth road, quite level. [Or at Guyhirn Ferry cross *R. Nen* and follow the road from March along the river to Wisbeach, $19\frac{1}{2}$.]

Wisbeach to Lynn ($12\frac{3}{4}$ — $33\frac{3}{4}$)—p. 226.

OAKHAM TO LYNN.

Oakham to Stamford (11); about 2*m.* out of Oakham is Barnsdale Hill to mount; then through Whitwell, $4\frac{1}{2}$, and Empingham, 6, out of which, turning to *r.*, is a steep descent; the rest undulating. [Or through *Burley-on-the-Hill*, 2, *Cottesmore*, $4\frac{1}{2}$, and *Greetham*, $6\frac{1}{2}$, to near *Ram Jam*

House 8m., on the G. N. Road, where turn to *r.* to Stamford, 15½; bad road.]

At Whitwell, on *r.*, Normanton Park; 1m. on *l.*, Exton Park. On *r.*, Burley Park. At Greetham, on *r.*, Exton Park. Stamford p. 195.

Stamford to Market Deeping (7¾—18¾); through Uffington, 13¼, Tallington, 14½, and West Deeping, 16¾.

(*Market Deeping*: New Inn.)

On *r.*, Uffington Hall. At Tallington, 1m. on *l.*, Caswick Hall.

Market Deeping to Spalding (11½—30¼)—p. 219.

Spalding to Holbeach (9½—39¾); through Weston, 3¼, Moulton, 35¾, and Whaplode, 37¼.

(*Holbeach*: Chequers.)

Holbeach to Sutton Bridge (8¼—48); through Fleet Hard Gate, 42, and Sutton St. Mary's, 44¾, is a very good road.

Sutton Bridge to Lynn (10—58); cross *R.* Nen estuary over Sutton Bridge (3d. toll), and by Cross Keys *Ho.*, 50, through South Green, 52, Terrington St. Clement, 52½, and Clench Warton *Tp.*, 54½, and West Lynn, 57 (cross *R.* Ouse), is a level road and good hard surface all the way.

At South Green, on *l.*, Hamond Lodge. Lynn, p. 226.

DOWNHAM MARKET TO BOSTON.

Downham Market to Wisbeach (13); cross *R.* Ouse over Downham Bridge, 1, then by Salter's Lode Sluice, 2, through Nordelph, 4, Outwell, 7½, and Emneth, 11.

At Outwell, on *r.*, Beaupré Hall. At Emneth, on *r.*, Oxburgh Hall. Wisbeach, p. 226.

Wisbeach to Holbeach (13½—26½); cross *R.* Nen in Wisbeach, and when out of the town turn to *r.* past the gasworks, then by Four Gouts, 17¼, Tidd or Tydd Gout, 18¼ (cross North Level Main Drain), Tidd St. Mary's, 18¾, to Sutton St. Mary's, 21½, where join the road from Lynn, and turn on *l.* through Fleet Hard Gate, 24¼, to Holbeach.

Holbeach to Sutterton (8¾—35¼); in Holbeach turn to *r.*, and through Holbeach Clough, for a few miles the road is bad but passable, then it is good for a mile over Fosdyke Bridge, 31¾ (cross Fosdyke Wash), to Fosdyke, 32½ (turn to *l.*), and again generally very bad, being simply two smooth cart tracks worn in a bed of shingle, all the way to the junction with the main London road at Sutterton. It is much better to go round by Spalding.

Sutterton to Boston (6¼—41½)—p. 219.

STAMFORD TO BOSTON.

Stamford to Bourn (10¼); through Ryall, 2½, Carlby, 5, and Toft, 7½. On *r.*, Ryall *Ho.* Bourn, p. 215.

Bourn to Bridgend *Tp.* (12½—22¾); through Morton, 12¾ (keep to *r.* 1½m. farther), Dunsby, 15¼, Dowsby, 17, Pointon, 18½, Sempringham, 19¼, Billingborough, 20¼, and Horbling, 20¾.

Bridgend to Donington ($4\frac{1}{4}$ —27); turn to *r.* at Bridgend. Donington, p. 220.

Donington to Swineshead, North End ($4\frac{1}{2}$ — $31\frac{1}{2}$)—p. 220.

Swineshead to Boston ($6\frac{1}{4}$ — $38\frac{1}{4}$); turn to *r.* and through Kirton Holme. Boston, p. 219.

BOURN (Lincoln) TO COLTERS WORTH.

Bourn to Corby ($7\frac{3}{4}$); through Edenham, $2\frac{3}{4}$, and Grimsthorpe, 4.

On *l.*, Grimsthorpe Castle (Lord Willoughby d'Eresby's seat), an irregular castellated building, with a beautiful chapel, and a fine collection of paintings. Before Corby, on *r.*, Irnham Hall.

Corby to Coltersworth ($4\frac{1}{2}$ — $12\frac{1}{4}$).

DERBY TO LIVERPOOL.

Derby to Leek ($28\frac{1}{4}$)—p. 169.

Leek to Congleton ($10\frac{1}{4}$ — $38\frac{1}{2}$); from Leek is a steep hill to descend from the Market Place (almost too steep to ride up), then the road ascends more or less all the way for $1\frac{1}{2}$ *m.* beyond Pool End, $29\frac{3}{4}$, after which there is a long steady descent most of the way for about 3 *m.* past Rudyard Lake or Reservoir to Rushton Marsh, 33, where turn to *l.*, and then not so hilly to Congleton.

(*Congleton*: Bull's Head; Lion and Swan.)

Congleton to Knutsford ($14\frac{1}{2}$ —53)—p. 154.

Knutsford to Liverpool ($29\frac{1}{2}$ — $82\frac{1}{2}$)—pp. 152-3.

DERBY TO BOSTON.

Derby, All Saints Ch., to Nottingham (16); through Chaddesden, 2, Borrowash, $4\frac{3}{4}$, Risley, $7\frac{3}{4}$, Sandiacre, $9\frac{1}{4}$, (cross *R.* Erewash and canal), to Stapleford, $11\frac{1}{4}$, is hilly, otherwise the road is tolerably good, and after that is apt to be rather rough through Lenton, $14\frac{1}{2}$; steep hill to descend into Nottingham.

[Or follow the Loughborough road back to Cavendish Bridge, 7, as at p. 166, then $\frac{1}{2}$ *m.* farther turn to *l.* and through Sawley and Long Eaton, to Nottingham, as at pp. 190 and 315.]

On *l.*, Chaddesden Hall, and 1 *m.* farther on, Spondon Hall. At Borrowash, on *r.*, Elvaston Castle; 2 *m.* farther on, on *l.*, Hopwell Hall. On *r.*, Risley Hall. On *l.*, Stapleford Hall; 1 *m.* farther, on *l.*, Chilwell Hall; on *l.*, Bramcote Ho. Nottingham, p. 186.

Nottingham to Saxondale (9—25)—p. 306.

Saxondale to Bottesford ($8\frac{1}{4}$ — $33\frac{1}{4}$); run down into Bingham, $26\frac{1}{4}$, out of which the road turns sharp to *r.*, and 200 yards farther on to *l.*, and then through Whatton, $28\frac{3}{4}$, and Elton, $30\frac{3}{4}$, it is mostly level and has a good surface; short stiff pull into Elton, which is approached beneath a fine avenue of trees.

Near Elton, on *r.*, is seen Belvoir Castle, over-looking the lovely Vale of

Belvoir. In Bottesford, is an ancient cross in good preservation; the *ch.* contains some fine monuments of the Duke of Rutland's family. At Bingham, on *l.*, Aslaeton Abbey.

Bottesford to Grantham, M.P. (7—40 $\frac{1}{4}$); in Bottesford turn sharp to *l.* and again to *r.* over a bridge a few hundred yards farther on; nearly level and rather rough at first, but soon improves through Muston, 35, to Sedgebrook, 36 $\frac{1}{2}$, then almost level to Barrowby, 38 $\frac{1}{2}$, when the road crosses a spur of the Belvoir range, up a long stiff hill, from the top of which is a slight descent, then another rise, shortly followed by a steep fall into Grantham, which should be taken carefully; passing under the G.N. Ry., the Great North Road is reached, and turn to *r.* for the Market Place; surface rather rough for last 2 or 3*m.*

Grantham to Bridgend, T.p. (15 $\frac{3}{4}$ —56); through Spittlegate, 41, Cold Harbour *Ty.*, 43 $\frac{1}{2}$, Nightingale, 47 $\frac{1}{2}$, Scott Willoughby, 50 $\frac{1}{2}$, Newton Gorse *Ty.*, 51 $\frac{1}{2}$, and Threckingham, 52 $\frac{1}{2}$.

Bridgend to Boston (15 $\frac{1}{2}$ —71 $\frac{1}{2}$)—p. 353.

ASHBOURNE TO CHESTERFIELD.

Ashbourne to Wirksworth, T.II. (9)—p. 337.

Wirksworth to Matlock (4—13)—p. 170.

Matlock to Chesterfield (9 $\frac{1}{2}$ —22 $\frac{1}{2}$); when over Matlock Bridge keep to *r.*, and by Kelstedge, 16 $\frac{1}{2}$, and Walton, 20 $\frac{1}{2}$: very hilly road. Returning, 1 $\frac{1}{2}$ *m.* out of Chesterfield keep to *l.*

Before Kelstedge, a little on *r.*, Overton Hall. Before Walton, on *r.*, Wingerworth Hall. Chesterfield, p. 178.

ASHBOURNE TO BELPER.

Ashbourne to Belper (11 $\frac{1}{2}$); by Nether Starston, Bradley, Ward Gate, 5, Cross Hands Inn, 7, Turnditch, 8, and Shottle Gate, 9 $\frac{1}{4}$.

On *r.*, Bradley Hall.

MANSFIELD TO MATLOCK.

Mansfield to Tibshelf (6 $\frac{1}{2}$); 1*m.* beyond Mansfield keep to *r.*, and through Skegby, 3.

On *r.*, Skegby Hall.

Tibshelf to Stretton (3—9 $\frac{1}{2}$): through Tibshelf turn to *r.*, and through Morton, 8 $\frac{1}{2}$.

Stretton to Matlock (6 $\frac{1}{2}$ —16); nearly 1*m.* past Stretton keep to *l.*, and through Butterley, 13, and Nether Tansley, 14 $\frac{1}{2}$.

Matlock, p. 167.

BOSTON TO MANCHESTER.

Boston to Swineshead, North End (6 $\frac{3}{4}$)—p. 353, reversed.

Swineshead to Sleaford (11 $\frac{1}{4}$ —18); through Garrick, 11, Heckington, 13, and Kirkby Laythorpe, 16.

Sleaford, p. 215.

Sleaford to Leadenham (9—27); through Holdingham, 19 $\frac{1}{4}$ (turn to *l.*), and by Bayard's Leap, 24.

On *l.*, Leadenham Hall. At Bayard's Leap, cross the old Ermine Way.

Leadenham to Newark (9 $\frac{1}{4}$ —36 $\frac{3}{4}$); at Leadenham turn first on *r.* and then to *l.*; through Broughton, 29 $\frac{1}{4}$, Beckingham, 32, and Cottingham, 34 $\frac{1}{2}$: heavy going.

On *l.*, Beckingham Hall. Newark, p. 196.

Newark to Kirklington (8 $\frac{1}{2}$ —45 $\frac{1}{4}$); through Kelham, 33 $\frac{3}{4}$ (turn to *l.*), Averham, 39 $\frac{3}{4}$, (turn to *r.* and 1*m.* farther keep to *r.*), and Hockerton, 42 $\frac{3}{4}$.

On *l.*, Kelham Hall. 2*m.* past Averham, on *r.*, Averham Park; on *l.*, Upton Lodge. On *r.*, Kirklington Hall.

Kirklington to Mansfield (9 $\frac{1}{4}$ —54 $\frac{1}{2}$); by Sherwood Inn, 51 (keep to *r.*), a very hilly road. Returning, at Sherwood Inn keep to *l.*

[Or from 1*m.* past Averham keep to *l.*, through Upton, 42, to *Southwell*, 44 $\frac{1}{4}$, p. 306; then, keeping to *r.* 1*m.* beyond, through Halam, 46, Edingley, 47, Farnsfield, 48 $\frac{1}{4}$, to Sherwood Inn, 52 $\frac{1}{4}$, where, returning, keep to *r.*]

1*m.* past Kirklington, on *l.*, Hexgrave Park. *Southwell*, p. 306. At Halam, on *r.*, Norwood Hall and Park. Mansfield, p. 187.

Mansfield to Chesterfield (12 $\frac{1}{4}$ —66 $\frac{3}{4}$)—p. 190.

Chesterfield, p. 178.

Chesterfield to Baslow (8 $\frac{3}{4}$ —75 $\frac{1}{2}$); through Ash Gate, 69, and Brampton, 69 $\frac{3}{4}$.

Before Brampton, on *r.*, Cutthorpe Hall. Before Baslow, on *l.*, Chatsworth Park.

Baslow to Tideswell Lane End (8 $\frac{1}{4}$ —83 $\frac{3}{4}$); keep to *r.* through Calver, 77 $\frac{1}{4}$, Stoney Middleton, 78 $\frac{1}{2}$, and Wardlow *Tp.*, 82.

[Or 2 $\frac{1}{2}$ *m.* past Brampton, 69 $\frac{3}{4}$, turn to *r.* and through Corbar, 75 $\frac{3}{4}$, joining the above road 1*m.* farther on, to Stoney Middleton, 77 $\frac{1}{2}$].

At Stoney Middleton, on *r.*, Stoke Hall.

Tideswell Lane End to Manchester (27 $\frac{1}{4}$ —101)—p. 171.

BOSTON TO LIVERPOOL.

Boston to Baslow (75 $\frac{1}{2}$)—above.

Baslow to Ashford (5—80 $\frac{1}{2}$); cross *R.* Derwent, and then turn to *r.*, and there is a long descent to Hassop, 77 $\frac{3}{4}$, then to *l.*, and 1*m.* farther to *r.*

Beyond Hassop, on *r.*, Hassop Hall. On *l.*, Ashford Hall.

Ashford to Buxton (10 $\frac{1}{4}$ —90 $\frac{3}{4}$)—p. 167.

[Or from *Baslow* on *l.* through Edensor, 76 $\frac{3}{4}$, to *Bakewell*, 79 $\frac{1}{4}$, thence to *Ashford*, 1 $\frac{3}{4}$ —81,—p. 167.

Or from *Tideswell Lane End*, 83 $\frac{3}{4}$, above, on *l.* through *Tideswell*, 84 $\frac{1}{4}$, *Hargatewall*, 86 $\frac{1}{4}$, and *Fairfield*, 90 $\frac{1}{2}$, to *Buxton*, 91 $\frac{1}{4}$.]

At Edensor, on *l.*, Chatsworth Park and *Ho.*, Queen Mary's Bower, &c. *Bakewell*, p. 167.

Buxton to Macclesfield (11 $\frac{3}{4}$ —102 $\frac{1}{2}$); uphill out of Buxton by Moss House or Devonshire Arms Inn, 94 $\frac{1}{4}$, for about 5*m.* (quite safe to descend with a good brake) till the top of *Axe Edge* is reached at the *Cat and Fiddle*

Inn, then more or less downhill by Jackson's Smithy, $98\frac{3}{4}$, and Walker Barn (Dog Inn), $99\frac{1}{2}$, in some parts very steep and rough, on which very little riding can be done; ascent into Macclesfield, through which is paved.

Pretty scenery. Macclesfield, p. 169.

Macclesfield to Chelford ($6-108\frac{1}{2}$); ascent out of Macclesfield, then by Broken Cross, 104, and Birtles, 106, is mostly downhill for 4*m.*; good macadam surface.

At Broken Cross, on *r.*, Upton Priory and Whirley Hall: 1*m.* farther, on *l.*, Henbury Hall. On *r.*, Birtles Hall, and beyond it, Alderley Park. $1\frac{1}{2}$ *m.* before Chelford, on *l.*, Capesthorn Hall. At Chelford, on *l.*, Astle Hall.

Chelford to Knutsford, M.H. ($54-113\frac{3}{4}$)—p. 154.

Knutsford to Liverpool ($29\frac{1}{2}-1434$)—pp. 152-3.

CHESTERFIELD TO LEEK.

Chesterfield to Baslow ($8\frac{3}{4}$)—p. 355.

Baslow to Ashford ($5-13\frac{3}{4}$)—p. 355.

Ashford to Longnor ($7\frac{3}{4}-21\frac{1}{2}$); through Ashford keep to *l.*, cross *R.* Wye, and up long difficult ascent, then through Moneyash, $17\frac{1}{4}$, Crankston, $19\frac{1}{2}$, and Crowdey Cote, $20\frac{3}{4}$.

Longnor to Leek ($10-31\frac{1}{2}$); through Harding's Booth, 23 (turn to *l.* $2\frac{1}{2}$ *m.* farther), and Upper Holme or Hulme, $28\frac{1}{2}$.

WARRINGTON TO MOTTRAM.

Warrington to Altrincham ($11\frac{3}{4}$); cross *R.* Mersey and it is a bad macadam road through Latchford, $\frac{3}{4}$, over a level railway crossing, a little further keep to *l.*, then better through Thelwall, $2\frac{3}{4}$, Statham, 4, Lymm, $4\frac{3}{4}$, Bollington, $8\frac{1}{2}$, and Dunham, $9\frac{3}{4}$.

On *r.*, Thelwall Hall; on *l.*, Statham Lodge. On *r.*, Dunham Massey. On *r.*, Lymm Hall and Outbrington Hall. At Altrincham, on *l.*, Oldfield Hall. Altrincham, p. 341.

Altrincham to Stockport ($8\frac{3}{4}-20\frac{1}{2}$); fair road through Timperley, $13\frac{1}{4}$, over Baguley Moor, and through Sharston, $15\frac{3}{4}$, to Cheadle, $17\frac{3}{4}$, and then rough to Stockport, through which is paved. Pretty country.

On *r.*, Timperley Hall. Before Sharston, on *l.*, Withenshaw Hall. Beyond Cheadle, on *l.*, Heath Bank. Stockport, p. 168.

Stockport to Mottram ($7\frac{1}{2}-28$); over New Bridge, $21\frac{1}{2}$, through Butterhouse Green, $23\frac{1}{2}$, by Hyde Chapel or Gee Cross, 25, through Green-side, $26\frac{1}{4}$, and Hattersley, $26\frac{3}{4}$.

(*Mottram*: Junction, *B.T.C.*)

At New Bridge, on *r.*, Wood Bank; 1*m.* farther, Woodbury Hall and Highfield Ho. On *l.*, 1*m.*, Hyde Hall. Mottram, also called Mottram-in-Long-dendale.

MANCHESTER TO LIVERPOOL.

Manchester to Warrington ($18\frac{1}{2}$)—p. 341.

Warrington to Liverpool ($17\frac{3}{4}-36\frac{1}{4}$)—p. 153.

DERBY TO MANSFIELD.

Derby to Eastwood ($11\frac{1}{4}$); in Derby turn to *r.*, and then to *l.*, and follow the Ripley road to Little Chester, 1, then turn to *r.*, and through Morley, $4\frac{3}{4}$, Smalley, $6\frac{3}{4}$, and Heanor, $9\frac{1}{4}$, just before Eastwood turning to *r.* and crossing *R.* Erewash.

At Morley, on *l.*, the Priory. At Smalley, on *l.*, Stainsley Hall. On *r.* Heanor Hall.

Eastwood to Mansfield ($11-22\frac{1}{4}$); turn to *l.*, and it is a hilly road through Brinsley, $12\frac{3}{4}$ (about 1*m.* farther keep to *r.*), and Annesley, $15\frac{3}{4}$. Returning, $1\frac{1}{2}$ *m.* out of Mansfield keep to *r.*

On *l.*, Eastwood Hall and Brinsley Hall; on *r.*, Annesley Hall; before it, on *r.*, Felley Abbey. Mansfield, p. 187.

MANCHESTER TO SHEFFIELD.

Manchester, St. Ann's square, to Hyde ($7\frac{3}{4}$); up Market street, along Piccadilly, down London road, through Ardwick Green, $1\frac{3}{4}$, Gorton, $3\frac{1}{2}$, and Denton, 6, is a bad road, being paved nearly all the way.

Beyond Gorton, on *l.*, Audenshaw Ho. Before Denton, on *r.*, Hyde Hall.

Hyde to Mottram ($2\frac{1}{2}-10\frac{1}{4}$); good rise for first 2*m.*, then down into and through Mottram: good macadam road, with some short patches of pavement at long intervals.

[Or from Manchester, nearly all paved through Openshaw, 3, Audenshaw, 5, to *Ashton-under-Lyne*, 7, Staleybridge, $8\frac{1}{2}$ (cross *R.* Tame), and Tongfold, 10, to *Mottram*, $11\frac{3}{4}$.]

Mottram, p. 356.

Mottram to Glossop ($5-15\frac{1}{4}$); dangerous descent out of Mottram, partly paved, to Hollingworth, 11 (keep to *r.*), and the rest is undulating over Woolley Bridge, $11\frac{1}{4}$ (cross *R.* Etherow), and by Glossop Hall, $14\frac{1}{4}$.

Glossop, p. 177.

Glossop to Ashopton Inn or Cock's Bridge ($12-27\frac{1}{4}$); steep rises for 4*m.* over Glossop Moor, and then from Lady Clough House, $20\frac{1}{4}$, a long descent down Woodland or Ashop Dale, behind the Peak, by Snake Inn, 22, and over Alport Bridge, 24, the road being bad and rough most of the distance. Very wild scenery.

Ashopton Inn to Sheffield ($11-38\frac{1}{4}$); the road soon gets rough again and there is a long steep hill up to Hollow Meadows, $32\frac{1}{4}$, on Hallam Moors, and then downhill by Rivelin Mill, $34\frac{1}{4}$, and Lidgate, $36\frac{1}{4}$.

This route is not to be recommended.

Sheffield, p. 178.

MANCHESTER TO SHEFFIELD (by Penistone).

Manchester to Mottram ($10\frac{1}{4}$)—above.

Mottram to Woodhead, Crowden Bridge ($5\frac{3}{4}-16$); dangerous descent out of Mottram, partly paved, to Hollingworth, 11 (keep to *l.*), then rather hilly and loose to Tintwistle, $12\frac{1}{4}$, soon after which an ascent of about 4*m.* runs up Longden Dale by Hollins, $14\frac{1}{4}$, to Woodhead; it is very rough stony and sandy, and the latter half being also steep.

Beyond Tintwistle, on *r.*, Vale Ho. On *r.*, Torside Reservoir.

Woodhead to Penistone ($12\frac{1}{2}$ — $28\frac{1}{2}$); mostly uphill by Further Woodhead, $17\frac{3}{4}$, up to the top of the Etherow valley to Salterscroft or Salters Brook *Ho.*, $20\frac{1}{2}$, and hilly but more favourable road, improving to very good approaching Thurlston, $27\frac{1}{2}$.

Beyond Woodhead, on *l.*, is the Woodhead Tunnel, one of the longest in England, nearly 3*m.* long. Penistone, p. 182.

Penistone to Sheffield ($12\frac{1}{2}$ —41)—p. 182, reversed.

[Or 3*m.* before Thurlston on *r.* through Deep Car to *Sheffield* (16— $40\frac{1}{2}$)—p. 182, alternative route reversed.]

SHEFFIELD TO CONGLETON.

Sheffield, M.P., to Hathersage (9); beginning with a steep unrideable ascent out of Sheffield, then through Little Sheffield, $1\frac{1}{4}$, Bents, $3\frac{1}{4}$, and Ringinglow *Tp.*, 5, is a continuous uphill to Foxhouse Inn, 6, from which there is a $\frac{1}{2}$ *m.* descent, followed, after a good rise to Millstone Edge, by another very steep and dangerous descent to Hathersage, impossible to be ridden down.

Hathersage to Castleton (6—15); up the valleys of the Derwent and Noe, through Hope, $13\frac{1}{2}$, is almost level, and capital running.

At Castleton, on *l.*, Peak Castle. Fine scenery.

Castleton to Chapel-en-le-Frith (6—21); very steep ascent (dangerous to ride down the other direction without a brake) out of Castleton to near the Mam Tor, then (keeping to *r.*) pretty level and good road for 2*m.*, and a steady 3*m.* fall into Chapel-en-le-Frith.

Beyond Castleton, on *r.*, Odin Mine and Mam Tor, or the Shivering Mountain; on *l.*, Blue John Mine and Peak Cavern. 3 or 4*m.* on *r.*, The Peak Mountain.

Chapel-en-le-Frith to Macclesfield (13—34); through Kettle-shulme and Rainow.

Macclesfield, p. 169.

Macclesfield to Congleton (8—42); rather hilly through Gawsorth; two or three stiff ascents and awkward crooked descent into Congleton.

Congleton, p. 153.

CHESTERFIELD TO GAINSBOROUGH.

Chesterfield to Barlborough (8); through Brimington, $2\frac{1}{4}$, and Staveley, $4\frac{1}{2}$. Returning, at Brimington keep to *l.*

Beyond Chesterfield, on *r.*, Tapton Hall and Grove. Beyond Brimington, on *r.*, Ringwood Hall. On *l.*, Barlborough Hall.

Barlborough to Worksop (7—15), through Whitwell, $11\frac{1}{4}$.

Before Worksop, on *r.*, Manor *Ho.* Worksop, p. 193.

Worksop to Retford, White Hart Inn ($7\frac{3}{4}$ — $22\frac{3}{4}$); in Worksop turn first to *r.* and then to *l.*, and through Manton, $16\frac{3}{4}$, Ranby, 20, and Babworth, $21\frac{1}{2}$.

On *l.*, Babworth Hall. Retford, p. 196.

Retford to Gainsborough ($9\frac{3}{4}$ — $32\frac{1}{2}$); turn to *l.*, and through Welham, 24 (keep to *l.*), Clareborough, $25\frac{1}{2}$, Wheatley, $27\frac{3}{4}$, Saundby, $29\frac{3}{4}$, and Beckingham *Tp.*, 30 (keep to *r.*).

LINCOLN TO WAINFLEET.

Lincoln to Langworth Bridge (6)—p. 219.

Langworth Bridge to Wragby ($4\frac{3}{4}$ — $10\frac{3}{4}$), over Clay Bridge, $7\frac{3}{4}$, is a bad road.

(*Wragby*: Turner Arms.)

At Clay Bridge, on *r.*, Abbey ruins.

Wragby to Horncastle ($10\frac{1}{4}$ —21); through Langton, 12, by Midge Inn, $14\frac{1}{4}$, through Bamburgh, 17, and Eldington *Tp.*, $18\frac{1}{2}$, is a wretched road: about halfway is a stiff hill to mount, after which it is mostly downhill.

On *l.*, Bamburgh Hall; on *r.*, Eldington Grove. Horncastle, p. 220.

Horncastle to Spilsby ($9\frac{1}{2}$ — $30\frac{1}{2}$); take second turn to *l.* in Horncastle, and through High Toynton, $22\frac{1}{2}$, Winceby, $25\frac{1}{4}$, Lusby, $26\frac{1}{2}$, Mavis Enderby, 28, and Hundleby, $29\frac{1}{2}$, is rather hilly and bad in places.

Spilsby, p. 219.

Spilsby to Wainfleet ($9\frac{3}{4}$ — $40\frac{1}{4}$); through Halton Holgate, $30\frac{1}{2}$, Great Steeping, $32\frac{1}{2}$, Irby, $35\frac{1}{4}$, and Thorp, 38.

(*Wainfleet*: Angel.)

SHEFFIELD TO LOUTH.

Sheffield to Rotherham (6); from Ladies' Bridge is level but rough through the town to Brightside, and when clear of the suburbs is a very fair level road through Attercliffe, $1\frac{1}{2}$, Carbrook, $2\frac{1}{4}$, and Tinsley, $3\frac{1}{2}$; Rotherham streets are roughly paved and there is a descent down the main street, with corresponding rise up the other side.

Rotherham, p. 187.

Rotherham to Tickhill (11—17); long hill out of Rotherham, turning to *r.* through the town, then bad and bumpy macadam road to Wickersley, 10, after which it gets somewhat better, the surface being chalky, but in wet weather it is very greasy, through Bramley, 11, and Maltby, 13, after which is rather hilly.

[Or at Tinsley turn to *r.* and by Crankley Mill, 5, to Wickersley, 9].

On *l.*, Bramley Grange; on *r.*, Maltby Hall. Tickhill, p. 193.

Tickhill to Bawtry (4—21); long hill to mount at Tickhill Spittal, $18\frac{1}{2}$, and descent into Bawtry: very bad road.

Bawtry, p. 196.

Bawtry to Gainsborough ($13\frac{1}{4}$ — $34\frac{1}{4}$); through Scafforth *Tp.*, $22\frac{1}{4}$, Everton, $24\frac{1}{4}$, Drake Holes, $25\frac{1}{4}$, Gringley-on-the-Hill, $27\frac{3}{4}$, Pear Tree *Tp.*, $29\frac{1}{4}$, Beckingham, 31, and Beckingham *Tp.*, $31\frac{3}{4}$ (turn to *l.*), and cross *R.* Trent just before Gainsborough: very bad road.

At Drake Holes, on *r.* *1m.*, ruins of Mattersey Abbey; a little farther Wiseton Park. Gainsborough, p. 214.

Gainsborough to Spital-in-the-Street ($11\frac{1}{4}$ — $45\frac{1}{2}$); through Little Corringham, $38\frac{1}{2}$, and Harpswell, $43\frac{1}{4}$.

Beyond Gainsborough, on *r.*, Somerby Park. At Harpswell, *1m.* on *r.*, Glentworth. Spital, p. 215.

Spital-in-the-Street to Market Rasen (10— $55\frac{1}{2}$); through Glenham, 48, over Bishop's Bridge, 50, through West Rasen, $52\frac{1}{2}$, and Middl. Rasen, $54\frac{1}{4}$.

At Market Rasen, on *r.*, *1m.*, Lissington Park; p. 220.

Market Rasen to Louth ($14\frac{3}{4}$ — $70\frac{1}{4}$); through North Willingham, 59, Ludford, $61\frac{1}{2}$, and South Elkington, 68, very bad road. Returning, $1\frac{1}{4}m.$ out of Louth keep to *r.*, and at $3\frac{3}{4}m.$ keep to *l.*

At North Willingham, on *l.*, Willingham Hall. On *r.*, Grange ruins. Louth, p. 219.

SHEFFIELD TO RETFORD.

Sheffield to Worksop (18); from Ladies' Bridge is level but rough through the town to Brightside; at Attercliffe, $1\frac{1}{2}$, turn to *r.* and through Darnal, $2\frac{1}{2}$, Handsworth, $4\frac{1}{2}$, Aston, $8\frac{1}{2}$, Conduit Hill, $9\frac{1}{2}$, Todwick, $10\frac{1}{4}$, South Anston, 12, and Gateford, 16. Returning, $1m.$ out of Worksop keep to *l.*

At Handsworth, on *r.*, Bramley Hall and Woodthorpe; on *l.*, Orgreave Hall. Before Aston, on *l.*, Falkner Ho.; on *r.*, Aston Hall. On *l.*, Todwick Grange. On *r.*, Gateford Hill; on *l.*, Walling Wells. Worksop, p. 193.

Worksop to Retford, White Hart Inn ($7\frac{3}{4}$ — $25\frac{3}{4}$); in Worksop turn to *l.*, and then as at p. 358.

[Or to Maltby, 13, p. 359; thence on *r.* by Oldcoates, the surface improves and is more sandy towards Blyth, $20\frac{1}{2}$, and at Barnby Moor Inn, $23\frac{1}{2}$, join the Great North Road and to *Retford*, $26\frac{1}{2}$ —p. 196, reversed.]

$2m.$ beyond Maltby, on *l.*, Sandbeck Park. On *l.*, Blyth Hall. Retford, p. 196.

LINCOLN TO SALTFLEET.

Lincoln to Wragby ($10\frac{3}{4}$)—p. 359.

Wragby to Louth ($13\frac{1}{2}$ — $24\frac{1}{4}$); turn to *l.* and through West Barkwith, 13, East Barkwith, $13\frac{3}{4}$, Hainton, 16, Heneage Arms, $16\frac{1}{4}$, Burgh-on-Bain, $17\frac{3}{4}$, and Welton, $20\frac{1}{2}$.

On *l.*, Hainton Hall. Louth, p. 219.

Louth to Saltfleet (10 — $34\frac{1}{4}$); through Grimoldby, 28, and Saltfleetby St. Peter's, $31\frac{1}{4}$.

LOUTH TO BRIGG or GLANFORD BRIDGE.

Louth to Market Rasen ($14\frac{3}{4}$)—above; reversed.

Market Rasen to Caistor ($8\frac{1}{4}$ —23)—p. 220.

Caistor to Brigg or Glanford Bridge ($9\frac{1}{4}$ — $32\frac{1}{4}$); through Clixby, $25\frac{1}{4}$, Grassby, $26\frac{1}{4}$, Scarby, $27\frac{1}{4}$, by Somerby Hall, $27\frac{3}{4}$, and through Bigby, $28\frac{1}{2}$.

MANCHESTER TO GREAT GRIMSBY.

Manchester to Thurlston ($27\frac{1}{2}$)—pp. 357-8.

Thurlston to Barnsley ($8\frac{1}{2}$ —36); through Hoyland Swaine, $29\frac{1}{2}$, Silkstone, 32, and Dodworth, 34.

At Silkstone, on *l.*, Banks Hall. Barnsley, p. 179.

Barnsley to Doncaster ($15\frac{1}{2}$ — $51\frac{1}{2}$); through Ardsley, $38\frac{1}{2}$, Darfield, $41\frac{1}{2}$, Billingley Green, 43, Hickleton, $45\frac{1}{2}$, Marr, $47\frac{1}{2}$, and York Bar, 50, where, on returning, keep to *l.*

On *l.*, Ardsley Hall. At Darfield, on *l.*, Middlewood Hall and Edderthorpe Ho. At Hickleton on *r.*, Hickleton Hall; on *l.*, Bilham Hall. At York Bar, on *r.*, Cusworth Park. Doncaster, p. 196.

Doncaster to Hatfield (7—58½); keep to *l.* and through Street-thorpe, 55, and Park Lane, 56½.

Beyond Doncaster, on *r.*, Green Ho.; on *l.*, Wheatley Hall.

Hatfield to Crowle (9¾—68¼); leaving Hatfield, keep to *r.*, and through Tudworth, 60½, over Durtness Bridge, 64¼, and Double Bridge, 66½.

Crowle to Burton-upon-Stather (8—76¼); through Eastoft, 71¼, Luddington, 73, Garthorpe, 74¾, (turn to *r.*, and ¾ *m.* farther cross *R.* Trent) and Burton Stather, 75¾.

On *l.*, Eastoft Hall.

Burton-upon-Stather to Barton-on-Humber (11½—87¾); through Thealby, 77¾, and South Ferriby, 85.

Barton, p. 216.

Barton-on-Humber to Killingholme (9—96¾); through Barrow, 90¼ (turn to *r.*), and Thornton, 93¼.

On *r.*, Barrow Hall; on *l.*, Thornton Hall. Beyond, Thornton College, and ruins of the abbey or priory, founded 1139.

Killingholme to Great Grimsby (14¾—111½); through Irmingham, 98 (keep to *r.*), Habrough, 98¾ (keep to *l.*), Brocklesby, 101¼ (keep to *l.*), Keelby, 102¾ (keep to *l.*), Aylesby, 106½ (keep to *r.*), Laceby, 107¼, and by the Three Nuns, 110½. Returning, at Three Nuns keep to *r.*, out of Laceby to *r.*, beyond Aylesby to *r.*, and again at Brocklesby and Habrough. No hills, and splendid surface the whole way.

On *l.*, Brocklesby Hall; on *r.*, Spring Park. Grimsby, p. 219.

SHEFFIELD TO THORNE.

Sheffield to Rotherham (6)—p. 359.

Rotherham to Conisborough (6½—12½); when clear of the town the road is on a gradual incline for some distance, then comes a sharp descent, followed by up and down a stiff hill to Thribergh, 9, out of which is another hill to mount, and again out of Hooton Roberts, 10½, to Hilltop, whence it is level to Conisborough; good road.

Beyond Rotherham, on *l.*, Eastwood Ho. On *l.*, Thribergh Hall. Before Hooton Roberts, on *r.*, Ravenfield Park. At Conisborough are ruins of an old castle, which is the scene of Sir Walter Scott's "Ivanhoe." On *r.*, Crookhill Hall.

Conisborough to Doncaster (5—17½); hill to mount out of Conisborough and then through Warmsworth, 14¾, and Balby, 16: good road.

On *r.*, Warmsworth Hall, Broom Ho. At Balby, on *r.*, St. Catherines. Doncaster, p. 196.

Doncaster to Hatfield (7—24½)—above.

Hatfield to Thorne (4—28½); keep to *l.*

MANCHESTER TO HULL.

Manchester to Oldham (7¼); paved along Oldham street or road, and to Newton Heath, 3, then bad macadam and rising ground through Failsworth, 4½, and Hollinwood, 5½, with steep hill to mount to Oldham:

paved through the town; tramway all the way. [Or beyond Failsforth, on *r.* through Aldershaw to Oldham, 7.]

(*Oldham* : Angel.)

Oldham to New Delph ($6\frac{1}{4}$ — $13\frac{1}{2}$); hilly road through Austerlands, 10, with a long steep downhill into New Delph: fair surface, but sandy occasionally.

New Delph to Marsden ($6\frac{1}{4}$ — $19\frac{3}{4}$); steep ascent for 2*m.* over Diggle or Stand Edge, the top being reached (1271 ft.) just beyond Stand Edge (the first) reservoir, and then downhill into Marsden, which requires careful riding, being more or less steep, with a total fall of 640 ft. in last $2\frac{3}{4}$ *m.*; very rough road, in parts loose and sandy.

[Or from Manchester by *Ashton-under-Lyne* (7)—p. 357; then outside the town keep to *l.*, and the road is uphill, and rough and bad for bicycling to Mossley, $10\frac{1}{2}$, after which it is mostly downhill and good to Saddleworth, 15: from here begins the steep ascent of Diggle Edge, $1\frac{1}{2}$ *m.* before the top of which join the other road, to *Marsden*, 21.]

Or just beyond Mossley keep to *l.* through Lidgate, joining the principal route a little past Austerlands, and on to *New Delph*, 15.]

The road here goes over Stanedge Tunnels, one railway and the other canal. About half way up the hill, $\frac{1}{2}$ *m.* on *l.*, a Roman camp.

Marsden to Huddersfield ($6\frac{3}{4}$ — $26\frac{1}{2}$); running down the Colne valley, the road is on a gradual fall, but with rather rough surface, through Gatehead *Tp.*, $20\frac{1}{4}$, Slaithwaite, $22\frac{1}{4}$, and Linthwaite, $22\frac{1}{2}$, to Hollywell, $23\frac{1}{4}$, then after a little rise downhill again into Huddersfield: the road runs parallel with *R. Colne*, canal, and railway the whole distance: this is the new turnpike road. [The old road runs from Gatehead *Tp.* on *r.* through Bradley Brook, $22\frac{1}{4}$, and Black Moor Foot, $23\frac{3}{4}$, to Huddersfield, $26\frac{3}{4}$; more hilly.]

1 *m.* out of Marsden, a little on *l.*, across the valley, is Slaithwaite Hall. Huddersfield, pp. 178 and 180.

Huddersfield to Nunbrook ($4\frac{1}{2}$ —31); keep down the Colne valley through Bradley, $29\frac{1}{2}$, and over Cooper's Bridge, 30 (cross *R. Calder*).

At Bradley, on *r.*, Heaton Lodge. At Nunbrook, on *l.*, Kirkless Hall.

Nunbrook to Dewsbury (4—35); turn to *r.* and down the Calder valley through Christchurch, $31\frac{1}{2}$.

(*Dewsbury* : Royal, *B.T.C.*)

About half way, on *l.*, Blake Hall; a little farther, on *r.*, Sands *Ho.*

Dewsbury to Wakefield (5—40); keep to *r.* out of the former and through Streetside, $36\frac{1}{2}$; rather hilly.

[Or in *Huddersfield* turn to *r.*, cross *R. Colne*, and through Almondbury, $28\frac{1}{2}$, Highgate Lane, 30, Lepton, 31, by Denby Grange, $33\frac{1}{2}$, Over Shitlington, 35, over Horbury Bridge, $36\frac{1}{2}$, and through Horbury, $37\frac{1}{2}$, to *Wakefield*, 40.]

At Highgate Lane, on *l.*, Lascelles Hall. Beyond Lepton, on *l.*, Whitley Hall. On *l.*, Denby Grange; on *r.*, Manor *Ho.* Beyond Horbury, on *r.*, Lupset Hall. Wakefield, p. 179.

Wakefield to Pontefract ($9\frac{1}{4}$ — $49\frac{1}{4}$); in Wakefield past the railway turn to *r.*, and after crossing *R. Calder* keep to *l.*, then through Agbridge, $41\frac{1}{4}$ (over canal), Crofton, $43\frac{1}{2}$ (keep to *l.*), Street House *Tg.*, 45, and Purston Jacklin, 47.

At Agbride, on *l.*, Heath Old Hall. On *r.*, Crofton Hall; and 2*m.* beyond it, Nostell Priory. At Sreet House *Tp.*, on *l.*, Snydale Hall. Pontefract, p. 203.

Pontefract to Snaith ($12\frac{1}{2}$ — $61\frac{3}{4}$); at $1\frac{1}{2}$ *m.* cross the Great North Road and through Knottingley (end of), $52\frac{1}{4}$, Kellingley, $53\frac{1}{4}$, by Kellington Mill, 55, through Hut or Hud Green, $56\frac{1}{4}$, and Little Heck, 59.

(*Snaith*: Downe Arms.)

Snaith to Howden ($9\frac{1}{4}$ —71); past Cowick New Park on *r.*, over Turnbridge, $63\frac{1}{4}$, through Rawcliffe, $64\frac{1}{2}$, and Armin, $67\frac{3}{4}$, and cross *R.* Ouse at Booth Ferry, $69\frac{1}{4}$.

At Howden are ancient *ch.*, and palace of the Bishops of Durham.

Howden to South Cave, Ch. (12—83); turn to *r.*, through Belby, $72\frac{1}{2}$, Eastrington, $74\frac{3}{4}$, Gilberdike, $76\frac{1}{2}$, Newport, 78, and North Cave, 81, where keep to *r.*

At North Cave, on *l.*, Hotham Hall. At South Cave, on *l.*, Cave Castle.

South Cave to Anlaby ($8\frac{1}{4}$ — $91\frac{1}{4}$); through Riplingham *Tp.*, $86\frac{1}{2}$, and Kirk Ella (*ch.*), $90\frac{1}{4}$. Returning, out of Anlaby turn to *r.*, and a little farther to *l.*

[Or from North Cave go direct on *l.* to Riplingham *Tp.*; $\frac{1}{4}$ *m.* shorter.]

On *l.*, Riplingham Grange and Rowley Manor *Ho.*; 1*m.* farther, on *r.*, Raywell. On *r.*, Anlaby *Ho.*

Anlaby to Hull, M.H. ($4\frac{1}{4}$ — $95\frac{1}{2}$).

[Or at *South Cave* turn to *r.*, through Brough *Tp.*, 85 (keep to *l.*), Elloughton, Welton, 86, Melton, 87, North Ferriby, $88\frac{1}{4}$, and Hessle to *Hull*, $95\frac{1}{2}$.

Or from North Ferriby on *l.* by Swanland, $89\frac{3}{4}$, to *Anlaby*, $92\frac{1}{4}$, and *Hull*, $96\frac{1}{4}$.]

On *l.*, Welton *Ho.*; 1*m.* farther, on *l.*, Melton Hill. Before Hessle, on *r.*, Hesslewood *Ho.*; on *l.*, Tranby *Ho.*, Tranby, and Hessle Mount. *Hull*, p. 216.

Through *Hull* to Hedon, 8, thence to Patrington, 10, and on to Spurn Head, $11\frac{1}{4}$.

MANCHESTER TO HULL (by Leeds).

Manchester to Nunbrook (31)—p. 362.

Nunbrook to Leeds (11—42); through Mill Bridge, $33\frac{1}{4}$, Birstall, 35 (keep to *r.*), Bruntcliffe Thorne, $36\frac{1}{2}$, Morley, $37\frac{3}{4}$, Churwell, $38\frac{3}{4}$, and Beeston, $39\frac{3}{4}$, is a harassing ride; it is very rough and there are several bad hills, the worst being that out of Birstall; for the last 3*m.* the road is almost impassable.

At Birstall, on *l.*, Oakwell Hall; on *r.*, Rydings. *Leeds*, p. 191.

Leeds to Selby ($20\frac{1}{4}$ — $62\frac{1}{4}$); take the Tadcaster road to Black Bank, 43, then turn to *r.*, through Halton, $45\frac{1}{4}$, Whitechurch or Whitkirk, $46\frac{1}{4}$, West Garforth, $48\frac{1}{2}$, by Peckfield *Ho.*, 52 (cross Pontefract and Wetherby road), $2\frac{1}{2}$ *m.* farther strike Great North Road and follow it back for a short distance (towards Ferrybridge), then turn off to *l.*, through Monk Frystone, $55\frac{1}{4}$, Hambleton, 58, and Thorpe Willoughby, 60.

Before Black Bank, on *r.*, Hall *Ho.*; a little on *l.*, The Hare Hills; beyond, on *l.*, Killingbeck Hall. At Halton, on *r.*, Temple Newsam and Park. Beyond Whitkirk, on *l.*, Aushorpe Hall. At West Garforth on *l.* Barrowly Hall. Just before G. N. Road, on *r.*, Ledstone Hall and Park. 1*m.* before Monk Frystone, on *r.*, Frysland Lodge. At Hambleton, on *r.*, Gateforth Hall. On *l.*, Thorpe Hal' Selby, p. 211.

Selby to Howden (10—72 $\frac{1}{4}$); through Barlby, 63 $\frac{3}{4}$ (turn to *r.* and again keep to *r.* a little farther on), Hemingborough, 67 $\frac{1}{4}$, Barmby-on-the-Marsh, 68 $\frac{3}{4}$ (keep to *l.*), Asselby, 70 $\frac{1}{4}$, and Knedlington, 71. [Or at Hemingborough on *l.* through Newsholme, 69 $\frac{3}{4}$.]

Howden to Hull, *M.H.* (24 $\frac{1}{2}$ —96 $\frac{3}{4}$)—p. 363.

[Or from *Selby* through Barlby, 63 $\frac{3}{4}$, North Driffield, 67 $\frac{3}{4}$, Bubwith, 69 $\frac{1}{4}$, Harlthorpe, 71 $\frac{1}{4}$, Foggathorpe, 72 $\frac{1}{4}$, Major Bridge, 74 $\frac{1}{4}$, and Holme-on-Spalding Moor, 75 $\frac{1}{4}$, to *Market Weighton*, 80 $\frac{3}{4}$, the road is said to be almost impassable for a bicycle. Thence by *Beverley*, 90 $\frac{3}{4}$, to *Hull*, 99, see p. 216.]

LIVERPOOL TO SCARBOROUGH.

Liverpool to Prescott (8)—p. 153, reversed.

Prescott to St. Helen's (3 $\frac{3}{4}$ —11 $\frac{3}{4}$); keep to *l.* and it is a bumpy macadam road; St. Helen's is paved with square setts.

(*St. Helen's*: Bird-i'-th'-Hand, *Hqrs.*; Commercial, *B.T.C.*)

About half way, on *l.*, Eccleston Hall; on *r.*, the Ravenshead Glass Works. 1m. N. of St. Helen's is Windleshaw Abbey.

St. Helen's to Ashton-in-Makerfield (5 $\frac{1}{2}$ —17 $\frac{1}{4}$); the square sett paving extends a short distance out of St. Helen's, the road being slightly on the fall, then there is a short stiff rise to mount, with cobble stone paving in the middle and loose surface generally at the sides, and the rest is a fair undulating road by Black Brook, 13 $\frac{3}{4}$, and Ashton Cross, 15 $\frac{3}{4}$. Ashton is paved.

1m. beyond St. Helen's, on *l.*, Carr Hall. Beyond Black Brook, on *l.*, Garswood Hall. Ashton, p. 157.

Ashton-in-Makerfield to Hindley (4 $\frac{1}{2}$ —21 $\frac{3}{4}$). [Or turn to *l.* to *Wigan*, 22 (p. 157); thence on *r.* to *Hindley*, 24.]

Hindley to Bolton (8 $\frac{1}{2}$ —30 $\frac{1}{4}$); through West Houghton, 24 $\frac{1}{4}$ (keep to *r.*) Over Hulton, 26, and Middle Hulton, 27 $\frac{1}{4}$ (keep to *l.*)

[Or from West Houghton straight on through Dean, $\frac{1}{2}$ m. shorter.]

On *r.*, Hulton Park. Bolton, p. 168.

Bolton to Bury (5 $\frac{3}{4}$ —36); through Cockley, 32 $\frac{3}{4}$, and Starling, 34 $\frac{1}{4}$: steep hill to climb up through Bury from *R. Irwell*.

Bury, p. 171.

Bury to Rochdale (7 $\frac{1}{4}$ —43 $\frac{1}{4}$); cross *R. Roche* and through Heywood, 39 $\frac{3}{4}$, and Marland, 41 $\frac{1}{4}$. [Or a little shorter road is over Hooley Bridge.]

At Rochebridge, on *l.*, Bridge Hall; on *r.*, Moss Hall. On *l.*, Heywood Hall, and beyond, Bamford Hall and Crimble Hall. 1m. beyond Marland, on *r.*, Castleton and Castlemere. Rochdale, p. 174.

Rochdale to Littleborough (3 $\frac{1}{4}$ —46 $\frac{1}{2}$)—p. 174.

Littleborough to Ripponden (7 $\frac{1}{2}$ —54); keeping to *r.*, the road has a long and difficult climb over Blackstone Edge for 3 or 4m., then downhill by Bailings Gate, 51 $\frac{1}{4}$.

Before Ripponden, on *r.*, Rishworth Hall.

Ripponden to Elland (4 $\frac{1}{4}$ —58 $\frac{1}{4}$); turn on *r.*, cross *R. Ribourne*, and through Greetland, 57.

Elland to Birstall (8 $\frac{1}{4}$ —66 $\frac{1}{2}$); through Rastrick, 60, Brighouse, 61 $\frac{1}{4}$

(turn to *r.*, and through the town keep to *l.*), Cleckheaton, 6 $\frac{1}{2}$, and Gomersall, 85 $\frac{1}{2}$.

(*Cleckheaton*: George, *Hqrs*, *B.T.C.*)

Birstall to Leeds (7—73 $\frac{1}{2}$)—p. 363.

Leeds to Tadcaster (14 $\frac{1}{4}$ —87 $\frac{3}{4}$); by Black Bank, 74 $\frac{1}{2}$, Halton *Tr.*, 75 $\frac{3}{4}$ (keep to *l.*), Seacroft, 77 $\frac{3}{4}$ (keep first to *l.* then to *r.*), Kiddall Lane End, 81 $\frac{1}{2}$, and White Hart Inn, 83 $\frac{1}{2}$ (cross G. N. Road), is a good road but rather hilly for the first 5*m.*

Out of Leeds, on *r.*, Hall *Ho.*; on *l.*, The Hare Hills. Beyond Halton *Tr.*, on *l.*, Killingbeck Hall. On *l.*, Seacroft Hall. At Kiddall Lane End, on *r.*, Potterton Lodge; a little farther, on *l.*, Bramham Park. Beyond White Hart Inn, on *r.*, Hazlewood Hall. Tadcaster, p. 211.

Tadcaster to York (9—96 $\frac{3}{4}$)—p. 211.

York to Malton (18—114 $\frac{3}{4}$)—pp. 212-3.

Malton to Scarborough (22 $\frac{1}{4}$ —137)—p. 213.

LIVERPOOL TO LEEDS (by Halifax).

Liverpool to Ripponden (54)—p. 364.

Ripponden to Halifax (53 $\frac{1}{4}$ —59 $\frac{3}{4}$); by Triangle Inn, 55 $\frac{1}{2}$, Sowerby Bridge, 57 (keep to *l.*), and King Cross, 58 $\frac{1}{2}$, where, on returning, keep to *l.*

(*Halifax*: White Lion, *B.T.C.*; White Swan.)

Halifax to Bradford (8 $\frac{1}{2}$ —68 $\frac{1}{4}$); through North Ofram, 61 $\frac{3}{4}$, and Great Horton, 66 $\frac{1}{4}$. Bradford is paved with granite.

On *r.*, North Ofram Hall. Before Bradford, on *l.*, Little Horton Hall. Bradford, p. 179.

Bradford to Leeds (9 $\frac{3}{4}$ —78); leaving Bradford the road is pretty level for nearly 2 $\frac{1}{2}$ *m.*, then comes a long ascent of 1 $\frac{1}{2}$ *m.*, which can be ridden up, through Stanningley, 72; after that it is undulating for a couple of miles, and the rest is all downhill over Kirkstall Bridge, 75, down Airedale, and through Burley, 76 $\frac{1}{4}$, into Leeds, which is 400 ft. lower than Bradford: good macadam road outside the towns, which are granite paved.

[There is a more direct road from *Halifax* through Drighlington to Leeds.]

Splendid views. At Kirkstall Bridge, on *l.*, Kirkstall Abbey. Leeds. p. 191.

MANCHESTER TO SCARBOROUGH.

Manchester to Leeds (42)—p. 363.

Leeds to Scarborough (63 $\frac{1}{2}$ —105 $\frac{1}{2}$)—above.

WAKEFIELD TO ABERFORD.

Wakefield to Oulton (5); through Stanley, 1 $\frac{1}{4}$, and Newmarket, 3 $\frac{1}{2}$. 1*m.* out of Wakefield, on *r.*, Clark Hall; on *l.*, Garlick Hall. On *r.*, Stanley Hall; on *l.*, Hatfield Hall. At Newmarket, on *r.*, Royds Hall. On *l.*, Oulton Hall.

Oulton to Aberford (8—13); over Swillington Bridge, 6 $\frac{1}{4}$, through

Swillington, $7\frac{1}{2}$, and over Garforth Bridge, 9. Returning, 1*m.* out of Aberford turn to *r.*

On *r.*, Swillington Hall; on *l.*, Leventhorpe Hall. At Garforth Bridge, on *l.*, Barrowby Hall. Aberford, p. 197.

YORK TO HULL.

York to Grimston Bar ($2\frac{3}{4}$) is macadam, and rather lumpy.

Grimston Bar to Barnby-on-the-Moor ($8-10\frac{3}{4}$); keeping to *r.*, the road improves, and has good surface in some places, over Kexby Bridge, $5\frac{3}{4}$, to Wilberfoss, $7\frac{1}{2}$, and then is loose and bad to Barnby.

On *r.*, Grimston Hall.

Barnby-on-the-Moor to Market Weighton ($7\frac{1}{2}-18\frac{1}{4}$); pretty level, but otherwise not good travelling, by Pocklington New Inn, 13, Hayton, $13\frac{3}{4}$, and Shipton, $16\frac{1}{4}$. [Or at Barnby, on *l.*, to Pocklington, $12\frac{3}{4}$, whence to Pocklington New Inn, $14\frac{1}{4}$.]

At Pocklington, on *l.*, Kildwick Percy Hall. At Shipton, on *l.*, Londesborough Park. Market Weighton, p. 214.

Market Weighton to Beverley, *M.H.* ($10-23\frac{1}{4}$); keep to *l.*, and there is a long steep ascent before Arras, 21, then fairly level across York Wolds for about 3*m.*, followed by a steep and loose descent into Bishop Burton, $25\frac{1}{2}$, and downhill more or less to Beverley: the road is very bad and rough, and the hills very loose and steep.

Before Bishop Burton, on *l.*, High Hall. Beverley, p. 216.

Beverley to Hull, *M.H.* ($9-37\frac{1}{4}$)—p. 216, reversed.

[Or at Market Weighton, on *r.*, through Sancton, $20\frac{3}{4}$, and Newbald, $22\frac{1}{2}$, to *South Cave*, $25\frac{1}{4}$, whence to *Hull*, $12\frac{1}{2}-33\frac{1}{4}$, p. 363.]

YORK TO BRIDLINGTON.

York to Grimston Bar ($2\frac{3}{4}$) is macadam and rather lumpy.

Grimston Bar to Gate Helmsley ($3\frac{1}{4}-6$); keep to *l.*, and the road is bad, being sandy and stony, through Holtby, 5.

Gate Helmsley to Garraby Street Inn ($6\frac{1}{2}-12\frac{1}{2}$); the road now improves, crossing the *R.* Derwent at Stamford Bridge, $7\frac{1}{2}$, and is pretty level.

At Stamford Bridge, the Saxons under Harold defeated the Norwegians, previous to the invasion of England by the Normans.

Garraby Street Inn to Fridaythorpe ($6-18\frac{1}{2}$); from Garraby is a steep hill to walk up, the rise being about 510 feet to the mile.

Fridaythorpe to Driffield ($10-23\frac{1}{2}$); take the right hand road, and after the first 2 or 3*m.* it is chiefly downhill through Wetwang, $22\frac{1}{2}$, and Garton, $25\frac{1}{2}$.

Driffield to Bridlington ($11\frac{1}{2}-40$)—p. 216.

[From *Fridaythorpe* there is another road on *l.* through Fimber, 20, Sied nere, 24, then across the York Wolds to Rudstone, 36, and through Boynton, 38, to *Bridlington*, 41.]

At Sledmere, on *r.*, Sledmere Park and Castle.

LIVERPOOL TO PRESTON.

Liverpool to Ormskirk ($13\frac{1}{4}$) is fairly level; paved to Walton, 3, then the cobble stones begin, and continue with alternate patches of macadam through Maghull, 8, and Aughton, 11.

(*Ormskirk*: Buck-i'-th'-Vine, *B.T.C.*; King's Arms; Wheatsheaf.)

Before Walton, on *r.*, the Priory. At Walton, on *r.*, Walton Hall. On *r.*, Maghull Hall. Before Ormskirk, on *r.*, Wimbrick Hill. Just past Ormskirk, on *r.*, Lathom Ho.

Ormskirk to Preston ($18\frac{1}{4}$ — $31\frac{1}{2}$); through Burscough, $15\frac{1}{4}$, by Burscough Bridge Inn, $16\frac{1}{4}$, through Rufford, $18\frac{1}{4}$, Sollom, $21\frac{1}{4}$, over Tarleton Bridge, $22\frac{1}{4}$, through Much Hoole, 24, Longton, $26\frac{1}{2}$, and over Penwortham Bridge, $30\frac{1}{4}$, is a good macadam road, hilly but nothing difficult; descent into Preston.

1*m.* past Ormskirk, on *r.*, Burscough Priory. At Burscough, on *r.*, Briars Hill; a little farther, on *r.*, Carr Hall. On *l.*, Rufford Hall. At Tarleton Bridge, on *r.*, Bank Hall. At Longton, on *r.*, Drumacre Hall; a little farther, on *r.*, Hutton Hall. On *l.*, Penwortham Hall. Preston, p. 158.

[From Liverpool to *Southport*, 19, is very bad, being either paved or sandy and heavy. Or from Ormskirk, on *l.*, to Southport, is a very fair road. Most of the roads about Southport are bad for bicycling.]

(*Southport*: Bold Arms, *B.T.C.*, Railway; Victoria.)

PRESTON TO WAKEFIELD.

Preston to Blackburn ($11\frac{1}{2}$); cross *R.* Ribble to Walton-le-Dale, $1\frac{3}{4}$, then take middle road and through Hoghton Lane, $4\frac{3}{4}$, and Hoghton, $6\frac{1}{2}$. [Or outside Preston turn to *l.*, $2\frac{1}{2}$ *m.* farther cross *R.* Ribble and through Samelsbury: a little shorter.] Blackburn is paved.

On *r.*, Walton Hall; beyond on *r.*, Darwen Bank and Banister's Hall. Before Hoghton Lane, on *r.*, Bradle Ho. On *l.*, Hoghton Tower. 2*m.* before, on *l.*, Witton Park and Ho. Blackburn, p. 173.

Blackburn to Accrington ($5\frac{1}{4}$ — $16\frac{3}{4}$); a little out of Blackburn keep to *r.* and through Church. $15\frac{3}{4}$; paved through Accrington.

About half way, on *r.*, Knuzden Hall. Accrington, p. 172.

Accrington to Burnley ($6\frac{1}{2}$ — $23\frac{1}{4}$); through Huncoat and Bentley Wood Green.

[Or beyond Blackburn keep to *l.* and by Bottom Gate, $12\frac{3}{4}$, Rushton, $14\frac{3}{4}$, Clayton-le-Moors, $16\frac{3}{4}$, Altham, $18\frac{3}{4}$, and Padiham, 20, to *Burnley*, $23\frac{1}{2}$.]

Before Clayton, on *r.*, Dunken Haigh and Henfield Ho.; beyond, on *l.*, Clayton Hall. At Padiham, on *l.*, Huntroyd Hall. At Altham, on *r.*, Shuttleworth Hall. Burnley, p. 173.

Burnley to Todmorden ($9\frac{1}{2}$ — $32\frac{3}{4}$)—p. 174, reversed.

[Or, $1\frac{1}{2}$ *m.* out of Blackburn keep to *r.* to *Haslingden*, 19, half uphill and half down; thence nearly all downhill, and a good macadam road except for one patch of paving, to *Rawtenstall*, 21; from here up the Irwell valley by the lower road, through Waterfoot and Stacksteads to *Bacup*, 25, is fairly level, but for the greater part of the distance is three-fourths paved with square setts; out of Bacup a moderate ascent of $1\frac{1}{2}$ *m.* is followed by two steep unrideable descents into *Todmorden*, 31.]

Haslingden, p. 172. *Todmorden*, p. 174.

Todmorden to Halifax ($12\frac{1}{2}$ — $45\frac{1}{4}$); keep to *l.* and through Mytholm, $36\frac{1}{4}$, Hebden Bridge, 37, Mytholmroyd, $38\frac{1}{2}$, Luddenden Foot, $40\frac{1}{2}$, and King Cross, $43\frac{3}{4}$; running down the Calder valley all the way.

Halifax, p. 365.

Halifax to Dewsbury ($10\frac{3}{4}$ —56); through Hipperholm, $47\frac{1}{4}$ (keep to *r.* then to *l.*), Lightcliffe, $48\frac{1}{4}$, over Bailiff Bridge, 49, through Womersley, $50\frac{1}{4}$, High Town, 51, Liversedge, 52, Mill Bridge, $52\frac{3}{4}$ (keep first to *l.* then to *r.*), and Heckmondwike, 54.

[Or before Luddenden Foot keep to *r.*, and through Sowerby Bridge, and Brighouse to *Nunbrook*, whence to *Dewsbury*, 4*m.* (p. 362), all close to *R. Calder*.]

Dewsbury to Wakefield (5—61)—p. 362.

PRESTON TO SCARBOROUGH.

Preston to Whalley ($16\frac{1}{2}$); cross *R. Ribble* to Walton-le-Dale, $1\frac{1}{4}$, then keep to *l.*, and through Samelsbury, $5\frac{1}{2}$, Mellor, $8\frac{3}{4}$ (keep to *l.*), Sallisbury, 13, and Billington, $14\frac{1}{4}$; hilly road, but tolerably good surface: cobblestone paving through Whalley.

[Or to *Blackburn*, $11\frac{1}{2}$, (p. 367), thence, after a long paved hill to mount out of the town, it is fairly good undulating road for over 4*m.*, and ending with a good descent to the bridge over *R. Calder* entering *Whalley*, $17\frac{3}{4}$.]

Whalley, p. 172.

Whalley to Gisburn (11— $27\frac{1}{2}$)—p. 172.

Gisburn to Skipton ($11\frac{1}{2}$ — $38\frac{1}{2}$); through West Marton, $32\frac{1}{2}$, East Marton, $33\frac{1}{2}$, and Broughton, 36.

At West Marton, on *l.*, Gledstone and Ingthorpe Grange; on *r.*, Broughton Hall. Skipton, p. 179.

Skipton to Bolton Bridge ($5\frac{3}{4}$ — $44\frac{1}{4}$)—p. 191, reversed.

Bolton Bridge to Blubberhouses ($5\frac{1}{4}$ — $49\frac{1}{2}$); very stiff uphill from Bolton Bridge for 3 or 4 miles, by Hazelwood, $45\frac{1}{2}$, and across the moors: bad and hilly road.

Blubberhouses to Harrogate (10— $59\frac{1}{2}$); bad and hilly road over Forest Moor, by Kettleasing, $53\frac{1}{2}$.

Harrogate, p. 191.

Harrogate to Knaresborough (2— $61\frac{1}{2}$).

Knaresborough, p. 192.

Knaresborough to Boroughbridge (7— $68\frac{1}{2}$)—p. 192.

Boroughbridge to Easingwold ($10\frac{1}{4}$ — $78\frac{3}{4}$); after crossing *R. Swale* turn to *r.* and through Helperby, $72\frac{1}{4}$, over Pill Moor, and through Raskelf, $76\frac{1}{4}$.

Easingwold, p. 211.

Easingwold to Malton, Ch., (19— $97\frac{3}{4}$); by Bogg Hall, $81\frac{3}{4}$, through Yearsley, $84\frac{3}{4}$, Coulton, $87\frac{1}{4}$, Hovingham, $89\frac{1}{2}$, Slingsby, $91\frac{1}{2}$, Barton, $93\frac{1}{4}$, Appleton, $94\frac{1}{4}$, Amotherby, $94\frac{3}{4}$, Swinton, $95\frac{1}{4}$, and Broughton, 96.

Malton to Scarborough ($22\frac{1}{4}$ —120)—p. 213.

PRESTON TO YORK.

Preston to Skipton ($38\frac{1}{2}$)—p. 368.

Skipton to Otley ($15-53\frac{1}{2}$)—p. 191, reversed.

Otley to Harewood ($8-61\frac{1}{2}$); through Pool, $56\frac{1}{2}$, Arthington, $58\frac{1}{2}$ and Weardley, 60, running near *R.* Wharfe.

2*m.* beyond Otley, on *r.*, Caley Hall; on *l.*, Leathley Hall. On *l.*, Arthington Hall. On *r.*, Harewood Park and *Ho.*; also the Castle.

Harewood to Tadcaster ($11-72\frac{1}{2}$); good undulating road through Collingham, $66\frac{1}{4}$ (just beyond keep to *r.*), to Boston Spa, $68\frac{3}{4}$, then rather rough.

Beyond Collingham, on *l.*, Beilby Grange; on *r.*, Westwood *Ho.* Before Collingham, on *l.*, Carlston *Ho.* and Wood Hall. Beyond Boston Spa, near the railway, on *r.*, Oglethorpe Hall. Before Tadcaster, on *r.*, Smaws Hall. Tadcaster, p. 211.

Tadcaster to York ($9-81\frac{1}{2}$)—p. 211.

[Or beyond Collingham, on *l.*, across *R.* Wharfe to Wetherby, $67\frac{1}{2}$; whence keeping to *r.* through Bickerton, 71, Bilton, $72\frac{1}{2}$, Long Marston, $74\frac{1}{4}$, Rufforth, $76\frac{1}{2}$, Acomb, $81\frac{1}{2}$, and Holdgate, $80\frac{1}{2}$, to York, 82, the road is stony, loose and hilly.]

Wetherby, p. 197. 2*m.* beyond, on *l.*, Swinnow Hall and Ingmanthorpe Hall; on *r.*, Boggart *Ho.*, and a little farther, Hall Park. On *r.*, Bilton Hall and Manor *Ho.*; on *l.*, Bilton Grange. At Long Marston, a little on *r.*, Hutton Castle. York, p. 211.

BRADFORD (Yorks.) TO COLNE.

Bradford to Haworth, *Ch.* ($8\frac{3}{4}$); through Manningham *Tg.*, $1\frac{3}{4}$ (keep to *l.*), Swain Royd, 4, Lingbob, $4\frac{1}{2}$, and Cullingworth, $6\frac{1}{2}$ (a mile farther turn to *r.* and afterwards to *l.*).

Haworth to Colne ($9\frac{1}{2}-18\frac{1}{4}$); across the moors, through Stanbury, 10, Two Laws *Tg.*, 12, and over Laneshaw Bridge, 16. Returning, keep to *r.* a little out of Colne, and also at Laneshaw Bridge.

YORK TO BOROUGHBIDGE.

York to Green Hammerton (10); hill to mount out of York, then through Holdgate, $1\frac{1}{2}$ (keep to *r.*), and over Skip Bridge, $8\frac{1}{2}$ (cross *R.* Nidd), is a level road, except one or two small hills, but very loose and rutty surface.

Before Green Hammerton, 1*m.* on *l.*, Kirk Hammerton Park.

Green Hammerton to Boroughbridge (7—17); keep to *r.* and through Little Ouseburn, $12\frac{1}{4}$, is a bad road, up and down hill all the way; nearing Boroughbridge it improves, and there is a stiff descent into the town.

PRESTON TO YORK (by Knaresborough).

Preston to Knaresborough ($61\frac{1}{2}$)—p. 368.

Knaresborough to Green Hammerton ($8-69\frac{1}{2}$); turn to *r.* and a little out of Knaresborough keep to *l.*, and through Flaxby, $64\frac{1}{2}$, about $\frac{3}{4}$ *m.*

further join the Great North Road, and after following it back for $\frac{1}{2}m.$ turn on *l.* through Allerton Mauleverer, 66; a fairly level road, but bad for bicycling.

2*m.* past Knaresborough, on *r.*, Goldsborough Hall. On *l.*, Allerton Park and Hall.

Green Hammerton to York (10—79 $\frac{1}{2}$)—p. 369, reversed.

DRIFFIELD TO MALTON.

Driffield to Sledmere (8); through Little Driffield, **1**, and Garton, 3.

On *r.*, Sledmere Park.

Sledmere to Malton, otherwise New Malton (11 $\frac{1}{2}$ —19 $\frac{1}{2}$); through Dugglesby, 13, and North Grimston, 15 $\frac{1}{2}$, where, on returning, keep to *l.*

BRADFORD (Yorks.) TO RIPON.

Bradford to Otley (9 $\frac{1}{2}$); through Eccleshill, 2 $\frac{1}{2}$, over Apperley Bridge, 4 $\frac{1}{4}$ (*R.* Aire), through Nether Yeadon, 5 $\frac{1}{4}$, Upper Yeadon, 6 $\frac{1}{4}$ (turn to *l.*), and Guiseley, 7 $\frac{3}{4}$.

Beyond Eccleshill, on *l.*, Haigh Hall. Beyond Apperley Bridge, on *r.*, Upper Wood Ho.; on *l.*, Esholt Hall. Beyond Guiseley, 1*m.* on *l.*, Hawksworth Hall. Otley, p. 191.

Otley to Ripley (12—21 $\frac{1}{4}$); cross *R.* Wharfe, then turn to *r.* and through Farnley, 11 $\frac{1}{4}$, West End, 13 $\frac{1}{4}$, Brackenthwaite, 16, Beckwith Shaw, 16 $\frac{3}{4}$, and Killinghall, 20 $\frac{1}{4}$, where, on returning, keep to *r.*

[Or at Upper Yeadon on *r.* to *Ripley*, 21 $\frac{1}{4}$, without touching Otley.]

On *r.*, Farnley Hall. Ripley, p. 192.

Ripley to Ripon (7 $\frac{3}{4}$ —29 $\frac{1}{4}$)—p. 192.

LANCASTER TO SCARBOROUGH.

Lancaster to Hornby (9)—p. 176.

Hornby to Ingleton (9 $\frac{1}{4}$ —18 $\frac{1}{4}$); through Melling, 10 $\frac{3}{4}$, Wrayton, 11 $\frac{1}{2}$ (keep to *r.*), Cantsfield, 12 $\frac{3}{4}$, and Black Burton, 15 $\frac{1}{4}$, is a comparatively good road. Returning, a little out of Ingleton keep to *l.*

At Melling, on *r.* Wennington Hall. At Wrayton, on *l.*, Thurland Castle. On *l.*, Cantsfield Ho.

Ingleton to Clapham (4—22 $\frac{1}{4}$)—p. 173, reversed.

[Or $\frac{1}{2}m.$ before Hornby, on *r.*, through Bentham, 14 $\frac{3}{4}$, whence over Newby Common or Moors, but the road is very bad and necessitates a deal of walking, to *Clapham*, 18 $\frac{3}{4}$.]

Clapham to Great Stainforth (5 $\frac{3}{4}$ —28); turn to *l.* and through Wharfe, 24 $\frac{1}{2}$, and Little Stainforth, 27 $\frac{1}{2}$, in Ribblesdale.

Great Stainforth to Grassington (12—40); over Malham Moor, by Malham Water or Tarn, 32 $\frac{3}{4}$, Calcop, 37 $\frac{1}{4}$, Skirethorns, 38 $\frac{3}{4}$, and Threshfield, 39 $\frac{1}{2}$, where turn to *l.*, and cross *R.* Wharfe to Grassington. [Or $\frac{1}{2}m.$ past Wharfe, 24 $\frac{1}{2}$, keep to *l.*, and over *R.* Ribble at Heath Bridge, rejoining the above road 1*m.* past Great Stainforth; 1*m.* shorter.]

On *l.*, Malham Water Ho., and just before, Capon Hall.

Grassington to Pateley Bridge ($9\frac{3}{4}$ — $49\frac{3}{4}$); entering Grassington turn to *r.*, and through Hebden, $41\frac{1}{4}$, over Dibbles Bridge, $42\frac{3}{4}$, and Bewerley Moor, and by Greenhow Hill, $46\frac{3}{4}$, the road is very hilly and is said to be impassable.

Before Pateley Bridge, on *r.*, Bewerley Hall. (*Pateley Bridge*: George.)

Pateley Bridge to Ripon (11 — $60\frac{3}{4}$); turn to *r.* down the Nidd valley for a short distance, then turn to *l.*, and over Pateley Moor the road is frightfully hilly and rough.

About half way, on *l.*, Grantley Hall and North Ho. 3*m.* before Ripon, on *r.*, Studley Park. Ripon, p. 192.

Ripon to Thirsk ($12\frac{3}{4}$ — $73\frac{1}{2}$); take the left hand road, and it is a stiff up and down hill ride across the Boroughbridge and Leeming road (at 65*m.*), and through Baldersby, $66\frac{1}{2}$, over Skipton Bridge, 68 (*R. Swale*), through Bushby Stoop, $69\frac{1}{2}$, and Carlton Miniot, 71.

Thirsk, p. 207.

Thirsk to Helmsley ($13\frac{1}{4}$ — $86\frac{3}{4}$); beyond Thirsk take second turn on *r.*, and through Sutton-under-Whitestone-Cliff, $77\frac{1}{4}$, then a steep hill to climb over Hambleton Hill, and through Scawton (*ch.*), $82\frac{1}{4}$, and over Scawton Bridge, 84 (cross *R. Rye*); good and bad alternately.

Beyond Sutton, 1*m.* on *r.*, Osgood Hall. About 2*m.* S. of Scawton, ruins of Byland Abbey. At Scawton Bridge, on *l.*, ruins of Rivaulx Abbey. Helmsley, p. 212.

Helmsley to Kirby Moorside ($5\frac{1}{2}$ — $92\frac{1}{4}$)—p. 212.

Kirby Moorside to Pickering, Ch. ($7\frac{3}{4}$ —100); through Keldholme, $92\frac{3}{4}$, Sinnington, $95\frac{3}{4}$, Wrelton, $97\frac{1}{2}$, Aislaby, 98, and Middleton, $98\frac{1}{2}$.

On *r.*, Sinnington Manor Ho. Pickering, p. 213.

Pickering to Snainton, New Inn ($7\frac{1}{2}$ — $107\frac{1}{2}$); through Farmanby Thornton (*ch.*), $102\frac{1}{2}$, Wilton, $103\frac{3}{4}$, Allerston, $104\frac{3}{4}$, and Ebberton, 106.

Snainton to Scarborough ($9\frac{3}{4}$ — $117\frac{1}{4}$)—p. 213.

LANCASTER TO NORTHALLERTON.

Lancaster to Ingleton ($18\frac{1}{4}$)—p. 370.

Ingleton to Hawes ($16\frac{1}{2}$ — $34\frac{3}{4}$); in Ingleton, turn to *l.* up the village, and the road is on the rise more or less for some 10*m.*, up the valley of the Doe or Dale Beck, with Ingleborough Hill on the right, and Whernside on the left, to Souther scales, $21\frac{3}{4}$, thence over Ingleton Fells to Geastones, $24\frac{3}{4}$, in Ribblesdale, which, follow up over Gale Moor to Newby Head Inn, $27\frac{1}{2}$, whence it is all down hill to Hawes; shockingly bad road.

(*Hawes*: White Hart.)

Hawes to Middleham ($17\frac{1}{2}$ — $52\frac{1}{4}$)—p. 205, reversed.

Middleham to Bedale (10 — $62\frac{1}{4}$); over Ulshaw Bridge, $53\frac{1}{2}$, through Thornton Steward, 56 (keep to *r.*), Rookwith, $58\frac{1}{4}$, and Burrill, $60\frac{1}{4}$. Returning, out of Bedale turn to *l.*

Beyond Ulshaw Bridge, on *l.*, Danby Hall and Dantzic Ho. On *l.*, Thornton

Grange; 1*m.* farther, on *r.*, Kilgram Grange. At Burrill, on *r.*, Thornton Hall. Bedale, p. 198.

Bedale to Northallerton ($7\frac{1}{2}$ — $69\frac{1}{4}$); at the end of Bedale turn to *l.* and through Aiscough or Aiskew, $62\frac{1}{4}$, Leeming Road *Ty.*, $63\frac{1}{2}$, Morton, $65\frac{3}{4}$, and Ainderby, $66\frac{1}{4}$.

Before Morton, on *l.*, Scruton Park and Hall. Northallerton, p. 201.

LANCASTER TO STOCKTON-ON-TEES.

Lancaster to Hawes ($34\frac{3}{4}$)—p. 371.

Hawes to Askrigg (6 — $40\frac{3}{4}$); fair easy road down Wensley Dale, through Bainbridge, $39\frac{1}{4}$, where keep to *l.*, and cross *R.* Ure.

Askrigg to Redmire (7 — $47\frac{3}{4}$)—p. 204, reversed.

Redmire to Richmond (11 — $58\frac{3}{4}$); keep to *l.*, and over Bellerby Moor by Halfpenny House, $53\frac{1}{2}$, and over Barden Moor, is a hilly and rough road. [Or from Redmire to *Leyburn*, $52\frac{1}{4}$, p. 204 reversed; then turn to *l.* and through Bellerby, $53\frac{1}{4}$, to Halfpenny House, $55\frac{1}{4}$.]

At Halfpenny *Ho.*, on *l.*, Walburn Hall; 2*m.* farther, on *l.*, Hudswell Grange. Richmond, p. 206.

Richmond to Citadella ($3\frac{1}{4}$ — 62); out of Richmond keep to *r.*, and it is a good road, on a gradual fall down the valley of the Swale, through St. Trinians, $59\frac{3}{4}$, and Brompton-upon-Swale, $61\frac{3}{4}$; see p. 206.

At Brompton, 1*m.* on *r.*, across *R.* Swale, Brough Hall.

Citadella to Enter Common, *Tp.* ($9\frac{1}{4}$ — $71\frac{1}{4}$); through Scorton, 64, South Cowton, $66\frac{1}{2}$, North Cowton *Ty.*, $67\frac{1}{4}$, and Stragleton, 68.

At South Cowton, on *r.*, Pepper Hall.

Enter Common to Yarm ($8\frac{1}{2}$ — $79\frac{3}{4}$); first-rate road through High Worsall, $76\frac{1}{4}$, with a long and steep descent into Yarm; through the town is cobble-stone paving, which will necessitate walking.

On *l.*, Worsall Hall. Yarm, p. 207.

Yarm to Stockton-on-Tees (4 — $83\frac{3}{4}$)—p. 207.

KENDAL TO DALTON-IN-FURNESS.

Kendal to Staveley ($10\frac{1}{4}$); by Scar Foot, $2\frac{3}{4}$, over Underbarrow Scar, through Crossthwaite, 5, Crossthwaite Green, $5\frac{3}{4}$, and over Bowland Bridge, 7, after which cross Cartmel Fells; very hilly road.

Staveley to Dalton ($13\frac{1}{4}$ — $23\frac{1}{2}$); over Newby Bridge, $11\frac{1}{4}$, through Booth, $14\frac{1}{4}$, over Penny Bridge, $16\frac{1}{2}$, through *Ulverston*, $19\frac{1}{2}$, and Lindal, 22—see p. 175. [Or, instead of going over Newby Bridge, turn to *l.*, by the new road through Haverthwaite, 13, to *Ulverston*, $19\frac{1}{4}$.]

Before Staveley, on *r.*, Town Head, on the shores of Lake Windermere. Before Haverthwaite, on *l.*, Bigland Hall. Fine scenery. See pp. 162 and 175.

About 5*m.* S. of Dalton is the new town of Barrow-in-Furness, which owes its rapid rise to the development of the iron mining.

(*Barrow-in-Furness*: Imperial, B.T.C.)

AMBLESIDE TO BROUGHTON-IN-FURNESS.

Ambleside to Hawkshead ($4\frac{3}{4}$); leave Ambleside on the West for the Langdale Valley, through Clappersgate, 1, out of which turn to *l.*

across *R.* Brathay Bridge, and shortly after is a long stiff hill to climb to Belmont, 4, and then *down to Hawkshead.*

(*Hawkshead* : Red Lion.)

At Clappersgate, on *r.*, Loughrigg Fell. On *l.*, Brathay Hall. Below Hawkshead is Esthwaite Water. Wild scenery.

Hawkshead to Coniston ($3\frac{1}{4}$ —8); the road does not go *through* Hawkshead, but turns to *r.* at the entrance of the town; there is a steep ascent to mount over Hawkshead Hill, $5\frac{1}{4}$, and down again to Monk Coniston, $6\frac{3}{4}$, at the head of Coniston Water, and along it to Coniston. [Or from beyond Brathay Bridge, on *r.* direct to Hawkshead Hill. Or from Clappersgate keep to *r.*, up the Langdale Valley, by the side of *R.* Brathay, and skirting the foot of Loughrigg Fell, to Skelwith Bridge, where cross *R.* Brathay; after this the road gradually ascends (a mile farther keep to *l.*), and for 2 or 3m. skirts the base of Oxen Fell, followed by a descent through Yewdale to Monk Coniston; about the same distance.]

(*Coniston* : Crown; Waterhead.)

On *l.*, Skelwith Force; 1m. farther, on *r.*, Colwith Force and Elterwater, &c. Fine scenery. Coniston Old Man, &c.

Coniston to Broughton ($9\frac{1}{4}$ — $17\frac{1}{4}$); through Brocklebank (or Torver), $10\frac{3}{4}$, Great Riggs, $11\frac{3}{4}$, Croft End, $13\frac{1}{2}$, Owler Side, $15\frac{1}{4}$, and Hawthwaite, $16\frac{1}{4}$: hilly first half, and rest downhill.

At Broughton, on *l.*, Broughton Tower; on *r.*, the Duddon Valley.

(*Broughton-in-Furness* : King's Head, B.T.C.)

PENRITH TO WORKINGTON.

Penrith to Keswick ($17\frac{1}{2}$); turn to *r.* at the railway station, and the road is undulating to Stainton, $2\frac{1}{2}$, after which a long gradual uphill begins, and continues through Penruddock, 6, to Springfield, $7\frac{1}{2}$; then there is a capital ride of about 2m. on the top of the hills, and the rest is downhill, for the first 3m. more or less steep in parts, but nothing dangerous, through Moor End, $10\frac{1}{2}$, uphill to Scales, $11\frac{3}{4}$, gradual descent through Threlkeld, $13\frac{1}{4}$, over New Bridge to Naddle Bridge, $14\frac{3}{4}$, where is a steep ascent, and again downhill into Keswick, the last bit very steep and best walked down; a heavy road and usually rough and stony.

At Penruddock, 2 or 3m. on *r.*, Greystoke Park and Castle. 1m. before, on *l.*, Hutton John and Hutton Park. At Threlkeld, on *r.*, Saddleback Mountain. At Stainton, on *l.*, Dalemain. Keswick, p. 162.

Keswick to Cocker-mouth (12 — $29\frac{1}{2}$)—p. 176.

Cocker-mouth to Little Clifton ($4\frac{1}{2}$ —34) through Brigham, $31\frac{1}{2}$.

Little Clifton to Workington (3—37); through Great Clifton, 35, and Stainburn, 36.

Workington, p. 176.

CARLISLE TO WHITEHAVEN.

Carlisle to Warnell or Royal Oak ($9\frac{1}{2}$); through Dalston, $4\frac{1}{2}$, Hawksdale, 6, Nether Welton, $7\frac{1}{4}$, and Upper Welton, $8\frac{1}{4}$, a splendid hard road, macadam made, but very smooth surface.

On *l.*, Dalston Hall. On *l.*, Hawksdale Hall, and 1m. farther, on *l.*, Rose Castle.

Warnell to Uldale ($7\frac{3}{4}$ — $17\frac{1}{4}$); by Hazell Gill *Tp.*, $10\frac{1}{2}$, and over Warnell, Brocklebank, and Catlands Fells, to Thorney Stone, $14\frac{1}{2}$, is hilly and very bad, being chiefly country lanes.

Beyond Warnell, on *l.*, Warnell Hall; 3*m.* beyond, and 1*m.* on *r.*, Clea Hall.

Uldale to Ouse Bridge (4 — $21\frac{1}{4}$), by Castle Inn, 20, bad road.

Ouse Bridge (over *R.* Derwent) is at the foot of Bassenthwaite Water; on *r.*, Armathwaite.

Ouse Bridge to Cockermouth ($5\frac{3}{4}$ —27)—p. 176.

Cockermouth to Little Clifton ($4\frac{1}{2}$ — $31\frac{1}{2}$)—p. 373.

Little Clifton to Whitehaven (9 — $40\frac{1}{2}$); turn to *l.*, and through Crossbarrow, $32\frac{1}{4}$, Winscales, $34\frac{1}{2}$, Distington, $36\frac{1}{2}$, and Moresby, $38\frac{1}{2}$; see p. 176. Returning, a little out of Distington keep to *r.*

Whitehaven to Workington, p. 176.

CARLISLE TO MARYPORT.

Carlisle to Wigton ($10\frac{3}{4}$); after crossing *R.* Caldew Bridge, take the road to left of Trinity *ch.*, and a short distance farther keep to *l.* to Thursley, $6\frac{1}{2}$, where turn to *l.* and through Micklethwaite, $8\frac{1}{2}$ (out of which, on returning keep to *r.*)

(*Wigton*: King's Arms, *B.T.C.*)

At Micklethwaite, on *l.*, Crofton Hall. On *r.*, Wigton Hall; on *l.*, High Moor Ho. About 1*m.* S. of Wigton is the site of the Roman station at Old Carlisle.

Wigton to Aspatria (8 — $18\frac{3}{4}$), through Waverton, 13, good road.

Beyond Wigton, on *l.*, Hawkrigg Hall. 2*m.* before Aspatria, on *l.*, Brayton Hall.

Aspatria to Maryport ($7\frac{3}{4}$ — $26\frac{1}{2}$), through Crosby, $23\frac{1}{2}$.

2*m.* beyond Aspatria, a little on *r.*, Hayton Castle. Maryport, p. 176.

CARLISLE TO ALLONBY.

Carlisle to Wigton ($10\frac{3}{4}$)—above.

Wigton to Allonby ($11\frac{3}{4}$ — $22\frac{1}{2}$); through Waverton, 13 (about 3*m.* farther keep to *r.*), and West Newton, 19.

2*m.* before West Newton, on *r.*, Langrigg Hall. 2*m.* before Allonby, on *l.* Hayton Castle.

CARLISLE TO ABBEY HOLME.

Carlisle to Kirk Bride or Leathes (11); through Newtown, $1\frac{1}{4}$, Moor Houses, $4\frac{1}{2}$, Kirk Bampton, $6\frac{1}{4}$ (keep to *r.*), Fingland Rigg, 8, and Fingland, $9\frac{1}{2}$.

Kirk Bride to Abbey Holme ($6\frac{1}{2}$ — $17\frac{1}{2}$); through Long Newton, $13\frac{3}{4}$, and Moss Side, $15\frac{3}{4}$. Returning, out of Long Newton keep to *l.*

Holme Abbey *ch.* occupies the site of the old Cistercian Abbey, of which, however, some slight remains exist. About 3*m.* W. on the coast, are the remains of Wolsty or Wulstey Castle; near it also formerly stood the town of Skinburness, long ago destroyed by the sea.

CARLISLE TO BOWNESS.

Carlisle to Bowness (13); through Newtown, $1\frac{1}{4}$ (a little farther keep to *r.*), Kirk Andrews, $3\frac{1}{2}$, Burgh-on-the-Sands, $5\frac{1}{2}$, Longburgh, $6\frac{1}{2}$, and Drumburgh Castle, $9\frac{1}{2}$.

PENRITH TO HOLME ABBEY.

Penrith to Warnell or Royal Oak ($14\frac{1}{5}$); through Catterlin, $2\frac{3}{4}$, Thornbarrow, $3\frac{3}{4}$, Hutton, $5\frac{1}{2}$, and Sebergham, 13.

On *r.*, Hutton Hall; 1*m.* on *l.*, Greystoke Park and Castle. Beyond Sebergham, on *l.*, Warnell Hall, and on *r.*, Holme Hill. $4\frac{1}{2}$ *m.* beyond Hutton, on *l.* to *Hesket Newmarket* ($3\frac{1}{4}$ — $13\frac{1}{4}$).

Warnell to Wigton ($6\frac{1}{2}$ —21) through Rosley. Returning, a little out of Wigton turn to *l.*

Beyond Rosley, 1*m.* on *l.*, Clea Hall. Wigton, p. 374.

Wigton to Holme Abbey (6—27); through Wigton turn to *l.*, and over Waver Bridge, 23 (just beyond keep to *r.*).

RICHMOND (Yorks.) TO DARLINGTON.

Richmond (Yorks.) to Scotch Corner (5); through Skeeby, 2, whence is a stiff hill to mount. Returning, $\frac{1}{4}$ *m.* past Scotch Corner turn to *r.*

Scotch Corner to Darlington (8—13)—p. 201, alternative route.

NORTHALLERTON TO CATTERICK BRIDGE.

Northallerton to Catterick Bridge (11); through Yafforth, $1\frac{3}{4}$, Great Langton, 6, Kiplin, 7 (about 2*m.* farther keep to *l.*), and Catterick, 10, is a very fair road with good surface. [Or 2*m.* past Kiplin keep to *r.*, through Bolton, $9\frac{1}{2}$, and Scorton, 10, to Citadella, $11\frac{1}{2}$, half-a-mile past Catterick Bridge.]

STOCKTON-ON-TEES TO WHITBY.

Stockton-on-Tees to Guisborough (12); over Stockton Bridge, 1, Acklam, 3, by Blue Bell Inn, 4, and 1*m.* farther turn to *l.*, through Marton (*ch.*), 6, Upsall, 9, and Barnaby Grange, 10.

On *l.*, Acklam Hall. Beyond Marton, on *r.*, Tolesby Hall; on *l.*, Marton Lodge, and a little farther Ormesby Lodge. Guisborough, p. 212.

Guisborough to Tranmire (10—22); by Lockwood Beck, $16\frac{3}{4}$, Harley Bush Hill, 18, Waupley New Inn, $19\frac{3}{4}$, and Scaling Dam, $20\frac{3}{4}$.

Tranmire to Whitby (10—32); through Lyth (*Ch.*), $27\frac{1}{2}$, whence along the coast to Whitby.

At Lyth, on *r.*, Mulgrave Castle. Whitby, p. 213.

STOCKTON-ON-TEES TO PENRITH.

Stockton-on-Tees to Darlington ($11\frac{1}{2}$); a mile out of the former the macadam improves to a very fair road, and easy going through Hartburn, $1\frac{1}{2}$, Elton, $3\frac{1}{4}$, Long Newton, $4\frac{3}{4}$, Sadberge, 7, whence is a long run down to Great Burdon, $8\frac{3}{4}$, and then an undulating and ordinary macadam road through Houghton, $9\frac{1}{2}$.

On *r.*, Elton Hall; on *l.*, Burnhope Ho. Darlington, p. 201.

Darlington to Pierce Bridge ($4\frac{3}{4}$ — $16\frac{1}{4}$); through Low Coniscliffe, 14, and High Coniscliffe, $15\frac{1}{4}$, is a very fair undulating road, with a long hill down to Pierce Bridge, which should be descended carefully, as there is a turn at the bottom almost at right angles.

Beyond Darlington, on *l.*, Blackwell Grange Hall.

Pierce Bridge to Winston ($6\frac{1}{2}$ — $22\frac{3}{4}$); through Gainford, $20\frac{1}{2}$, is a very good road: a mile beyond Gainford is a very steep descent, followed by very stiff hill to climb into Winston.

2*m.* past Pierce Bridge, on *l.*, Snow Hall. 1*m.* past Gainford, on *r.*, Selaby Hall.

Winston to Barnard Castle ($6\frac{1}{4}$ —29); by Arlaw Banks, 26, is all up and down, but with fair surface.

Beyond Winston, on *l.*, Stubb Ho. Barnard Castle, p. 207.

Barnard Castle to Bowes ($4\frac{1}{4}$ — $33\frac{1}{4}$); steep descent to walk down through Barnard Castle to *R.* Tees, which cross to Startforth, $29\frac{1}{2}$, and the rest, except one or two short dips, is all uphill, in some parts very steep.

Bowes to Penrith (34 — $67\frac{1}{4}$); pp. 205-6.

YARM TO MIDDLETON-IN-TEESDALE.

Yarm to Darlington (10); cross *R.* Tees, then keep to *l.*, and by Oak Tree, 5. [Or through Long Newton, $3\frac{1}{2}$, joining the road from Stockton, to Darlington, $10\frac{1}{4}$, as above.]

Darlington to Staindrop (11—21); through Cockerton, 11, Denton, 15, Summerhouse *T'g.*, 16, Summerhouse, $16\frac{1}{2}$, and Ingleton, 19, is a rough and rather hilly road, in some places bad.

1*m.* before Denton, on *r.*, Walworth Hall. At Staindrop, Raby Castle and Park.

Staindrop to Middleton-in-Teesdale ($10\frac{1}{2}$ — $31\frac{1}{2}$); skirting Raby Park for 2 or 3*m.*, then by Marwood Green and Egglestone is a rough and hilly road, bad in places. [Or from Staindrop to Barnard Castle, $5\frac{1}{2}$ — $26\frac{1}{2}$; thence to Middleton-in-Teesdale, $9\frac{1}{2}$ —36, p. 207.]

DARLINGTON TO ALSTON.

Darlington to West Auckland (11); through Cockerton, 1 (turn to *r.*), Hambleton, 4, and Houghton-le-Side, 7.

West Auckland to Witton-le-Wear ($4\frac{1}{2}$ — $15\frac{1}{2}$)—p. 209.

Witton-le-Wear to Wolsingham ($6\frac{1}{2}$ —22); keep to *l.*, and by Hordon Head, $17\frac{1}{2}$, and Harperley Gate or Lane Head, $18\frac{1}{2}$ (turn to *l.*), and thence close to *l.* Wear.

On *l.*, Harperley Park. At Wolsingham are remains of a monastery.

Wolsingham to Stanhope ($5\frac{3}{4}$ — $27\frac{3}{4}$), through Frosterley, 25.

2*m.* past Wolsingham, on *r.*, Newlands Hall. At Stanhope, Castle Hill and the cavern.

Stanhope to St. John's Weardale ($7\frac{1}{2}$ — $35\frac{1}{4}$); keep up Weardale through East Gate, $30\frac{1}{4}$, and West Gate, $33\frac{1}{2}$.

St. John's Weardale to Alston or Aldstone Moor ($13\frac{1}{4}$ — $48\frac{1}{2}$) by Kilhope Cross, $42\frac{1}{4}$.

(*Alston* : Blue Bell, *B.T.C.*)

DURHAM TO STOCKTON-ON-TEES.

Durham to Sedgfield (11); through Shincliffe, 2, by Fourmile Bridge, 4, Black Gate, $5\frac{1}{4}$, and the Skern River, $8\frac{3}{4}$.

On *l.*, Shincliffe Hall. At Black Gate, on *l.*, Coxhoe Ho. At Sedgfield, on *r.*, Hardwicke Hall; on *l.*, Mansforth Hall and Eastwell Ho.

Sedgfield to Stockton-on-Tees ($9\frac{1}{2}$ — $20\frac{1}{2}$); through Layton, $12\frac{3}{4}$, Thorpe, $15\frac{1}{4}$, and by Norton Inn, 19.

DURHAM TO WOLSINGHAM.

Durham to Willington ($6\frac{1}{2}$), through Brancepath, $4\frac{1}{4}$.

On *l.*, Brancepath Castle and Park; a little farther, on *r.*, Brancepath West Park.

Willington to Wolsingham ($8\frac{1}{2}$ —15); through Crook, $9\frac{1}{2}$, and Harperley Gate or Lane Head, $11\frac{1}{2}$.

Beyond Willington, on *r.*, Helmington Hall. On *l.*, Harperley Park; 2*m.* farther, on *r.*, Bradley Hall; on *l.*, across *R.* Wear, Broseley Hall. At Wolsingham, on *r.* 1*m.*, Fawnlees; on *l.*, $\frac{1}{2}$ *m.* before, Redgate Ho.

DURHAM TO HEXHAM.

Durham to Lanchester (8), through Whitton Gilbert, $3\frac{1}{2}$.

Lanchester is supposed to have been a Roman station, as many remains have been found here.

Lanchester to Ebchester ($7\frac{1}{2}$ — $15\frac{1}{2}$); by Maiden Law, $9\frac{1}{2}$ (keep to *l.*), and Leedgate, $12\frac{3}{4}$ (keep to *r.*), and along the old Watling Street.

Ebchester to Hexham ($12\frac{1}{2}$ —28); cross *R.* Derwent and through Whittonstall, $17\frac{1}{2}$, and Riding, 22 (where, on returning, keep first to *r.* then to *l.*), and after that follow the south or right bank of *R.* Tyne to Hexham.

(*Hexham* : Old Grey Bull, *B.T.C.*)

Hexham was an important town in Saxon history, and formerly possessed a magnificent abbey, of which some ruins exist; fine old *ch.*, &c.

DURHAM TO BARNARD CASTLE.

Durham to West Auckland ($14\frac{1}{2}$); by Sunderland Bridge, $4\frac{1}{2}$, then by alternative route, p. 198, reversed.

West Auckland to Staindrop ($5\frac{3}{4}$ —20); good and easy riding through Raby, $18\frac{3}{4}$, and past Raby Park.

On *r.*, Raby Castle.

Staindrop to Barnard Castle ($5\frac{1}{2}$ — $25\frac{1}{2}$); through Streatlam, 24, is a good and gently undulating road, except a longish incline about half way, and a descent into and through Barnard Castle; nothing difficult.

On *r.*, Streatlam Park and Castle. Barnard Castle, p. 207.

NEWCASTLE-UPON-TYNE TO WOLSINGHAM.

Newcastle-upon-Tyne to Lanchester (14); cross *R.* Tyne by the High Level Bridge, along which is wood pavement and good riding, to Gateshead, $\frac{1}{2}$, where keep to *r.*, shortly after to *l.*, and over a moderately good road but hilly, through Norwood, $2\frac{1}{2}$, Loosing Hill, $4\frac{1}{2}$, Marley Hill (top of), 6, about 1*m.* farther keeping to *l.*, and through Maiden Law, $12\frac{1}{2}$.

At Norwood, on *l.*, Ravensworth Castle. At Marley Hill, on *r.*, Gibside. Before Maiden Law, on *r.*, Gorecock Hall. Before Lanchester, on *r.*, Greeneroft Hall and Fen Hall. Lanchester is supposed to have been a Roman station, as many remains have been found there.

Lanchester to Wolsingham (9—23); through Lanchester turn to *r.*, and through Satley, 18, and by Houselip Bridge.

Wolsingham, p. 377.

NEWCASTLE-UPON-TYNE TO SHOTLEY BRIDGE.

Newcastle-upon-Tyne to Swalwell ($4\frac{1}{2}$); cross *R.* Tyne over the High Level Bridge, along which is wood pavement and good riding, to Gateshead, $\frac{1}{2}$, where turn to *r.*, and again a little further on; moderate road. 2*m.* past Gateshead, on *l.*, Dunston Hill.

Swalwell to Ebchester ($8\frac{1}{2}$ —13); cross *R.* Derwent, then turn to *l.*, and good road to Rowland's Gill, and moderate surface to Ebchester, running near *R.* Derwent, and crossing it about half way.

Past Swalwell, on *r.*, Axwell Park; 3 or 4*m.* past, on *l.*, Gibside.

Ebchester to Shotley Bridge (2—15); good road.

The scenery along this route is much admired.

NEWCASTLE-UPON-TYNE TO SUNDERLAND.

Newcastle-upon-Tyne to Sunderland ($12\frac{3}{4}$); from the theatre in Newcastle cross the *R.* Tyne over the High Level Bridge, along which is wood pavement and good riding, to Gateshead, $1\frac{1}{4}$; out of it turn to *l.*, and by Felling *Tp.*, 2, Felling, $2\frac{1}{2}$, Heworth Bridge, $3\frac{1}{4}$, White Mare Pool, $4\frac{3}{4}$, Boldon *Tp.*, 6, West Boldon (*ch.*), $7\frac{1}{2}$, East Boldon, $8\frac{1}{2}$, Fulwell *Tp.*, 10, Fulwell Inn, $10\frac{1}{4}$, Wearmouth, $11\frac{1}{4}$, and over the Iron Bridge (*R.* Wear), 12; stiff descent down Boldon Fell before West Boldon, and to Fulwell *Tp.* there is Fulwell Bank to ascend, rather steep, and a longish fall approach-

ing Sunderland: bumpy road from end to end, the surface being much cut up with heavy traffic; cobble-stone paving in Sunderland, except in High street, which is wood paved. Returning, at Fulwell *Tp.* keep to *l.*

At Gateshead, on *r.*, Red Hough *Ho.* At Boldon *Tp.*, on *r.*, Scotch *Ho.* On *l.*, Gateshead Park. At White Mare Pool, $1\frac{1}{2}m.$ on *l.*, Hebburn Hall. At West Boldon, on *r.*, Hilton Castle, the baronial residence of the Hiltons from the time of Athelston to 1746. Sunderland, p. 208.

NEWCASTLE-UPON-TYNE TO CARLISLE.

Newcastle-upon-Tyne, West Gate, to Heddon-on-the-Wall (7); long pull uphill till West Gate *Tpg.* is reached, then steep hill down to Denton Burn, 3, and the rest is a give and take road through West Denton, $3\frac{1}{2}$, and by Chapel House, 4, with moderate surface.

Heddon-on-the-Wall to Wall Houses (6—13); keep to *r.*, and through Harlow Hill, $10\frac{3}{4}$.

Wall Houses to Chollerford Bridge (8—21); through Halton, $14\frac{1}{2}$, by Red House, $15\frac{1}{4}$, and Watling Street *Tg.*, $18\frac{1}{4}$, is a hilly road, and the surface in many places is bad; sharp decline to Chollerford Bridge, where cross North Tyne *R.*

From Newcastle the road runs alongside the ancient Roman or Picts' Wall, and near Chollerford are some interesting Roman remains.

Chollerford Bridge to Glenwhelt (17—38); through Walwick, 22, Carabrough, $24\frac{1}{2}$, Carrow, $25\frac{1}{2}$, and Loninghead, 32.

Beyond Chollerford, $1m.$ on *r.*, Houghton Castle, and on *l.*, Chesters. On *l.* Walwick Hall, and beyond, on *r.*, Nunwick.

Glenwhelt to Brampton ($8\frac{1}{4}$ — $46\frac{1}{4}$); by Temmon Inn, $40\frac{3}{4}$, Clowsgill, $41\frac{1}{2}$, and Naworth Castle (on *r.*), $43\frac{3}{4}$.

(Brampton: Howard Arms, *B.T.C.*)

At Brampton, the Moat or Castle Hill. About $2m.$ distant is a celebrated Roman inscription on a rock.

Brampton to Carlisle ($9\frac{1}{4}$ — $55\frac{1}{2}$); through Rout Holm, $48\frac{1}{2}$, Crosby, $51\frac{1}{2}$, and Stanwix, $54\frac{3}{4}$.

Near Rout Holm, on *l.*, Edmond Castle. Carlisle, p. 160.

NEWCASTLE-UPON-TYNE TO CARLISLE (by Hexham)

Newcastle-upon-Tyne to Heddon-on-the-Wall (7)—above.

Heddon-on-the-Wall to Corbridge ($9\frac{1}{4}$ — $16\frac{1}{4}$); keep to *l.*, and through Horsley, 10, and by Shaw House, $13\frac{1}{4}$. [Or from Wall Houses, 13 (above) keep to *l.* by Aydon, $15\frac{1}{2}$, to Corbridge, $4\frac{1}{4}$ — $17\frac{1}{4}$.]

Before Horsley, on *l.*, Close *Ho.* and Wylam Hall. At Shaw *Ho.*, on *r.*, Newton Hall.

Corbridge to Hexham ($4\frac{1}{4}$ — $20\frac{1}{2}$); turn to *l.*, cross *R.* Tyne, and then turn to *r.* through Dilston, $17\frac{1}{4}$.

On *r.*, ruins of Dilston Castle, forfeited by the Earl of Derwentwater in 1745. Hexham, p. 377.

[There is another route to Hexham by *Swalwell*, $4\frac{1}{2}$ (p. 378), thence cross *R.* Derwent, and through Bladon, 6, Ryton, $8\frac{1}{2}$, Crawcrook, $9\frac{1}{4}$.

Bradley, $10\frac{1}{2}$, Prudhoe, $12\frac{1}{2}$ (on *r.* castle ruins), Stockfield, $15\frac{3}{4}$, Broomhaugh, 18, and Riding, $18\frac{1}{4}$, where join the road from Durham as on p. 377, to *Hexham*, $24\frac{1}{4}$.]

Hexham to Haydon Bridge ($6\frac{1}{4}$ — $26\frac{3}{4}$); gradual decline all the way; very good surface.

2m. beyond Hexham, on *r.*, ruins of Thirlwall Castle. At Haydon Bridge, on *l.*, Threeewood, and a little beyond it ruins of Langley Castle.

Haydon Bridge to Haltwhistle ($8\frac{3}{4}$ — $35\frac{1}{2}$); cross South Tyne *R.* to *r.*, and then beautiful road through Crowhall, $29\frac{3}{4}$, Barden Mills, $30\frac{3}{4}$, Henshaw, $31\frac{3}{4}$, and Melkridge, $33\frac{1}{4}$; only one hill to mount, and a steep ascent into Haltwhistle.

At Crowhall, on *l.*, across *R.* Tyne, Ridley Hall. At Melkridge, on *l.*, across *R.* Tyne, Unthank Hall. Haltwhistle, p. 207.

Haltwhistle to Glenwhelt ($3\frac{1}{4}$ — $38\frac{3}{4}$) is uphill and a capital road.

About half way, on *l.*, Blenkinsop Hall, and a little farther the ruins of Blenkinsop Castle.

Glenwhelt to Carlisle ($17\frac{1}{2}$ — $56\frac{1}{4}$)—p. 379.

NEWCASTLE-UPON-TYNE TO TYNEMOUTH.

Newcastle-upon-Tyne to Tynemouth (9); the road is bumpy through Useborn, 1, Byker Hill, 2, to Wallsend, 5, then very sharp fall to Willington, and at Percy Main keep to *l.*, and the road is good through Chirton, $6\frac{1}{2}$, and North Shields, $7\frac{1}{2}$.

(*Tynemouth*: Grand, *B.T.C.*)

At Byker Hill, on *l.*, Heaton Hall. On *r.*, Chirton *Ho.* At Tynemouth are remains of castle and priory.

NEWCASTLE-UPON-TYNE TO BLYTH.

Newcastle-upon-Tyne to Earsdon ($7\frac{1}{2}$); along Jesmond road, down stiff descent of Benton Bank, and through Long Benton, $3\frac{1}{4}$; good road.

Before Earsdon, on *l.*, Backworth *Ho*

Earsdon to Blyth ($6\frac{1}{2}$ —14); through Hartley, 10, and along the coast through Seaton Sluice or Hartley Harbour, $10\frac{1}{2}$, is quite level and with good surface.

[Or Newcastle to North Shields, $7\frac{1}{2}$, above; thence on *l.* through Whitley, 10, to Hartley, $12\frac{1}{2}$, is a good road, and quite level. Or through Tynemouth, 9, and a pretty good road along the coast, through Cullercoats, $10\frac{1}{4}$, to Whitley, 11.]

On *l.*, Seaton Delaval Hall.

NORTH SHIELDS TO MORPETH.

North Shields to Whitridge ($6\frac{1}{2}$); good road through Preston, $\frac{3}{4}$, Earsdon, $3\frac{1}{4}$, and Holywell, $4\frac{3}{4}$.

Whitridge to Morpeth (10— $16\frac{1}{2}$); through Plessy Checks *Tp.* $10\frac{3}{4}$, and over Hartford Bridge, $11\frac{1}{4}$, and by Netherton Moor Barns, $11\frac{3}{4}$.

PENRITH TO ALNWICK.

Penrith to Alston or Aldstone Moor ($18\frac{3}{4}$); through Longwathby $4\frac{1}{2}$, Melmerby, $8\frac{1}{2}$, and by Hartside Cross, $12\frac{1}{4}$.

At Longwathby, on *r.*, Skirwith Abbey. Alston, p. 377.

Alston to Hexham ($20-38\frac{3}{4}$); good smooth surface on the whole: rather hilly to Whitfield Hall, $26\frac{1}{4}$, then on the fall for 2 or 3*m.* till the West Allen *R.* is crossed; after that the road is a little hilly again. Returning, $1\frac{3}{4}$ *m.* out of Hexham turn to *l.* [Or after crossing W. Allen *R.* the better road is to keep to *l.* to Haydon Bridge, whence it is splendid road, nearly level and with very good surface, to Hexham: a little longer.]

Hexham, p. 377.

Hexham to Chollerton ($6-11\frac{3}{4}$); turn to *l.*, cross *R.* Tyne, and through St. John Lee, $40\frac{3}{4}$, and Wall, $42\frac{3}{4}$, and, $\frac{1}{2}$ *m.* further, crossing the Picts' Wall close to Chollerford Bridge on the Newcastle and Carlisle road.

At Chollerton, on *l.*, across North Tyne *R.*, Haughton Castle.

Chollerton to Kirk Harle ($9\frac{1}{2}-54\frac{1}{4}$); cross Watling Street Road, 47, and through Colwell, $47\frac{1}{2}$, Humbleton, $49\frac{3}{4}$, Steel Rig, $51\frac{1}{4}$, and Thriewell, $52\frac{3}{4}$.

Beyond Chollerton, on *l.*, Swinburn Castle. Beyond Humbleton, on *r.*, Bavington Hall.

Kirk Harle to Rothbury ($16-70\frac{1}{4}$); through Cambo, $57\frac{1}{4}$, Rothley Shield, 62, and Coldrife (Guide Post), 65, hilly roads, and the surface generally covered with loose stones and sand: half the distance unrideable.

(*Rothbury*: Queen's, *B.T.C.*; West End.)

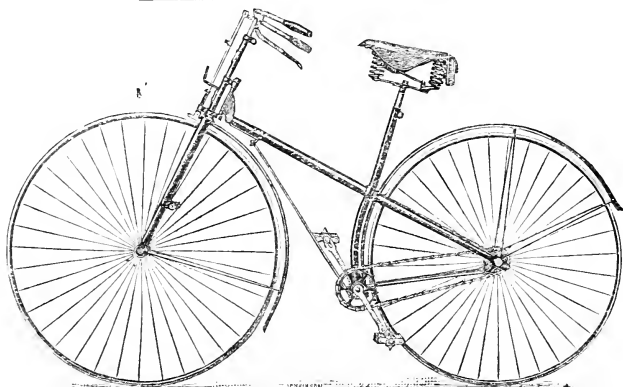
Beyond Kirk Harle, on *l.*, Wallington *Ho.* Before Rothley Shield, on *r.*, Rothley Castle and Park. At Rothbury, on *l.*, Carlington Castle.

Rothbury to Alnwick ($11\frac{1}{2}-81\frac{3}{4}$); the road is rideable for 2 or 3*m.* then it gets very hilly with bad surface, over Rimside Moor (Guide Post), $74\frac{1}{4}$, by Lemington Hall, 78, and over Aydon Forest.

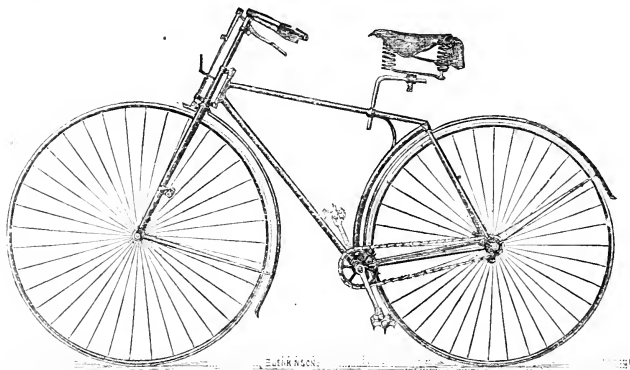
Alnwick, p. 199.

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RAILWAY RATES FOR CYCLES.

The Rates for conveyance of cycles by train on any Railways in England (except the three Railways mentioned below) and Wales, are as follows, which include collection and delivery within usual limits.

Up to Miles—		12	25	50	75	100	150	200	And each 50 miles beyond.
Bicycles (except Ottos) and large cycle wheels.	(1) As Luggage	s. d. 1 0	s. d. 1 0	s. d. 1 0	s. d. 1 6	s. d. 2 0	s. d. 2 6	s. d. 3 0	s. d. 0 6
	(2) As Parcels at Owner's risk ...	1 6	1 6	1 6	2 3	3 0	3 9	4 6	0 9
	(3) As Parcels at Company's risk	2 0	2 0	2 0	3 0	4 0	5 0	6 0	1 0
Tricycles, Ottos, and Velocipedes (except Sociables)	(1) As Luggage	1 0	1 6	2 0	3 0	4 0	5 0	6 0	1 0
	(2) As Parcels at Owner's risk ...	2 0	3 0	4 0	6 0	8 0	10 0	12 0	2 0
	(3) As Parcels at Company's risk	3 0	4 6	6 0	9 0	12 0	15 0	18 0	3 0

The other portions of a bicycle, tricycle, or velocipede, when sent in pieces, are charged at ordinary parcels rate.

Sociables are charged 50 per cent more than ordinary tricycles.

Velocipedes, tricycles, and bicycles requiring a carriage truck are charged (either with owner or not):—

At Owner's risk, two-thirds of the ordinary 4-wheeled carriage rate, plus fractional parts of 6d. Where 4-wheeled carriage rates are not in operation, at 3d. per mile, fractional parts of a mile being considered a mile. } Minimum charge 5s. 0d.

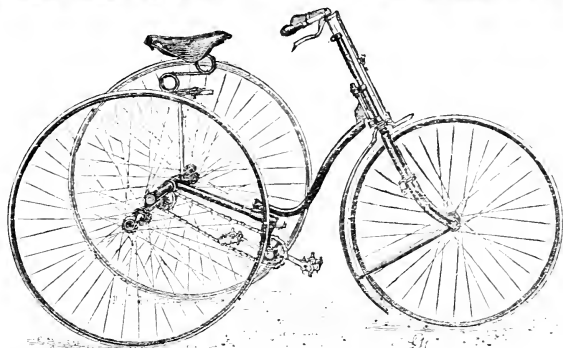
At Company's risk, at the 4-wheeled carriage rate, but where 4-wheeled carriage rates are not in operation, at 4½d. per mile, fractional parts of a mile being considered a mile. } Minimum charge 7s. 6d.

The three exceptions are—the South Eastern; the London, Chatham, and Dover; and the London Brighton and South Coast Railways, whose charges are, for “bicycles and velocipedes:”—

	Not exceeding 12 miles	1s. 0d.
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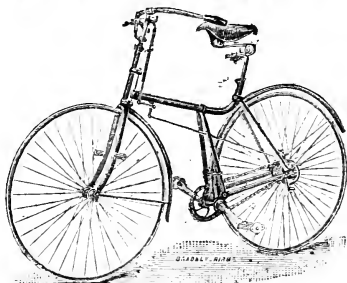
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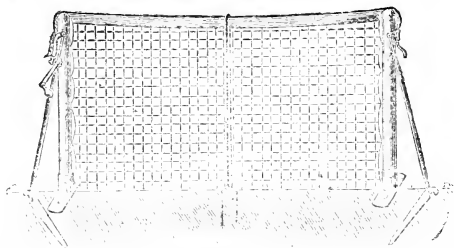
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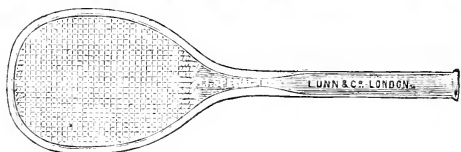
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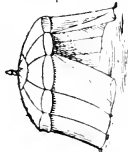
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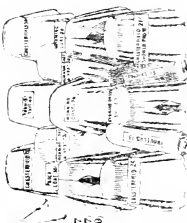


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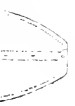
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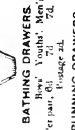
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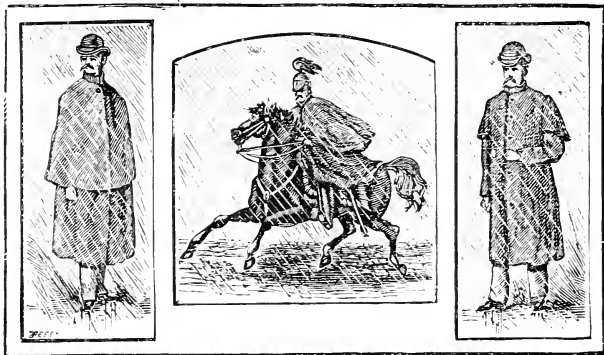
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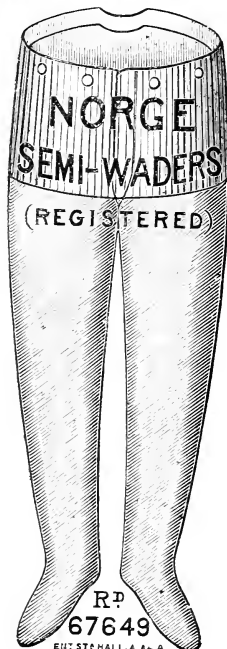
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