

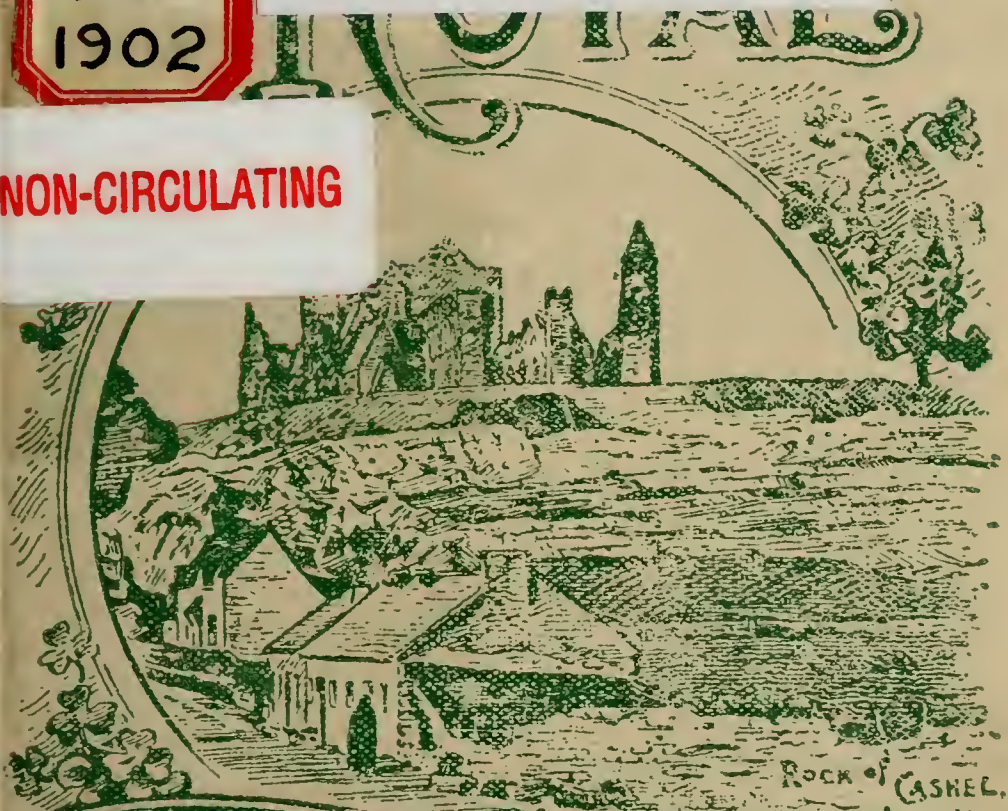
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NON-CIRCULATING



ROAD BOOK OF
IRELAND

• WITH 200 CONTOUR PLANS •

By Harry R. G. Inglis.

• GALL & INGLIS •

• EDINBURGH & LONDON •

LANDSCAPE
ARCHITECTURE
 INDEX MAP

OF

IRELAND.

The numbers on the Map refer to the Routes.

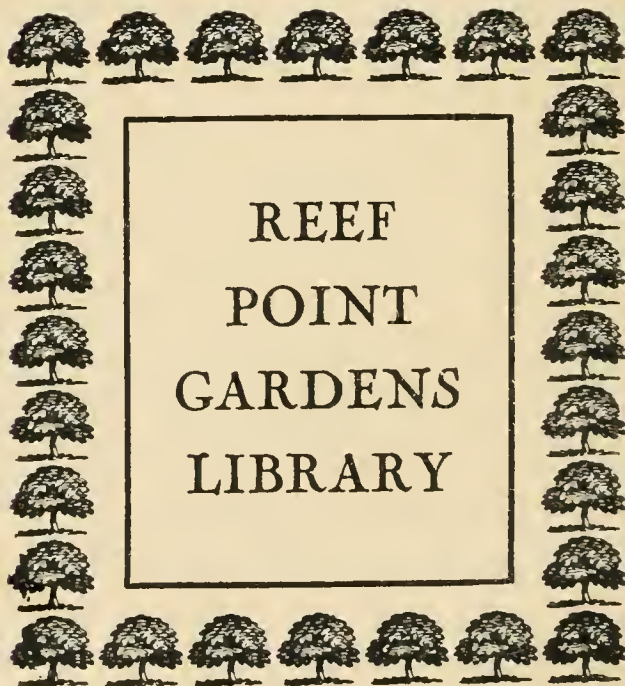
British Miles



Continuation See



Beatrix Jones,
1904.



REEF
POINT
GARDENS
LIBRARY

*The Gift of Beatrix Farrand
to the General Library
University of California, Berkeley*

TABLE OF MILES
IRISH TO ENGLISH.
(11 equal 14).

To nearest fraction.

Irish. *English.*

1 equals $1\frac{1}{4}$

$1\frac{5}{8}$,, 2

2 ,, $2\frac{1}{2}$

$2\frac{3}{8}$,, 3

3 ,, $3\frac{3}{4}$

$3\frac{1}{8}$,, 4

$3\frac{7}{8}$,, 5

4 ,, $5\frac{1}{8}$

$4\frac{3}{4}$,, 6

5 ,, $6\frac{3}{8}$

$5\frac{1}{2}$,, 7

6 ,, $7\frac{5}{8}$

$6\frac{1}{4}$,, 8

7 ,, $8\frac{7}{8}$

$7\frac{1}{8}$,, 9

$7\frac{7}{8}$,, 10

8 ,, $10\frac{1}{8}$

$8\frac{5}{8}$,, 11

9 ,, $11\frac{1}{2}$

10 ,, $12\frac{3}{4}$

$10\frac{1}{4}$,, 13

11 ,, 14

$11\frac{3}{4}$,, 15

12 ,, $15\frac{1}{4}$

$12\frac{5}{8}$,, 16

13 ,, $16\frac{1}{2}$

$13\frac{1}{2}$,, 17

14 ,, $17\frac{3}{4}$

$14\frac{1}{4}$,, 18

15 ,, 19

$15\frac{3}{4}$,, 20

16 ,, $20\frac{3}{8}$

$16\frac{1}{2}$,, 21

17 ,, $21\frac{5}{8}$

$17\frac{1}{4}$,, 22

18 ,, $22\frac{7}{8}$

$18\frac{1}{8}$,, 23

$18\frac{7}{8}$,, 24

19 ,, $24\frac{1}{8}$

$19\frac{5}{8}$,, 25

20 ,, $25\frac{1}{2}$

$20\frac{1}{2}$,, 26

21 ,, $26\frac{3}{4}$

$21\frac{1}{4}$,, 27

22 ,, 28

$22\frac{7}{8}$,, 29

23 ,, $29\frac{1}{4}$

$23\frac{3}{8}$,, 30.

Arrangement.

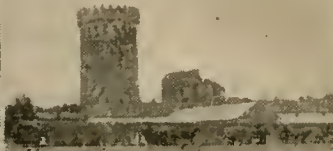
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Waterford, ...	48 ,,	55



Custom House Dublin



Nenagh



Road Tunnel Keshore



Killybegs



Carlingford Castle



Kilkenny Castle



Castle



Giants Causeway



Glendalough



Monasterboice

Uniform with
'England,'
'Scotland.'

Index at End.
Maps inside Covers.

THE
'ROYAL' ROAD BOOK
OF
IRELAND

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

By HARRY R. G. INGLIS.
Author of the 'Contour Road Book of Scotland.'

With 200 'Contour' Plans.

Edinburgh:
GALL AND INGLIS, 20 BERNARD TERRACE
AND LONDON

1902
(Copyright.)

STEAMERS AND FERRIES.

The following local steamers can be made use of :—

Belfast to Bangor.
Waterford to New Ross.
Waterford to Duncannon.
Youghal to Cappoquin.
Cork to Queenstown.
Limerick to Tarbert and Kilrush.
Galway to Ballyvaughan.
Sligo to Belmullet.

On River Shannon.

Killaloe to Athlone.
Athlone to Roosky (Co. Leitrim).

On Lough Erne. (?)

Enniskillen to Castle Caldwell

On Lough Corrib.

Galway to Cong.

FERRIES.

Carlingford Lough.

Greenore to Greencastle (steamer)
Warrenpoint to Omeath (boat).
Narrow Water Ferry (boat).

Waterford Harbour.

Passage to Ballyhack (boat).

Cork Harbour.

Passage to Queenstown (steamer).

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LANDSCAPE
ARCH.
LIBRARY

Preface.

THE plans in this volume are the forecast of the "Contour" Road Book of Ireland, which has now been in hands for so long. The work of surveying has proved fairly slow, and as another year may elapse before it can be completed, the present volume, covering the leading roads, has been issued first.

This graphic method of showing the roads, so that the reader can see beforehand exactly what it is like, has been already completed for England and Scotland.

This work has been compiled from entirely original sources. The Description is obtained personally by the writer in surveying the country, and the utmost care is taken to ensure accuracy. The Measurements are not copied from any other book, but are the actual distances along the present line of road.

The author's thanks are due to those gentlemen who have so kindly helped at various stages, and especially to the County Surveyors, who have lent every assistance.

THE "Contour" Road Books

By Harry R. G. Inglis.

500 Maps and Plans in each Volume.

"Absolutely accurate."—*Cycling*.

"The 'Contour' Road Book more nearly approaches the ideal road guide for wheelmen than any which has yet been produced for this class of traveller."—*The Field*.

These profile plans, giving a miniature representation of the road, enable one to see beforehand exactly what it is like, and make a long description unnecessary, so that what would otherwise fill a large and bulky book is condensed into the size of a pocket volume. The descriptive matter and measurements are so arranged that they are particularly easy of reference.

Appended to each Plan is a "Description" of the road. The Gradient of each hill is stated in figures, leaving no room for doubt how far hills are dangerous or not. The Measurements are not copied from any old or modern Road Book, but give actual measurements that can be depended on, while the Principal Objects of Interest on the Route, and Hotels or Inns, are duly noted.

Everything has been condensed to occupy as little space as possible, consistent with clearness.

Edition.	Price.	Size.	Thickness.	Weight.
India.*	3/6 net.	6¼ × 3½	⅜ inch.	4 ounces.
Cheap.	2/- ,,	6¼ × 3½	⅝ inch.	7 ounces.

* Printed on thin India Paper, contains numerous Town Plans, and other valuable matter not in the cheap edition.

ENGLAND.—In 3 volumes.

N.—Northern Division.
S.E.—South-East Division.
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Or 3 Vols. in one. 1,500 Maps and Plans. 1½ in. thick, weight 17 oz. 5/- net.

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SCOTLAND.—1 volume.

IRELAND.—In Preparation.



GALL & INGLIS, 20 BERNARD TER., EDINBURGH; AND LONDON.



GENERAL NOTES.

The leading Tourist Districts are :—Co. Wicklow; the Black-water near Youghal; Killarney, including Co. Kerry; The Clare coast; Connemara and Achill, Donegal; the Antrim coast (including the Giants' Causeway; and the Mourne Mountains. It will thus be noticed that nearly all the scenery is scarcely ever more than a few miles from the coast line. The inland parts—mostly undulating agricultural land or bog—are quite uninteresting, except where Architectural relics, lough, or river, lend charm to an otherwise featureless spot.

In nearly every district the mountains rise fairly abruptly from the surrounding country, and in consequence the scenery at many points is bold and striking. As regards coast cliff scenery, Ireland easily takes the lead, for the mountain ranges bearing the brunt of the Atlantic waves have two cliffs each about 2000 feet high—Croaghauaun and Slieve League—ranking next to those in Norway for magnificence, while the cliffs of Moher are as straight and much higher than any in Cornwall. The Giants' Causeway itself is disappointing, but the cliffs beside it are very fine.

One feature in the scenery is the "Gap" or pass. Most of these are a clear-cut V, like a railway cutting, across a range of hills, The Devil's Glen (Co. Wicklow), is about the most perfect example.

One very interesting feature is the number of old buildings scattered all over the country, such as the Round Towers—plainly a primitive form of steeple—of which Glendalough and Antrim show perfect specimens; Castles, as Dunluce, Carlingford, or Kilkenny; Abbeys, such as Holycross; exquisitely carved Crosses of the type of those at Monasterboice or Kells; or groups of Ecclesiastical Buildings, as those at Glendalough, on the Rock of Cashel, or at Clonmacnoise. In Dublin there are quite a number of fine buildings, such as the Cathedrals, Custom House, the Bank, &c.

At the present moment hardly any county can be said to have the pre-eminence in regard to superiority of roads. The average main road is very bumpy wherever there is heavy traffic, and were it not that footpath riding is sympathetically looked on by the Constabulary, the tourist would have a bad time of it in many districts. In Phoenix Park, Dublin, the cyclist may ride on the footpaths.

Irish time is 25 minutes later than Greenwich Time, but in cross-channel telegrams the latter is used.

SUGGESTED TOURS IN IRELAND.

By dividing the distance to suit the usual days' run, the tourist can reckon how long each tour will take to accomplish.

A tour right round Ireland, much as outlined in the coast sections of the following maps, is between 1,200 and 1,400 miles.

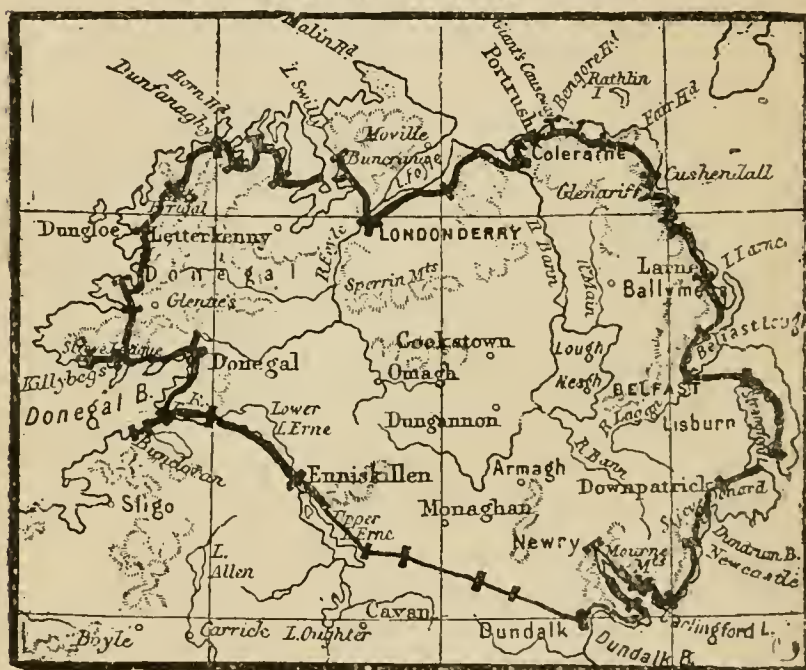
A tour round the southern half (south of Dublin and Galway) is 780 miles; the northern half is 870 miles.

The average tourist will, however, be more inclined to do one district at a time; and the following four maps will be found to make an excellent basis from which to plan a tour.

A further reference to the routes in this volume or to Mecedry's excellent Road Books will be found very helpful.

The heavy cross lines show where accommodation is to be had.

1. A TOUR IN ULSTER.



The round illustrated on the map is 513m., but by taking the train from Belfast to Larne, Coleraine to Derry, Enniskillen to Dundalk, and Newcastle to Belfast, the less interesting parts are cut out, and the distance reduced to 340m.

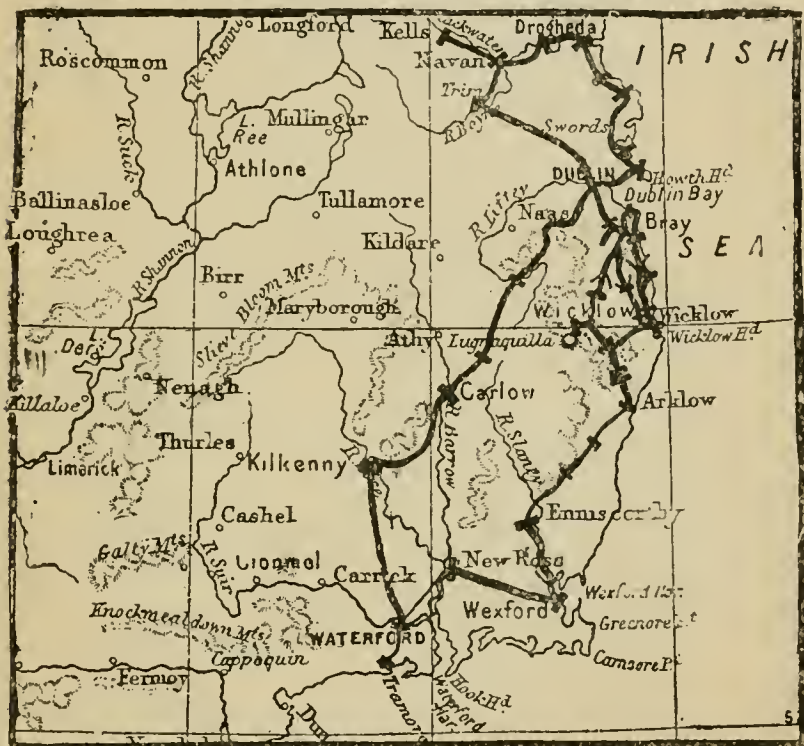
The leading attractions of this district are between the following points: Larne and Portrush; Derry (round Donegal) and Bundoran, and then to Enniskillen; Dundalk, Rostrevor, and Newcastle. Plenty of time should be allowed to do Glengariff, Carrick-a-rede, the Giants' Causeway and cliffs; Portrush; Derry and the Grianan; Dunfanaghy and Horn Head; and Slieve League, near Killybegs. The other parts are well seen from the road.

From Dublin to Belfast, round Ulster, and back by Cavan is 600m.

From Dublin to Belfast *via* the coast sections of Maps 1 and 2 and back by Newry and the Boyne Valley, &c., makes a tour of 300m.



2. A TOUR IN WICKLOW, ETC.



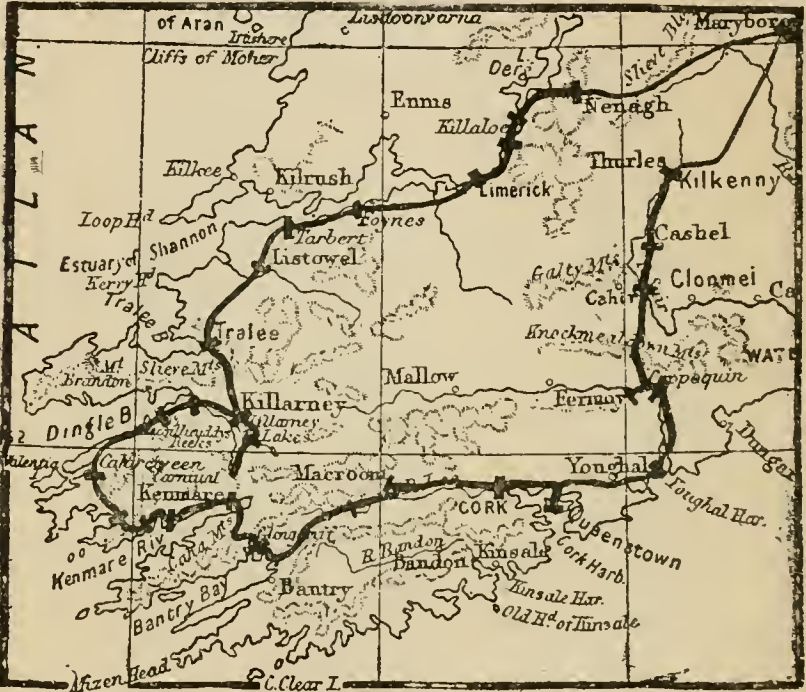
The tourist in this district should spend the longer period in Co. Wicklow by making as headquarters one of the many places between Arklow and Dublin, and taking easy journeys through the district.

Visit in turn, in a series of routes as may be convenient, The Scalp, Dargle Valley, Powerscourt, Bray, Kingstown, Killiney, Sugarloaf, Roundwood, Glendalough, Wicklow, Greystones, Glen of the Downs, &c., and finish off with the Vale of Ovoca. Then, working southward, to Enniscorthy, Wexford, New Ross, or Duncannon, and, varying the journey by a sail in the steamer to Waterford, return by Kilkenny and Carlow to Dublin. The northward trip should be taken leisurely, by the coast, visiting Howth, Malahide, Swords, Skerries, Drogheda, Monasterboice, the Boyne Valley, Navan, Kells, and back to Dublin *via* Bective Abbey.

The total distance planned out below is 430m., of which the southern section is about 300m. and the northern 130m.



3. A TOUR IN KILLARNEY DISTRICT.



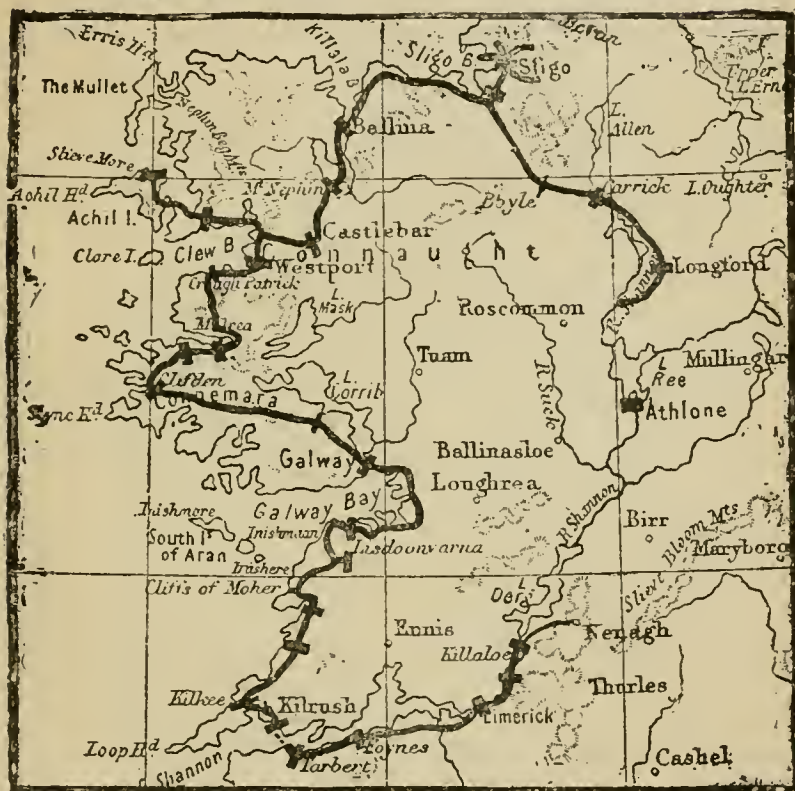
In this part the centre of attraction is the Killarney and Kenmare district, and until it is reached there is little to detain the tourist. Residence should be taken up at some Hotel, and the excursions on the lakes, &c., should be joined. After that the Waterville peninsula, Kenmare, Glengarriff, Inchigeelah, and Blarney Castle should be visited, and after passing through Cork, the route might be diversified by a sail in Queenstown Harbour, and also from Youghal to Cappoquin; then after inspecting the Rock of Cashel and Holycross Abbey, back to Maryborough.

From Maryborough this route is 490m.; from Dublin 590m.; from Limerick, ending at Thurles, 380m.; and from Killarney, ending at Thurles, 295m.

At Killarney there is a short level run to the Lake at Ross Castle. The tourist should also follow the road to the Upper Lake, then walk up to the Mulgrave Barracks for the sake of the view.



4. A TOUR IN THE WEST.



There is a good variety of scenery in this Tour. Commencing say at Limerick, there is first the Lower Shannon scenery; Clare Coast cliffs; Connemara with its fine mountains; Achill Island with its splendid cliff; Sligo, Glencar Lough, and Lough Gill; and finally the River Shannon, a sail down which from Roosky or Lanesborough to Killaloe, and then by road to Limerick, provides a singularly agreeable tour. The portions that can well be omitted are from Ballyvaughan to Galway (31m.), Galway to Reccs (35m.), and from Sligo to Roosky (47m.).

The total distance (not counting the Shannon steamer), is 452m.; or, deducting the parts that can be skipped, mentioned above, 340m.

The Steamer can always be taken between Tarbert and Kilrush, but enquiries should be made for the sailings between Limerick, Foynes, and Tarbert.

GENERAL RAILWAY RATES

(Irish Railways Only).

Distances.	Bicycles.			Tricycles.		
	As	As Parcels.		As	As Parcels.	
	Passenger's Luggage.	Owner's Risk.	Coy's Risk.	Passenger's Luggage.	Owner's Risk.	Coy's Risk.
Up to 12 miles ..	6d.	1/-	1/-	1/6	2/-	3/-
12 to 25 ,, ..	6d.	1/-	1/6	1/6	3/-	4/6
25 to 50 ,, ..	6d.	1/6	2/-	2/-	4/-	6/-
50 to 75 ,, ..	9d.	2/3	3/-	3/-	6/-	9/-
75 to 100 ,, ..	9d.	3/-	4/-	4/-	8/-	12/-
100 to 150 ,, ..	1/	3/9	5/-	5/-	10/-	15/-
150 to 200 ,, ..	1/6	4/6	6/-	6/-	12/-	18/-
200 to 250 ,, ..	1/6	5/3	7/-	7/-	14/-	21/-
Each additional 50 miles and portion thereof	6d.	9d.	1/-	1/-	2/-	3/-

Tandems, &c., 50 per cent. additional per seat.

The above rates are the general fares, but many of the companies have special arrangements.

Belfast and Northern Counties is 3d. up to 10 miles.

Dublin, Wicklow, and Wexford, 6d. between all stations.

Return Tickets by most lines at fare and half.

Some of the Railways issue tickets at single fare, including cycle, from and to the larger towns, for stations within 30 miles or so. See the Companies' Time Tables.

LAMPLIGHTING TABLES.

There is no law requiring lamps on vehicles in Ireland except in the following towns: Dublin, Belfast, Londonderry, Cork, Waterford (and King's County), but as bye-laws may be put in force at any time, these complete lists are therefore given for reference.

The time of sunset for each date varies from year to year; these Tables are therefore not absolutely exact, but give an average which is never more than a few minutes out, on any date.

To Use the Tables.—Find the district required on the list below and add or subtract the time allowance at the column named and opposite the required date. For example, the average time for lighting lamps at Londonderry on June 21 is obtained as follows: "Londonderry, add 4 minutes to column A," on June 21, which is 9.34. The average hour for lighting lamps is 9.38 P.M.

All the towns due North and South of Dublin do not require to add any minutes to the lettered column, but Donaghadee being East of that line is 3 minutes sooner (deduct 3 min.), while Valentia being West is 17 minutes later (add 17 min.). The allowance is 4 minutes for each degree of longitude.

	<i>Mins. Col.</i>		<i>Mins. Col.</i>		
Antrim,	add 0 to	A	Leitrim (Carrick), add 7 to	C	
Armagh,	2 ,,	B	Limerick,	9 ,,	F
Belfast,	sub. 1 fr.	B	Londonderry,	4 ,,	A
Carlow,	add 2 to	E	Longford,	6 ,,	D
Cavan,	5 ,,	C	Louth (Dundalk),	1 ,,	C
Clare (Ennis),	11 ,,	E	Mayo (Castlebar),	12 ,,	C
Cork,	9 ,,	G	Meath (Trim),	2 ,,	D
Donegal,	7 ,,	A	Monaghan,	3 ,,	C
Down (D'patrick), sub. 2 fr.	B	Queen's Co. (Maryboro), ..	4 ,,	E	
Dublin,	add 0 to	D	Roscommon,	7 ,,	D
Fermanagh (Ennis-killen),	6 ,,	B	Sligo,	9 ,,	C
Galway,	11 ,,	D	Tipperary,	7 ,,	F
Kerry (Tralee),	14 ,,	G	Tyrone (Omagh),	4 ,,	B
Kildare,	2 ,,	E	Waterford,	3 ,,	G
Kilkenny,	4 ,,	F	West Meath (Mullingar), ..	4 ,,	D
King's Co. (Tullamore), ..	5 ,,	D	Wexford,	1 ,,	F
			Wicklow,	0 ..	E

(Explanation on opposite page).

		A	B	C	D	E	F	G	H	I
<i>Date.</i>		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Jany.	1	4.35	4.38	4.41	4.44	4.47	4.49	4.52	4.55	5.0
"	9	4.47	4.50	4.53	4.55	4.58	4.59	5.2	5.4	5.9
"	15	4.57	5.0	5.2	5.5	5.8	5.7	5.11	5.13	5.18
"	24	5.14	5.17	5.19	5.21	5.23	5.25	5.27	5.29	5.33
Feby.	1	5.30	5.32	5.34	5.36	5.38	5.39	5.41	5.42	5.46
"	8	5.44	5.46	5.47	5.49	5.51	5.52	5.54	5.55	5.58
"	17	6.3	6.5	6.6	6.7	6.8	6.9	6.11	6.12	6.14
"	25	6.21	6.22	6.23	6.23	6.24	6.25	6.26	6.27	6.28
March	2	6.32	6.33	6.33	6.34	6.34	6.35	6.36	6.36	6.37
"	7	6.42	6.43	6.43	6.44	6.44	6.44	6.45	6.45	6.46
"	13	6.52	6.52	6.52	6.53	6.53	6.53	6.54	6.54	6.54
"	20	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7
"	25	7.17	7.17	7.17	7.17	7.17	7.16	7.16	7.16	7.16
April	2	7.33	7.32	7.32	7.31	7.31	7.30	7.30	7.29	7.28
"	7	7.42	7.41	7.41	7.40	7.40	7.39	7.38	7.37	7.36
"	10	7.47	7.46	7.46	7.45	7.44	7.43	7.42	7.41	7.40
"	15	7.58	7.57	7.56	7.55	7.54	7.53	7.52	7.51	7.49
"	21	8.10	8.8	8.7	8.6	8.5	8.3	8.2	8.1	7.59
"	27	8.21	8.19	8.18	8.16	8.15	8.13	8.12	8.11	8.8
May	1	8.27	8.25	8.24	8.18	8.20	8.18	8.17	8.15	8.12
"	4	8.34	8.32	8.30	8.28	8.26	8.24	8.23	8.21	8.18
"	11	8.47	8.44	8.42	8.40	8.38	8.37	8.35	8.33	8.30
"	16	8.54	8.51	8.49	8.47	8.45	8.43	8.41	8.39	8.35
"	20	9.1	8.58	8.56	8.54	8.52	8.49	8.47	8.45	8.41
"	25	9.9	9.6	9.4	9.1	8.58	8.56	8.54	8.51	8.47
"	31	9.18	9.15	9.12	9.9	9.7	9.4	9.2	8.59	8.54
June	5	9.23	9.20	9.17	9.14	9.11	9.8	9.5	9.2	8.59
"	10	9.28	9.25	9.22	9.19	9.16	9.13	9.11	9.8	9.3
"	21	9.34	9.31	9.28	9.25	9.22	9.19	9.16	9.13	9.8
July	2	9.32	9.29	9.26	9.23	9.20	9.17	9.15	9.12	9.7
"	11	9.26	9.23	9.20	9.17	9.15	9.12	9.10	9.7	9.2
"	18	9.19	9.16	9.14	9.11	9.8	9.6	9.4	9.1	8.57
"	23	9.11	9.8	9.6	9.4	9.2	8.59	8.57	8.55	8.51
"	28	9.4	9.1	8.59	8.57	8.55	8.53	8.51	8.49	8.45
Aug.	1	8.57	8.54	8.52	8.50	8.48	8.46	8.44	8.42	8.39
"	8	8.42	8.40	8.38	8.36	8.34	8.32	8.31	8.29	8.26
"	15	8.27	8.25	8.24	8.22	8.21	8.19	8.18	8.17	8.14
"	21	8.14	8.12	8.11	8.10	8.9	8.7	8.6	8.5	8.3
"	24	8.6	8.5	8.4	8.3	8.2	8.1	8.0	7.59	7.57
"	27	7.59	7.58	7.57	7.56	7.55	7.54	7.53	7.52	7.50
Sept.	2	7.46	7.45	7.45	7.44	7.43	7.42	7.41	7.40	7.39
"	10	7.26	7.25	7.25	7.24	7.24	7.23	7.23	7.22	7.21
"	15	7.12	7.12	7.12	7.11	7.11	7.10	7.10	7.10	7.9
"	17	7.5	7.5	7.5	7.5	7.5	7.4	7.4	7.4	7.4
"	22	6.53	6.53	6.53	6.53	6.53	6.53	6.53	6.53	6.53
"	28	6.40	6.40	6.40	6.40	6.40	6.40	6.41	6.41	6.41
Oct.	3	6.26	6.26	6.27	6.27	6.28	6.28	6.28	6.28	6.29
"	8	6.12	6.13	6.14	6.14	6.15	6.15	6.16	5.16	6.17
"	13	6.0	6.0	6.1	6.2	6.3	5.4	6.5	6.5	6.6
"	19	5.47	5.48	5.49	5.50	5.51	5.52	5.53	5.54	5.55
"	25	5.33	5.34	5.36	5.37	5.38	5.39	5.41	5.42	5.43
"	30	5.21	5.22	5.24	5.25	5.27	5.28	5.30	5.31	5.33
Nov.	3	5.14	5.15	5.17	5.19	5.21	5.22	5.24	5.25	5.28
"	9	5.0	5.2	5.4	5.6	5.8	5.10	5.12	5.13	5.17
"	17	4.47	4.49	4.52	4.54	4.56	4.58	5.0	5.2	5.6
"	26	4.35	4.37	4.40	4.43	4.46	4.46	4.50	4.52	4.57
Dec.	2	4.29	4.32	4.35	4.37	4.40	4.42	4.45	4.47	4.52
"	11	4.24	4.27	4.30	4.33	4.36	4.38	4.41	4.44	4.49
"	21	4.26	4.29	4.32	4.35	4.38	4.40	4.43	4.45	4.50

EXPLANATIONS.

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

The blocks show the positions of the villages and houses, while the signs are the road directions:— < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge, † indicates a sharp turn, -||- level crossing.

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

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

Contractions:—

Bri.,..	..	Bridge.		N.S.,	..	National School.
Ch.,..	..	Church.		P.B.,	..	Police Barrack.
F.P.,	..	Footpath.		P.H.,	..	Public House.
m.,	..	Mile or Miles.		P.O.,	..	Post Office.
M.S.,	..	Milestone.		Sta.,..	..	Station.

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

Milestones.—Some of these are Irish Miles and some English, but these are nearly all noted in the book. The Tourist will find that Counties Dublin, Waterford, Cork, Antrim, Down, and Armagh use English, but Donegal Irish Miles; the other counties either have both, or only one or two roads have Irish M.S. Donegal is the only county in which there is an extensive Irish set.

Measurements.—The tabular form gives the distance from any one point to another, the number below the one name and opposite the other being the distance required. For clearness the furlongs have been put in the tables as $\frac{1}{4}$ ths. Places named in brackets are off the road. Where the centre of a town is a little off the main road, the through measurement of the table does not include this. For example in Route 3, Dublin to Wicklow is 31 $\frac{1}{2}$ m.; but if the main part of Bray is included the distance will be:—

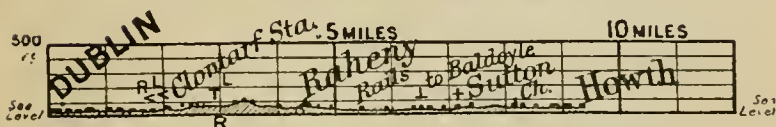
Dublin to Bray (Royal Hotel),	12 $\frac{3}{4}$ m.
Bray (Royal Hotel) to Wicklow,	19 $\frac{1}{4}$ m.
Total,	32m.

Hotels.—There is usually a good Hotel at those places marked with a star (*) in the measurement tables, but in many other places accommodation is to be had, though perhaps not with the usual Tourist's requirements. In the more out of the way parts the proprietor of the district store can generally provide accommodation, and in many places this is the "Hotel."

There has been a marked improvement in the Hotels within the last few years.

THE "ROYAL" ROAD BOOK OF IRELAND.

Dublin to Howth. 1

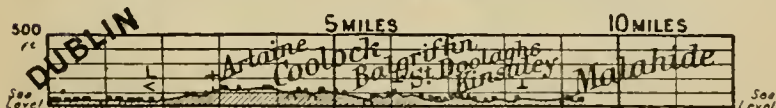


Description.—Although this road is frequently in fair condition, it is usually bumpy, uneven, and far from pleasant. At one or two points the surface is fair, but the most of it is as described. Howth Hill is a favourite resort, and commands fine views of Dublin Bay.

Measurements.—Dublin, * G.P.O.

$4\frac{3}{8}$ Raheny.
 $7\frac{1}{8}$ $2\frac{3}{4}$ Sutton, * Golfers' Hotel.
 $8\frac{3}{4}$ $4\frac{3}{8}$ $1\frac{7}{8}$ Howth, * Station.

Dublin to Malahide. 2



Description.—A very bumpy road all the way. The hills are all short and easy. There is a picturesque old Church (St. Doolagh's) and Cross by the roadside; Malahide Castle is not visible from the road.

Measurements.—Dublin, * G.P.O.

$3\frac{3}{4}$ Coolock.
 9 $5\frac{1}{4}$ Malahide, * Station.

Howth to Swords. 2A

Description.—An almost level road, with capital surface, along the coast as far as Malahide; thereafter inland.

Measurements.—Howth, * Station.

$2\frac{1}{2}$ Baldoyle.
 $7\frac{3}{4}$ $5\frac{1}{4}$ Malahide, * Station.
 $10\frac{3}{8}$ $8\frac{3}{8}$ $3\frac{1}{8}$ Swords.

3 Dublin to Bray and Wicklow.

Description.—The best road out of Dublin. Although the main road is by Blackrock (mostly paved), the route by Stillorgan is exactly the same distance, and though a trifle hilly, has splendid surface all the way (by Bray) to Glen of the Downs. Thereafter it is a trifle bumpy, but with occasional stretches of excellent surface. (F.P. almost all the way after Bray).

The most picturesque route to Bray is Route 7, by "The Scalp;" while the one by Killiney commands fine coast views, but the nine miles of paving is a great drawback.

This road, avoiding the main part of Bray, is easier than the road through that town direct to Kilmacanoge, and also has the advantage of passing up a portion of the pretty Valley of the Dargle. The Glen of the Downs is one of those "Gaps" in the mountains peculiar to Ireland, and is best approached from the north.

Measurements.

Dublin, * G.P.O.

$5\frac{3}{8}$ Stillorgan.

$12\frac{3}{4}$ $7\frac{3}{8}$ Bray, * Royal Hotel.

$15\frac{7}{8}$ $10\frac{1}{2}$ $3\frac{5}{8}$ Kilmacanoge, * Sugarloaf Hotel.

$21\frac{7}{8}$ $16\frac{1}{2}$ $9\frac{5}{8}$ 6 Newtownmountkennedy.*

28 $22\frac{5}{8}$ $15\frac{3}{4}$ $12\frac{1}{8}$ $6\frac{1}{8}$ Ashford Bridge, * Hotel.

$29\frac{5}{8}$ $24\frac{1}{4}$ $17\frac{3}{8}$ $13\frac{3}{4}$ $7\frac{3}{4}$ $1\frac{5}{8}$ Rathnew.

$31\frac{1}{2}$ $26\frac{1}{8}$ $19\frac{1}{4}$ $15\frac{5}{8}$ $9\frac{5}{8}$ $3\frac{1}{2}$ $1\frac{7}{8}$ Wicklow, * Grand Hotel (38).

$46\frac{1}{2}$ $41\frac{1}{8}$ $34\frac{1}{4}$ $30\frac{5}{8}$ $24\frac{5}{8}$ $18\frac{1}{2}$ $16\frac{7}{8}$ $18\frac{3}{4}$ Glendalough.* (Rt. 39.)

4 Dublin to Glendalough.

Description.—This favourite road is the same as Route 3 as far as Kilmacanoge, thence it is very steep (dangerous, 1 in 10) to summit, where the surface is very good for two miles, then fair, with a tendency to be bumpy, to Glendalough. Surface above the average.

Splendid scenery on this route at the following places: in the Rocky Valley above Kilmacanoge; from the shoulder of Great Sugarloaf, at about 5m.; Vartry Reservoir, at Roundwood; and the unique spot, Glendalough or Seven Churches.

Measurements.

Dublin, * G.P.O.

$12\frac{3}{4}$ Bray, * Royal Hotel.

$15\frac{7}{8}$ 3 Kilmacanoge, * Sugarloaf Hotel.

$24\frac{7}{8}$ 12 9 Roundwood, * Hotels.

$30\frac{5}{8}$ $17\frac{3}{4}$ $14\frac{3}{4}$ $5\frac{3}{4}$ Laragh.

$31\frac{7}{8}$ 19 16 7 $1\frac{1}{4}$ Glendalough, * Royal Hotel.

5 Dublin to Kingstown (and Bray).

Description.—Tram-lines and paving, mostly with macadam sides as far as Dalkey. Thereafter it is a better road and with splendid surface, but with one steep and dangerous hill between Sorrento and Killiney Station; thence easy to Bray. The main street of Kingstown is narrow and requires care, owing to the traffic.

The views of the Wicklow Coast, from the road high up on the cliffs on Killiney Hill, are very fine.

Measurements.

Dublin,* G.P.O.				
5	Blackrock.			
7 $\frac{1}{8}$	2 $\frac{1}{8}$	Kingstown.*		
9	4	1 $\frac{7}{8}$	Dalkey,* Terminus.	
15 $\frac{1}{4}$	10 $\frac{1}{4}$	8 $\frac{1}{4}$	6 $\frac{1}{4}$	Bray,* Royal Hotel.

6 Dublin to Greystones, etc.

Description.—The best road is by Route 3 for 18 $\frac{3}{4}$ m., thence it is an easy road to Greystones (21 $\frac{5}{8}$ m.).

This road follows Route 3 to Bray, thence it is a long hill, mostly negotiable (1 in 21) to Windgate, after which dangerous (1 in 13) descent. For Greystones turn off at 4 $\frac{1}{4}$ m., and rejoin at 5 $\frac{3}{8}$ m. The road, from 5 to 7 $\frac{1}{2}$ m., is a succession of short hills, nearly all 1 in 12, very trying but not dangerous. From Kilcoole to Wicklow is the best part of the road and quite easy. Fine view at Windgate.

Measurements.

Dublin,* G.P.O.				
12 $\frac{3}{4}$	Bray,* Royal Hotel.			
(17 $\frac{7}{8}$	5 $\frac{1}{8}$	Greystones,* Station.)		
20 $\frac{1}{8}$	7 $\frac{3}{8}$	3 $\frac{3}{8}$	Kilcoole.	
27 $\frac{1}{2}$	14 $\frac{3}{4}$	10 $\frac{3}{4}$	7 $\frac{3}{8}$	Newrath Bridge,* Hotel.
28 $\frac{1}{4}$	15 $\frac{1}{2}$	11 $\frac{1}{2}$	8 $\frac{1}{8}$	$\frac{3}{4}$ Rathnew.
30 $\frac{1}{8}$	17 $\frac{3}{8}$	13 $\frac{3}{8}$	10	2 $\frac{3}{8}$ 1 $\frac{7}{8}$ Wicklow,* Grand Hotel.

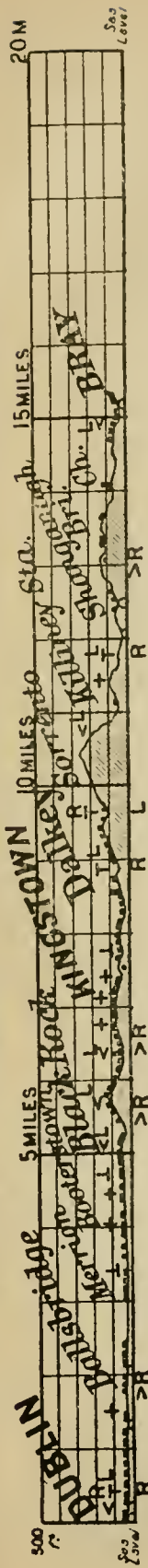
7 Dublin to Enniskerry and Bray.

Description.—A very picturesque route. The road has excellent surface on the long easy ascent to "The Scalp," and has equally good surface on the descent to Enniskerry. There is a dangerous hill in Enniskerry, but it is short. Thereafter it is fairly level, though rather bumpy to Bray. "The Scalp," a narrow defile, is a spot well worth visiting. Powerscourt waterfall is 4m. south of Enniskerry.

Measurements.

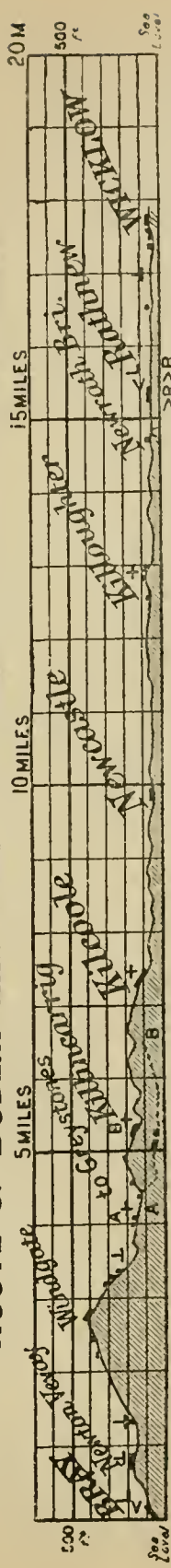
Dublin,* G.P.O.				
4 $\frac{1}{2}$	Dundrum.			
10 $\frac{1}{2}$	6	The Scalp.*		
12 $\frac{3}{4}$	8 $\frac{1}{4}$	2 $\frac{1}{4}$	Enniskerry,* Hotel.	
16	11 $\frac{1}{2}$	5 $\frac{1}{2}$	3 $\frac{1}{4}$	Bray,* Royal Hotel.

ROUTE 5. DUBLIN TO KINGSTOWN, DALKEY, AND BRAY.



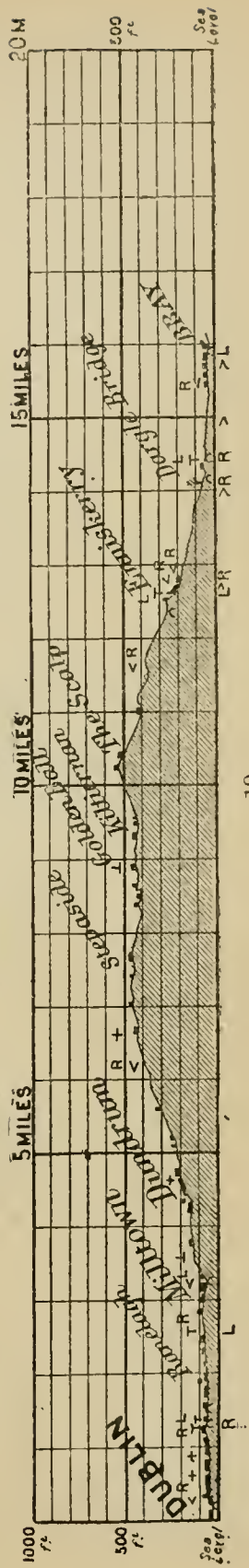
For main line of road from Blackrock to Bray: see dotted lines on Route 5.

ROUTE 6. DUBLIN AND BRAY TO GREYSTONES AND WICKLOW.



Dublin to Bray: as Route 3. Greystones is shown by two black squares, at 5 $\frac{1}{2}$ gm. The road *via* Greystones turns to L. at A, and rejoins at B, as shown in dotted lines.

ROUTE 7. DUBLIN TO BRAY (by "The Scalp.")



8 Dublin to Wicklow Gap, etc.

Description.—As this is the easiest pass across the Wicklow Mountains, this route is sometimes taken as a round. From Dublin follow Route 9 to Hollywood Crossroads (or from Naas follow an excellent road to the same point); thence it is good at first, but speedily becomes a steep rough ascent and descent over to the next valley. Another steep climb to Wicklow Gap summit follows (over 1500 feet), then an excellent but steep descent to Glendalough. A fine mountain road, rather stiff to travel.

Measurements.

Dublin,*	G.P.O.				
—	Naas.*				
—	6 $\frac{3}{8}$	Ballymore	Eustace.*		
25 $\frac{3}{8}$	9 $\frac{3}{4}$	3 $\frac{1}{2}$	Hollywood	Crossroads.	
35 $\frac{7}{8}$	20 $\frac{1}{4}$	13 $\frac{5}{8}$	10 $\frac{1}{2}$	Wicklow	Gap.
40 $\frac{1}{4}$	24 $\frac{5}{8}$	18	14 $\frac{7}{8}$	4 $\frac{3}{8}$	Glendalough,*
41 $\frac{1}{8}$	25 $\frac{1}{2}$	18 $\frac{7}{8}$	15 $\frac{3}{4}$	5 $\frac{1}{4}$	Laragh. (Route 4.)

9 Dublin to Poulaphuca and Carlow.

Description.—One of the favourite roads from Dublin. Paving as far as Terenure, whence the steam tram for Poulaphuca runs alongside the road.

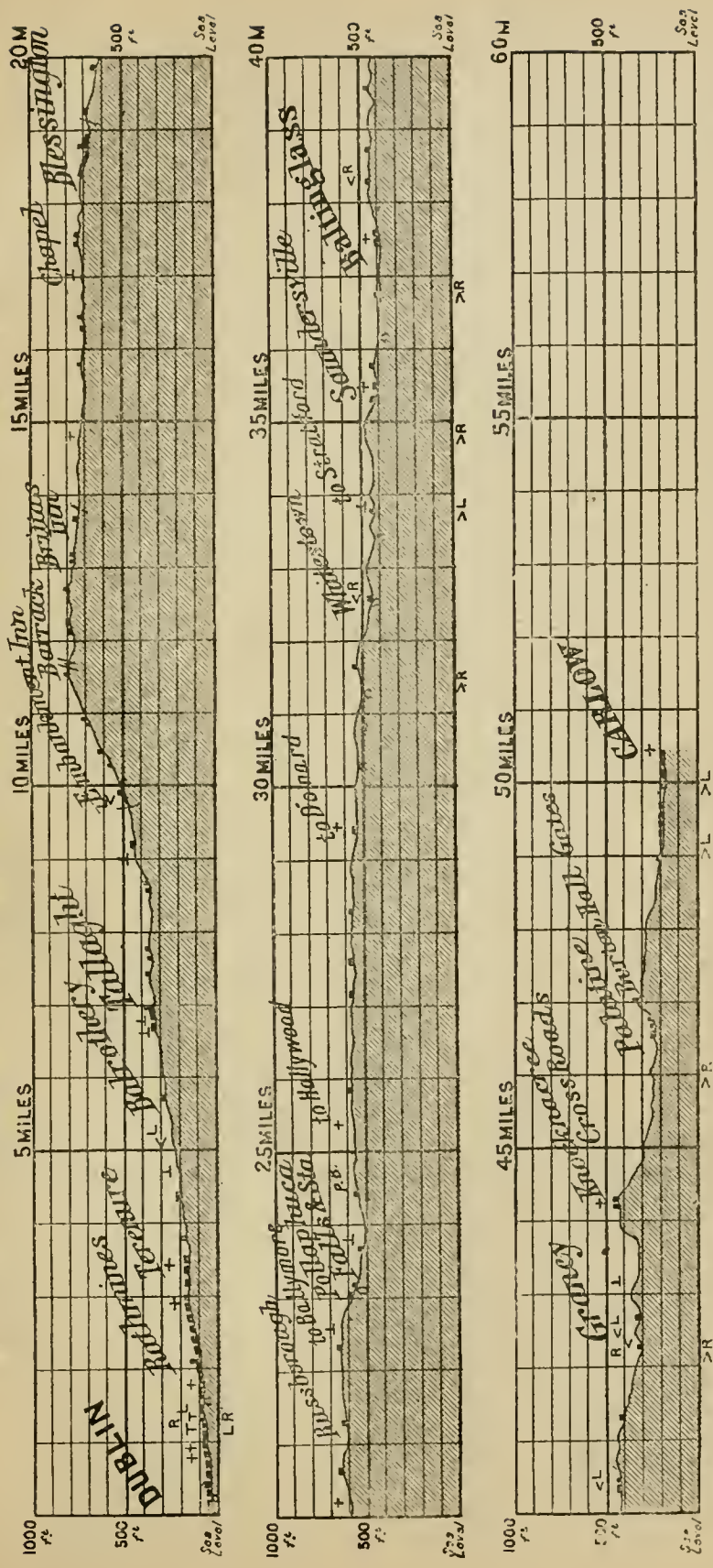
From Terenure the road is very bumpy at first, but after Tallaght it quickly improves, and is exceptionally good on the long gentle ascent (1 in 25) to Brittas Inn. At two points the hill is somewhat stiff. The rest of the road is remarkably easy—practically level—with F.P. to Poulaphuca. At this point the bulk of the traffic ceases, and the road thereafter is very smooth and level, with disused F.P. to Baltinglass. Thereafter to Carlow the road is somewhat hilly, and has very fair surface, but there are two dangerous hills of 1 in 12.

This is a pretty route. Poulaphuca waterfall is a fine cascade, and the valley is laid out with walks. The view of Burton Hall, near Carlow, is a noteworthy feature. Abbey ruin at Baltinglass.

Measurements.

Dublin,*	G.P.O.				
6 $\frac{3}{4}$	Tallaght.				
13	6 $\frac{1}{4}$	Brittas	Inn.		
18 $\frac{3}{4}$	12	5 $\frac{3}{4}$	Blessington,*	Fountain.	
23 $\frac{1}{2}$	16 $\frac{3}{8}$	10 $\frac{1}{2}$	4 $\frac{3}{8}$	Poulaphuca	Bridge,* and Hotel.
25 $\frac{3}{8}$	18 $\frac{5}{8}$	12 $\frac{3}{8}$	6 $\frac{5}{8}$	2 $\frac{1}{4}$	Hollywood
37 $\frac{1}{2}$	30 $\frac{3}{4}$	24 $\frac{1}{2}$	18 $\frac{3}{4}$	14 $\frac{3}{8}$	12 $\frac{1}{2}$
44 $\frac{1}{4}$	37 $\frac{1}{2}$	31 $\frac{1}{4}$	25 $\frac{1}{2}$	21 $\frac{1}{4}$	18 $\frac{7}{8}$
50 $\frac{3}{8}$	43 $\frac{5}{8}$	37 $\frac{3}{8}$	31 $\frac{3}{8}$	27 $\frac{1}{4}$	25
					12 $\frac{7}{8}$
					6 $\frac{1}{2}$
					Carlow,*
					Ogle's Hotel.

ROUTE 9. DUBLIN TO BLESSINGTON, POULAPHUCA, AND CARLOW.



Dublin to Carlow (direct): see Route 10. Steam tramway from Terenure to Poulaphuca,—crossing twice at Tallaght, and at Embankment, Brittas Barrack, 13½m., and 19¼m. 21

12 Dublin to Athy.

Description.—This route is the same as Route 10 as far as Kilcullen, just beyond which it turns off to the right,—an easy road, with very good surface all the way to Athy. The surface is in many parts exceedingly good, and quite above the average.

The ruins of Old Kilcullen are noticeable above the present village. Ardsnull Mote is also a striking feature. At Athy there are the ruins of two Castles.

Measurements.

Dublin,*	G.P.O.				
20 $\frac{1}{4}$	Naas,*	Town	Clock.		
27 $\frac{3}{8}$	7 $\frac{1}{8}$	Kilcullen.			
32	11 $\frac{3}{4}$	4 $\frac{5}{8}$	Ballyshannon.		
37	16 $\frac{3}{4}$	9 $\frac{3}{8}$	5	Kilmead,	P.O.
41 $\frac{5}{8}$	21 $\frac{3}{8}$	14 $\frac{1}{4}$	9 $\frac{3}{8}$	4 $\frac{5}{8}$	Athy.*

13 Dublin to Maryborough.

Description.—This road is the main highway to Limerick, and is an easy route, with only a few stiff hills near Newbridge.

This is the same as Route 10 as far as Naas; after which it is an excellent undulating road to Newbridge, rather indifferent and hilly through the open “Curragh,” then improving again to Kildare. Thereafter the road becomes easier, but has rather poor surface along the bog. From Monasterevin the road is slightly undulating (with F.P. most of the way) to Maryborough.

The portions of the road across the “Curragh,” before Monasterevin, and at Great Heath are very much exposed, and with a head wind are almost impracticable.

The route passes near the Round Tower of Clondalkin, close to the military camps of the “Curragh,” and Kildare; and past the ancient Cathedral and Round Tower of Kildare. The Rock and Castle of Dunamase may conveniently be visited from Maryborough.

Measurements.

Dublin,*	G.P.O.								
20 $\frac{1}{4}$	Naas,*	Town	Clock.						
26 $\frac{7}{8}$	6 $\frac{5}{8}$	Newbridge.*							
32 $\frac{1}{4}$	12	5 $\frac{3}{8}$	Kildare,*	Cathedral.					
38 $\frac{3}{4}$	18 $\frac{1}{2}$	11 $\frac{7}{8}$	6 $\frac{1}{2}$	Monasterevin.*					
42 $\frac{3}{8}$	22 $\frac{1}{8}$	15 $\frac{1}{2}$	10 $\frac{1}{8}$	3 $\frac{5}{8}$	Ballybrittas.				
51 $\frac{3}{8}$	31 $\frac{1}{8}$	24 $\frac{1}{2}$	19 $\frac{1}{8}$	12 $\frac{5}{8}$	9	Maryborough,*	Clock.		
75 $\frac{1}{4}$	55	48 $\frac{3}{8}$	43	36 $\frac{1}{2}$	32 $\frac{7}{8}$	23 $\frac{7}{8}$	Roscrea.*	(Route 92.)	
95	74 $\frac{3}{4}$	68 $\frac{1}{8}$	62 $\frac{3}{4}$	56 $\frac{1}{4}$	52 $\frac{5}{8}$	43 $\frac{5}{8}$	Nenagh.*		

14 Dublin to Tullamore.

Description.—Follow Route 10 as far as Enfield, whence it is a very fair road, with a considerable amount of bog country, and consequently inferior surface through Edenderry to Tullamore.

Measurements.

Dublin,* G.P.O.

26 Enfield.*

27 $\frac{1}{4}$ 1 $\frac{1}{4}$ Johnstown.

37 $\frac{1}{2}$ 11 $\frac{1}{2}$ 10 $\frac{1}{4}$ Edenderry.*

49 $\frac{5}{8}$ 23 $\frac{5}{8}$ 22 $\frac{3}{8}$ 12 $\frac{1}{2}$ Philipstown.

59 $\frac{1}{8}$ 33 $\frac{1}{8}$ 31 $\frac{7}{8}$ 21 $\frac{5}{8}$ 9 $\frac{1}{2}$ Tullamore,* Charleville Arms.

15 Dublin to Mullingar.

Description.—The road is very bumpy to Chapelizod, but has gradually improving surface to Lucan, whence the road is better, and, after crossing the canal, is almost flat alongside the railway and canal to Enfield. From this point the surface is even better, and is in very fair order.

The country is pretty near Lucan, but the more picturesque route to that place is by the road along banks of the Liffey, which, however, has a very dangerous hill (1 in 10), well repaid by the scenery. At Leixlip the Salmon Leap and Castle are the principal sights.

Measurements.

Dublin,* G.P.O.

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

10 $\frac{3}{8}$ 1 $\frac{7}{8}$ Leixlip.

15 $\frac{1}{8}$ 6 $\frac{5}{8}$ 4 $\frac{3}{4}$ Maynooth.*

18 $\frac{3}{4}$ 10 $\frac{1}{4}$ 8 $\frac{3}{8}$ 3 $\frac{5}{8}$ Kilcock.

26 17 $\frac{1}{2}$ 15 $\frac{5}{8}$ 10 $\frac{7}{8}$ 7 $\frac{1}{4}$ Enfield.*

30 21 $\frac{1}{2}$ 19 $\frac{5}{8}$ 14 $\frac{7}{8}$ 11 $\frac{1}{4}$ 4 Moyvalley.

38 $\frac{1}{4}$ 29 $\frac{3}{4}$ 27 $\frac{7}{8}$ 23 $\frac{1}{8}$ 19 $\frac{1}{2}$ 12 $\frac{1}{4}$ 8 $\frac{1}{4}$ Kinnegad.*

49 $\frac{1}{2}$ 41 39 $\frac{1}{8}$ 34 $\frac{3}{8}$ 30 $\frac{3}{4}$ 23 $\frac{1}{2}$ 19 $\frac{1}{2}$ 11 $\frac{1}{4}$ Mullingar.*

16 Dublin to Trim.

Description.—This is the same as Route 17 for the first 12 $\frac{1}{2}$ m.; thereafter it is a fair road to Trim. The points of interest are all near Trim, Scurlockstown Castle, and Bective Abbey; and in Trim itself, the Wellington Monument, Yellow Steeple, the Gates and Castle.

Measurements.—Dublin,* G.P.O.

9 $\frac{1}{8}$ Clonee.

12 $\frac{3}{8}$ 3 $\frac{1}{4}$ Blackbull.

19 $\frac{3}{4}$ 10 $\frac{5}{8}$ 7 $\frac{3}{8}$ Crosskeys.

27 $\frac{7}{8}$ 18 $\frac{3}{4}$ 15 $\frac{1}{2}$ 8 $\frac{1}{2}$ Trim.*

17 Dublin to Cavan.

Description.—This route has rather a bumpy surface for the first 5m., but after Blanchardstown it is better, and has fair surface to Navan. From Navan the road is up and down, but with very fair surface, to Kells, and continues with excellent surface through Virginia to Cavan. There is a more direct road from Virginia *via* Ballyjamesduff, but after the latter place that road goes over some hills, which are avoided by the leveller main road.

This is the main route to Enniskillen, Bundoran, and Donegal.

The route passes the famous “Tara,” the old royal residence of the Irish kings (now only a series of mounds), Navan, and Kells with its old Crosses, Round Tower, and old Churches.

Measurements.

Dublin,* G.P.O.									
(10 $\frac{3}{4}$ Dunboyne.)									
12 $\frac{3}{8}$ Black Bull.									
17 $\frac{3}{8}$ 5 Dunshaughlin.									
29 16 $\frac{5}{8}$ 11 $\frac{5}{8}$ Navan.*									
38 $\frac{7}{8}$ 26 $\frac{1}{2}$ 21 $\frac{1}{2}$ 9 $\frac{7}{8}$ Kells.*									
50 $\frac{1}{2}$ 38 $\frac{1}{8}$ 33 $\frac{1}{8}$ 21 $\frac{1}{2}$ 11 $\frac{5}{8}$ Virginia.*									
56 $\frac{5}{8}$ 44 $\frac{1}{4}$ 39 $\frac{1}{4}$ 27 $\frac{5}{8}$ 17 $\frac{3}{4}$ 6 $\frac{1}{8}$ New Inn.									
68 $\frac{7}{8}$ 56 $\frac{1}{2}$ 51 $\frac{1}{2}$ 39 $\frac{7}{8}$ 30 18 $\frac{3}{8}$ 12 $\frac{1}{4}$ Cavan.*									
101 $\frac{1}{2}$ 89 $\frac{1}{8}$ 84 $\frac{1}{8}$ 72 $\frac{1}{2}$ 62 $\frac{5}{8}$ 51 44 $\frac{7}{8}$ 32 $\frac{3}{4}$ Enniskillen.*									
138 $\frac{1}{4}$ 125 $\frac{7}{8}$ 120 $\frac{7}{8}$ 109 $\frac{1}{4}$ 99 $\frac{3}{8}$ 87 $\frac{3}{4}$ 81 $\frac{5}{8}$ 36 $\frac{3}{4}$ Donegal.*									
133 $\frac{3}{4}$ 121 $\frac{3}{8}$ 116 $\frac{3}{8}$ 104 $\frac{3}{4}$ 94 $\frac{7}{8}$ 83 $\frac{1}{4}$ 77 $\frac{1}{8}$ 32 $\frac{1}{4}$ Bundoran.*									

18 Dublin to Slane & Carrickmacross.

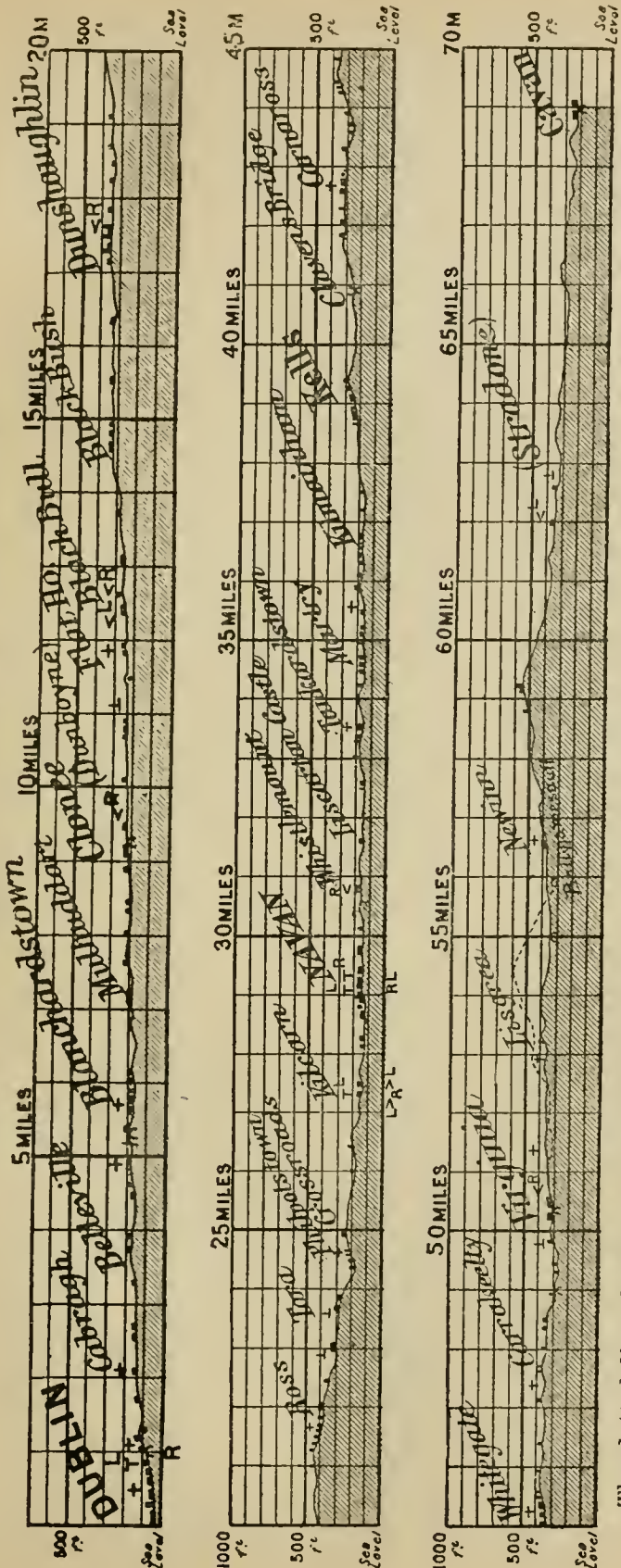
Description.—The old road to Monaghan and Londonderry. The surface is very bumpy for the first 4m., after that it improves considerably, but after Ashbourne degenerates into a rutty and inferior road on account of cart traffic, until nearing Slane, when the surface improves. Thereafter, though hilly and with little traffic, the road is well engineered, and a good single track can be picked in the rougher parts.

A better road in general is Route 19 to Drogheda, thence by Ardee, which has much better surface.

Measurements.

Dublin,* G.P.O.					
12 $\frac{3}{4}$ Ashbourne.					
27 $\frac{7}{8}$ 15 $\frac{1}{8}$ Slane.*					
40 $\frac{1}{8}$ 27 $\frac{3}{8}$ 12 $\frac{1}{2}$ Drumcondra.					
50 37 $\frac{1}{4}$ 22 $\frac{1}{8}$ 9 $\frac{7}{8}$ Carrickmacross.*					
76 $\frac{1}{4}$ 63 $\frac{1}{2}$ 48 $\frac{3}{8}$ 36 $\frac{1}{8}$ 26 $\frac{1}{4}$ Monaghan.*					

ROUTE 17. DUBLIN TO KELLS AND CAVAN.



The dotted line shows the road from Virginia to Ballyjamesduff.

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

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

19 Dublin to Drogheda.

Description.—This road to Drogheda is much better than the main route by Swords; for after the first 4m. of bumpy surface (F.P.) the road is almost level, and in better condition.

Measurements.

Dublin,* G.P.O.				
7 $\frac{5}{8}$	Six-Mile House.			
12 $\frac{3}{4}$	5 $\frac{1}{8}$	Ashbourne.		
23 $\frac{3}{8}$	15 $\frac{3}{4}$	10 $\frac{5}{8}$	Dulceek.	
28 $\frac{5}{8}$	21	15 $\frac{1}{8}$	5 $\frac{1}{4}$	Drogheda.*

20 Dublin to Drogheda and Newry.

Description.—An exceedingly bumpy, uneven road, as far as Swords, then rather better, but still with intervals of very inferior surface as far as Drogheda. From this point the road improves considerably, and though with a tendency to be bumpy, is an excellent road to Dundalk. Thereafter there is a long stretch of good surface, followed by a steep (1 in 10-14) and rough—not actually dangerous—descent to Newry.

There is an old Tower and Round Tower at Swords; St. Lawrence Gate and Magdalen Steeple (and Boyne Obelisk, 3m.) at Drogheda. The pretty memorial at Dundalk, and the fine view of the Mourne Mountains from above Newry.

Measurements.

Dublin,* G.P.O.									
8 $\frac{1}{4}$	Swords, Castle.								
19 $\frac{3}{8}$	11 $\frac{1}{8}$	Balbriggan.*							
29 $\frac{3}{4}$	21 $\frac{1}{2}$	10 $\frac{3}{8}$	Drogheda.*						
38 $\frac{7}{8}$	30 $\frac{5}{8}$	19 $\frac{1}{2}$	9 $\frac{1}{8}$	Dunleer.					
43 $\frac{3}{4}$	35 $\frac{1}{2}$	24 $\frac{3}{8}$	14	4 $\frac{7}{8}$	Castle Bellingham.				
51 $\frac{1}{4}$	43	31 $\frac{7}{8}$	21 $\frac{1}{2}$	12 $\frac{3}{8}$	7 $\frac{1}{2}$	Dundalk,* Court House.			
64 $\frac{3}{8}$	56 $\frac{1}{8}$	45	34 $\frac{5}{8}$	25 $\frac{1}{2}$	20 $\frac{5}{8}$	13 $\frac{1}{8}$	Newry,* Town Hall.		
101 $\frac{1}{2}$	93 $\frac{1}{4}$	82 $\frac{1}{8}$	71 $\frac{3}{4}$	62 $\frac{5}{8}$	57 $\frac{3}{4}$	50 $\frac{1}{4}$	37 $\frac{1}{8}$	Belfast.*	

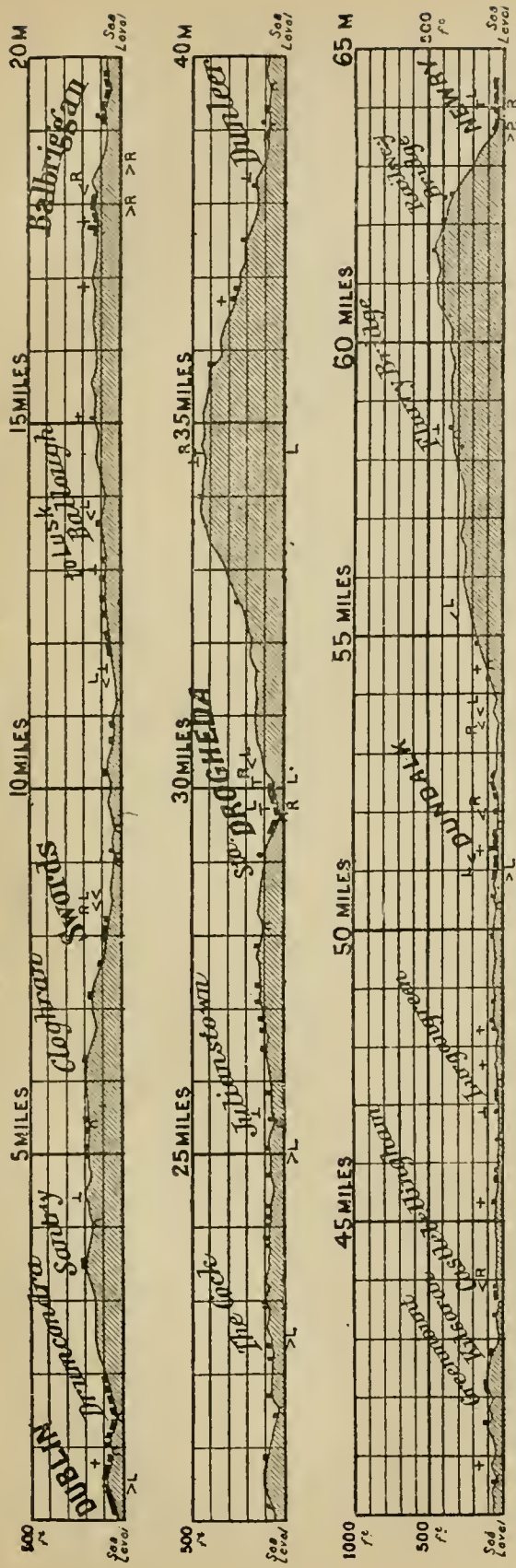
21 Dublin to Skerries.

Description.—As Route 20 for 11 $\frac{3}{8}$ m., where turn off to R. through Lusk over a slight hill to Skerries; fair surface. At Lusk is an old Round Tower and Church. The road may be continued from Skerries on to Balbriggan.

Measurements.

Dublin.*				
8 $\frac{1}{4}$	Swords.			
13 $\frac{1}{2}$	5 $\frac{1}{4}$	Lusk.		
18 $\frac{5}{8}$	10 $\frac{5}{8}$	5 $\frac{1}{8}$	Skerries.*	
22 $\frac{3}{4}$	14 $\frac{1}{2}$	9 $\frac{1}{4}$	4 $\frac{1}{8}$	Balbriggan.*

ROUTE 20. DUBLIN TO DUNDALK AND NEWRY.



From Dublin to Drogheda the surface is better by Route 19. From Dundalk to Newry, a much more picturesque route, in some ways, is by Carlingford.

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

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

22 Drogheda to Monaghan.

Description.—Although this is not the direct main road from Dublin to Monaghan, yet this, with Route 19, forms the best way. The surface is very fair though the road is slightly hilly to Ardee, and thereafter is almost level with very fair surface to Carrickmacross, after which it is a long, imperceptible ascent, followed by a descent to Monaghan. Some prefer the road by Ballybay, though it is much more hilly. As far as Ardee the road passes through undulating country; after that it is uninteresting.

Measurements.

Dublin,* G.P.O.							
†28 $\frac{5}{8}$	29 $\frac{3}{4}$ †	Drogheda.*					
36 $\frac{1}{4}$	37 $\frac{3}{8}$	7 $\frac{5}{8}$	Collon.*				
43	44 $\frac{1}{8}$	14 $\frac{3}{8}$	6 $\frac{3}{4}$	Ardee.*			
54 $\frac{3}{4}$	55 $\frac{7}{8}$	26 $\frac{1}{8}$	18 $\frac{1}{2}$	11 $\frac{3}{4}$	Carrickmacross.*		
66 $\frac{3}{8}$	67 $\frac{3}{8}$	38	30 $\frac{3}{8}$	23 $\frac{5}{8}$	11 $\frac{7}{8}$	Castleblayney,*	
81	82 $\frac{1}{8}$	52 $\frac{3}{8}$	44 $\frac{3}{4}$	38	26 $\frac{1}{4}$	14 $\frac{1}{2}$	Monaghan.*
† By Route 19.				† By Route 20.			

23 Drogheda to Navan.

Description.—The mail road by Slane and the Boyne Valley is a very hilly road, with indifferent surface and some very steep hills (1 in 11-17). The road by Beauparc Station is much leveller, more direct, and has better surface.

The Obelisk of the Battle of the Boyne (1690), the Mounds at Dowth and Newgrange, and Slane's Castle are the leading attractions of this road.

Measurements.

Drogheda.*				Drogheda.*			
3	Boyne Obelisk.			10 $\frac{3}{8}$	Beauparc Station.		
8 $\frac{1}{2}$	5 $\frac{1}{2}$	Slane.*		15 $\frac{1}{2}$	5 $\frac{1}{8}$	Navan.*	
16	13	7 $\frac{1}{2}$	Navan.*				

24 Mullingar to Navan.

Description.—This is a fair cross-country road, with no hills of any importance. The old buildings in Trim and Bective Abbey are the principal objects of interest in this route.

Measurements.

Mullingar.*							
8 $\frac{1}{2}$	Killuean.						
16 $\frac{1}{2}$	8	Ballivor.					
25 $\frac{1}{4}$	16 $\frac{3}{8}$	8 $\frac{3}{4}$	Trim.*				
30 $\frac{3}{4}$	22 $\frac{1}{4}$	14 $\frac{1}{4}$	5 $\frac{1}{2}$	Bective Abbey.			
36 $\frac{1}{8}$	27 $\frac{5}{8}$	19 $\frac{5}{8}$	10 $\frac{1}{8}$	5 $\frac{3}{8}$	Navan.*		

25 Mullingar to Longford.

Description.—The main road to Sligo. Although this is nominally a good road, the surface is far from perfect, but there are occasional stretches of good surface.

Measurements.

Dublin,*	G.P.O.	(Route 15.)			
49½	Mullingar,*	Town Clock.			
62½	12½	Rathowen.			
67½	17½	4¾	Edgworthstown.		
72½	25½	13	8¼	Longford,*	Court House.
131½	82½	69¼	64½	56¼	Sligo.*

26 Mullingar to Athlone.

Description.—As the traffic on this route is not great, the surface is very fair. The road is flat at first, but after Canal Bridge it is undulating; Route 27 is joined at Horseleap, where there is an old ruin, and two marks showing the “leap.” Thereafter as Route 27.

Measurements.

Mullingar,*	Town Clock.				
8½	Castletown	Station.			
14½	6	Horseleap.			
20½	11½	5¾	Moate.*		
30½	21½	15½	9½	Athlone,*	Bridge.

27 Athlone to Dublin.

Description.—This is an excellent and well engineered road the whole way to Dublin: the surface at first is indifferent, but it improves after a few miles, and though rough in parts is generally above the average. After Moate the surface improves considerably, and after passing through Kilbeggan and Rochfortbridge is very good approaching Kinnegad. (F.P. a good part of the way). Thereafter as Route 15 to Dublin. (Irish Milestones.)

Measurements.

Athlone,*	Bridge.					
9½	Moate.*					
19½	9¼	Kilbeggan.*				
25½	15¼	5½	Tyrrelspass.			
28¾	18½	9½	3¾	Rochfortbridge.		
38¼	28½	18½	13½	9½	Kinnegad.*	
76½	66½	56½	51½	47¼	38¼	Dublin.* (Route 15.)

28 Mullingar to Roscrea.

Description.—This cross-country route has fair surface as far as Tullamore; after that it improves a little, and approaching Roscrea is much better and smoother. [*Over.*]

Route 28. (Mullingar to Roscrea)—Continued.

Measurements.—Mullingar, * Clock.

14½	Kilbeggan.*		
21½	7	Tullamore.* Hotel.	
37⅞	23⅜	16⅜	Kinnitty.*
48¾	34¼	27¼	10⅞ Roscrea.*

29 Maryborough to Tullamore, etc.

Description.—An excellent flat road with good surface to Mountmellick, then not quite so good to Killeigh (with one stiff hill), after which indifferent through Tullamore to Moate, whence fair (with F.P.) to Athlone.

Measurements.

Maryborough, * Clock.

6⅜	Mountmellick.*		
15½	9½	Killeigh.	
20⅞	14½	5⅜	Tullamore,* Hotel.
28	21⅝	12½	7½ Clara.*
34¾	28⅜	19¼	13⅞ 6¼ Moate,* Court House.
44⅞	38¼	29⅞	23¼ 16⅞ 9⅞ Athlone,* Bridge.

30 Maryborough to Tipperary.

Description.—The surface on this road is uniformly good, through Durrow to Urlingford and Littleton, after which there is a short section very indifferent through the bog, then very good again to Cashel. The continuation of this route on to Tipperary is quite inferior, several of the hills being rather steep (1 in 13). The main road to Cork and Killarney turns off at Cashel to Cahir and Fermoy, thence direct to Cork; or to Mallow for Killarney.

The scenery in this route is not particularly picturesque, but the unique Rock of Cashel, with the numerous ancient buildings on it, and Thomastown Castle, near Golden, are the more interesting features.

Holycross Abbey may be reached by a poor road from Littleton (5½m.), but it is better to go from Urlingford to Thurles (11¼m), thence as Route 63.

Measurements.

Dublin,* G.P.O.

51⅜	Maryborough,* Clock.		
60½	8¼	Abbeyleix.*	
65⅞	14¼	5½	Durrow.
75½	24⅞	15⅝	9⅞ Johnstown.
77¾	26⅜	17⅝	12¼ 2¼ Urlingford.*
86⅞	35	26¼	20¾ 10⅞ 8⅝ Littleton.
96⅞	45½	36¾	31¼ 21⅝ 19¼ 10½ Cashel,* Fountain.
101½	49¾	41	35½ 25⅝ 23⅜ 14¾ 4¼ Golden.
109½	57¾	49	43½ 33⅝ 31⅝ 22¼ 12¼ 8 Tipperary.*

31 Abbeyleix to Templemore.

Description.—This is a very fair undulating country road, with no hills of any importance. There is rather a rough section near Rathdowney.

Measurements.—Abbeyleix.*

11 $\frac{1}{4}$ Rathdowney.*
23 $\frac{1}{2}$ 12 $\frac{1}{4}$ Templemore.*

32 Naas to Maynooth.

Description.—A fair cross-country road.

Measurements.—Naas.*

2 $\frac{1}{4}$ Sallins.
7 $\frac{5}{8}$ 5 $\frac{3}{8}$ Straffan.
12 $\frac{5}{8}$ 10 $\frac{3}{8}$ 5 Maynooth.*

33 Carlow to Kilkenny.

Description.—The main road to Cork. The direct road to Leighlinbridge has very bumpy surface, but this route by the west side of the river is very good (with F.P.). After Leighlinbridge the road is a trifle hilly, with only fairly good surface. F.P. for the last 5m. near Kilkenny.

This is a pretty road, at first, near the river, passing the ruined entrance to Cloghrenan Castle. Kilkenny is an interesting town.

Measurements (*Irish Milestones*).

Dublin.* (Route 10.)

50 $\frac{3}{8}$ Carlow,* Ogle's Hotel.

58 $\frac{3}{8}$ 8 Leighlinbridge.

61 10 $\frac{3}{8}$ 2 $\frac{3}{8}$ Royal Oak. (Route 49.)

63 $\frac{3}{8}$ 13 5 2 $\frac{3}{8}$ Boherboy.

74 $\frac{3}{8}$ 23 $\frac{3}{4}$ 15 $\frac{3}{4}$ 13 $\frac{3}{8}$ 10 $\frac{3}{4}$ Kilkenny,* Victoria Hotel.

105 $\frac{3}{8}$ 55 $\frac{1}{4}$ 47 $\frac{1}{4}$ 44 $\frac{3}{8}$ 42 $\frac{1}{4}$ 31 Clonmel.* (Route 52.)

160 $\frac{3}{8}$ 110 $\frac{1}{4}$ 102 $\frac{1}{4}$ 99 $\frac{3}{8}$ 97 $\frac{1}{4}$ 86 $\frac{1}{2}$ 55 Cork.* (Route 60.)

34 Carlow to New Ross.

Description.—A level road with surface above the average to Bagenalstown, then continually undulating but with no actually dangerous hills; surface fair till within 2m. of New Ross, when it becomes exceedingly bumpy. There is not much scenery on this route except at those points where the road is near the river, especially near New Ross.

Measurements.

Carlow,* Ogle's Hotel.

9 $\frac{5}{8}$ Bagenalstown.*

17 $\frac{3}{4}$ 8 $\frac{1}{8}$ Borris.*

25 $\frac{1}{2}$ 15 7 $\frac{3}{4}$ Glynn.

34 $\frac{3}{8}$ 24 $\frac{3}{8}$ 16 $\frac{5}{8}$ 8 $\frac{1}{2}$ New Ross,* Royal Hotel.

35 Carlow to Shillelagh.

Description.—This road is rather bumpy as far as Tullow. Thereafter the road is rather good, with easy gradients over the hill to Shillelagh. Scenery not very interesting, but there are fine views of the mountain ranges.

Measurements.

Carlow,* Ogle's Hotel.
 $9\frac{1}{4}$ Tullow,* Bridge.
 $19\frac{1}{4}$ 10 Shillelagh,* Clock.

36 Carlow to Kildare.

Description.—An almost level road. The surface is good as far as Athy, and for a few miles further, but it degenerates through the bog approaching Kildare.

Measurements.

Carlow,* Ogle's Hotel.
 $11\frac{3}{8}$ Athy.*
 $21\frac{1}{4}$ $9\frac{7}{8}$ Nurney.
 $24\frac{3}{4}$ $13\frac{3}{8}$ $3\frac{1}{2}$ Kildare,* Market House.

37 Wicklow to Carlow.

Description.—The surface is rather bumpy all the way to Rathdrum (but there is a F.P.); thence the road is rather better, but with some stiff hills over to Anghrim. Thereafter as Route 40 to Shillelagh; then as Route 35. There is pretty scenery near Glenealy, at Rathdrum, at Ballinaclesh, and several good views of the Wicklow Mountains.

Measurements.

Wicklow.*
 $1\frac{7}{8}$ Rathnew.
 $5\frac{1}{4}$ $3\frac{3}{8}$ Glenealy.
 $10\frac{1}{2}$ $8\frac{5}{8}$ $5\frac{1}{4}$ Rathdrum,* Crossroads.
 $18\frac{3}{4}$ $16\frac{7}{8}$ $13\frac{1}{2}$ $8\frac{1}{4}$ Anghrim.* (Route 40).
33 $31\frac{1}{8}$ $27\frac{3}{4}$ $22\frac{1}{2}$ $14\frac{1}{4}$ Shillelagh.* (Route 35.)
 $52\frac{1}{4}$ $50\frac{3}{8}$ 47 $41\frac{3}{4}$ $33\frac{1}{2}$ $19\frac{1}{4}$ Carlow,* Ogle's Hotel.

38 Wicklow to Arklow.

Description.—After the stiff ascent from Wicklow the road is an easy, undulating, broad road with the usual bumpy surface. There is another road—the old mail road—by Rathdrum and the Vale of Ovoca, which has excellent surface after Rathdrum, and F.P. as far as that point. In point of scenery and surface this last-named route is superior to the present direct road. [Over.

Route 38. (*Wicklow to Arklow*)—Continued.

Measurements.

Wicklow,* Grand Hotel.	<i>Wicklow.*</i>
6¼ Kilbride Crossroads,* Inn.	10½ <i>Rathdrum.*</i>
15½ 9¼ Arklow.*	22¾ 12¼ <i>Arklow.*</i>

39 **Arklow to Glendalough.**

Description.—An excellent and finely-engineered road to Rathdrum (F.P. to Newbridge), then a very fair road continuously undulating, and with some short and very stiff hills, as well as a few dangerous turns. Considering the heavy traffic from Rathdrum to Glendalough, the surface is very fair. The route is very pretty almost the whole way, and covers some of the beauty spots of Wicklow.

There are several good hotels at different points in the Vale of Ovoca, and four at Glendalough.

Measurements.

Arklow.*	
4½ Woodenbridge,* Hotel.	
6⅝ 2½ Ovoca Station or Newbridge.	
12¾ 7¾ 5¾ Rathdrum,* Crossroads.	
19¾ 14¾ 12¾ 7 Laragh.	
20¾ 16¾ 14 8¼ 1¼ Glendalough,* Royal Hotel	

40 **Arklow to Shillelagh.**

Description.—An excellent and almost flat road, with only one or two slight hills, the whole way to Tinahely, then easy with fair surface to Coolboy, whence poor to Shillelagh with steep hills. Aughrim is on the opposite side of the river from the road.

Measurements.

Arklow.*	
4½ Woodenbridge,* Hotel.	
9½ 4½ Aughrim.* (Route 37.)	
16¾ 12¾ 7¾ Tinahely Station.	
23½ 18½ 14 6¼ Shillelagh,* Clock. (Route 35.)	

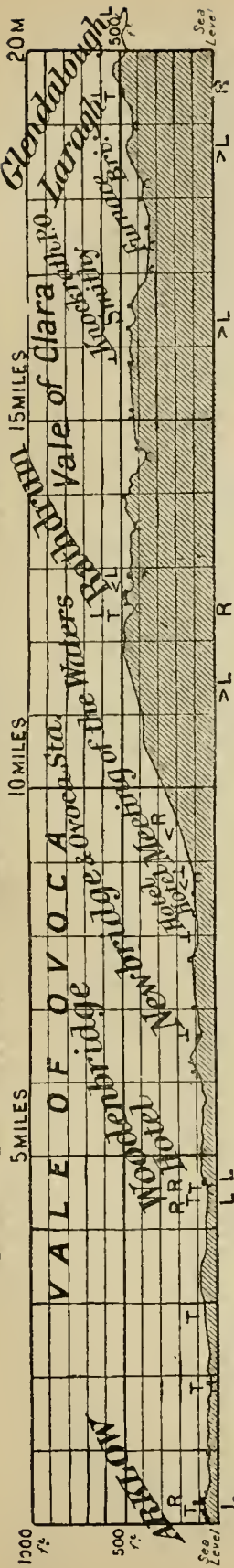
41 **Wexford to Enniscorthy.**

Description.—A well-engineered road—the old mail road—but the surface is bumpy. The scenery at Ferry-Carrig is unique, with the ruined towers on the cliffs and the narrow estuary.

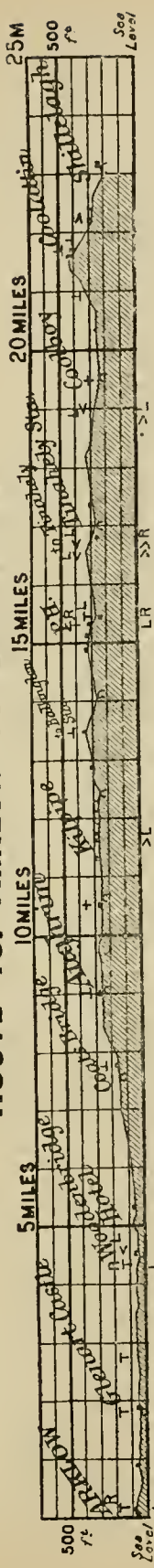
Measurements (*English Milestones*).

Wexford,* Station.
7⅝ Oylegate.
13½ 5¾ Enniscorthy,* Bridge.

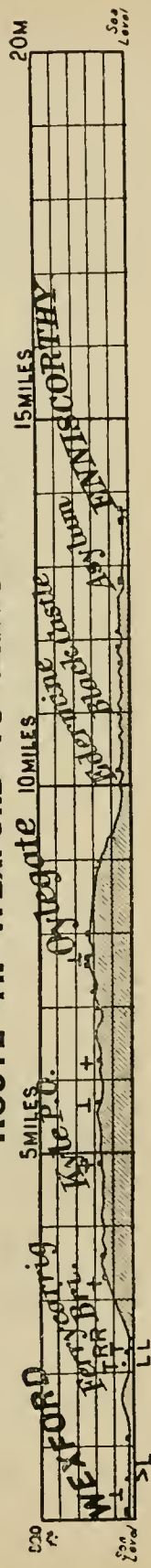
ROUTE 39. ARKLOW AND RATHDRUM TO GLENDALOUGH.



ROUTE 40. ARKLOW TO SHILLELAGH.



ROUTE 41. WEXFORD TO ENNISCORTHY.



42 Wexford to Arklow.

Description.—The surface is good as far as Castlebridge; after that it is poor and indifferent till near Wells, when it improves a little, but soon degenerates again, and is an indifferent road to Gorey. Thence the surface is rather better to Arklow, this portion being the old mail road. The scenery possesses no great interest at any point.

Measurements.

Wexford, * Station.

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

$15\frac{7}{8}$ $12\frac{3}{8}$ Ballyedmond.

$21\frac{1}{8}$ $17\frac{5}{8}$ $5\frac{1}{4}$ Ballycanew.

$25\frac{7}{8}$ $22\frac{3}{8}$ 10 $4\frac{3}{4}$ Gorey. * (Route 45.)

31 $27\frac{1}{2}$ $15\frac{1}{8}$ $9\frac{7}{8}$ $5\frac{1}{8}$ Halfway House.

$36\frac{1}{2}$ 33 $20\frac{5}{8}$ $15\frac{3}{8}$ $10\frac{5}{8}$ $5\frac{1}{2}$ Arklow. * (Route 39.)

43 Wexford to New Ross.

Description.—This is a very fair undulating road, but without interest; it drops very sharply into New Ross, with a dangerous hill (1 in 10).

Measurements.

Wexford, * Station.

$11\frac{1}{2}$ Camacross.

$17\frac{1}{2}$ 6 Ballynabola.

23 $11\frac{1}{2}$ $5\frac{1}{2}$ New Ross, * Royal Hotel.

44 Wexford to Waterford.

Description.—A fair cross-country road, with not much traffic, and consequently better surface than usual to Ballyhack, when ferry to Passage; thence it is an excellent and easy road to Waterford.

The scenery presents few outstanding features, almost the only points of interest being Tintern Abbey and the scenery of Waterford "Harbour."

Measurements.

Wexford. *

$10\frac{3}{4}$ Doyles Crossroads.

$23\frac{1}{4}$ $12\frac{1}{2}$ Duncannon. *

$24\frac{3}{8}$ $13\frac{3}{8}$ $1\frac{1}{8}$ Ballyhack. *

$24\frac{3}{4}$ 14 $1\frac{1}{2}$ $\frac{3}{4}$ Passage. *

$31\frac{3}{4}$ 21 $8\frac{1}{2}$ $7\frac{3}{4}$ 7 Waterford. *

45 Enniscorthy to Gorey, etc.

Description.—As far as Scarawalsh Bridge the road is exceedingly bumpy and the hill is stiff (1 in 25-13), but thereafter it is a slightly hilly road of very fair surface.

Measurements.

Enniscorthy,* Bridge.

7 $\frac{3}{8}$ Ferns.*

10 $\frac{7}{8}$ 3 $\frac{1}{2}$ Camolin.

14 $\frac{7}{8}$ 7 $\frac{1}{2}$ 4 Clogh.

18 10 $\frac{5}{8}$ 7 $\frac{1}{8}$ 3 $\frac{1}{2}$ Gorey.*

28 $\frac{5}{8}$ 21 $\frac{1}{4}$ 17 $\frac{3}{4}$ 13 $\frac{3}{4}$ 10 $\frac{5}{8}$ Arklow,* P.O. (Route 42.)

46 Enniscorthy to New Ross.

Description.—For the first two miles the road is very bumpy, but it speedily improves, and becomes a splendid road with easy gradients and smooth surface to Ballyanne Bridge (17 $\frac{1}{2}$ m.), when it at once degenerates, and becomes a bad bumpy road with a stiff hill (1 in 14) to New Ross. (Irish Milestones.)

Measurements.

Enniscorthy,* Bridge.

8 $\frac{3}{8}$ Clonroche.

(13 4 $\frac{5}{8}$ Palace Junction.)

20 $\frac{1}{4}$ 11 $\frac{7}{8}$ 8 $\frac{1}{4}$ New Ross,* Royal Hotel.

47 Enniscorthy to Tullow.

Description.—As far as Scarawalsh Bridge the road is exceedingly bumpy (the hill is stiff), and this continues most of the way to Newtownbarry, but this can be avoided by taking the road on the east side of the river, which though undulating has good surface. From Newtownbarry to Tullow the road is fair, with some long but easy hills.

By the West Side. Measurements. By the East Side.

Enniscorthy,* Bridge.

Enniscorthy.*

12 $\frac{1}{4}$ Newtownbarry* (direct).

6 $\frac{1}{4}$ Ballycarney.

15 $\frac{1}{8}$ 2 $\frac{7}{8}$ Kildavin.

10 $\frac{5}{8}$ 4 $\frac{3}{8}$ Clohamon.

25 $\frac{1}{8}$ 12 $\frac{7}{8}$ 10 Tullow,* Bridge.

12 $\frac{5}{8}$ 6 $\frac{3}{8}$ 2 Newtownbarry.*

48 Waterford to New Ross.

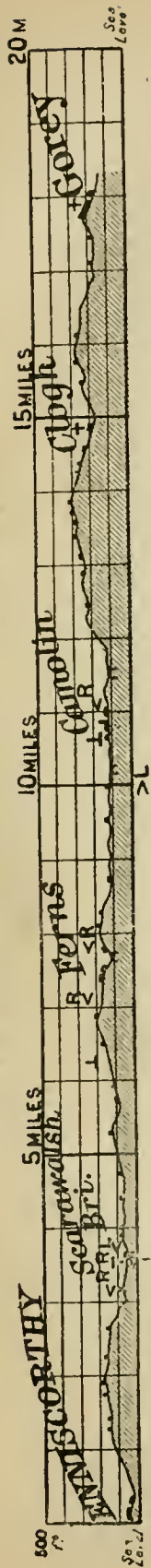
Description.—A well-engineered road, which on account of the traffic is exceedingly bumpy almost the whole way; when the railway is completed the surface will improve. Good river scenery near New Ross. Daily steamer in morning from New Ross; in afternoon back from Waterford.

Measurements.—Waterford,* Clock Tower.

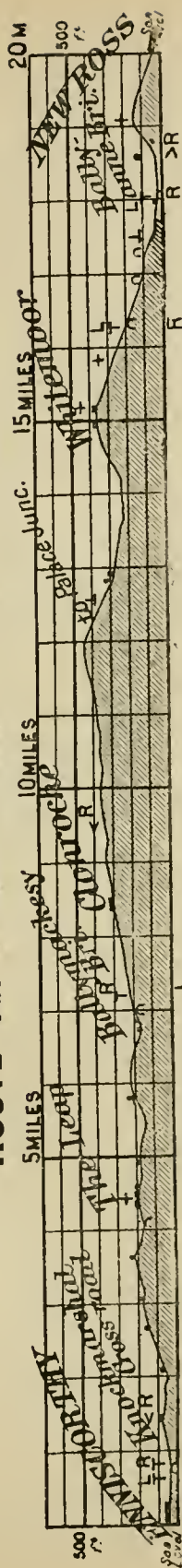
9 $\frac{1}{4}$ Glenmore.

15 5 $\frac{3}{4}$ New Ross,* Royal Hotel.

ROUTE 45. ENNISCORTHY TO GOREY.

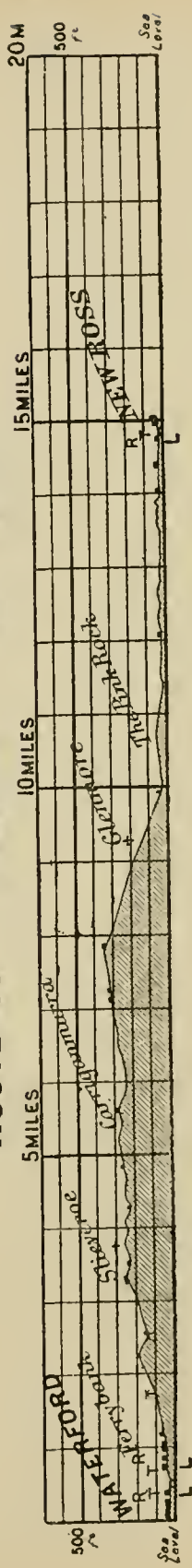


ROUTE 46. ENNISCORTHY TO NEW ROSS.



The present road, from Clonroche to New Ross, is not shown correctly in many Maps.

ROUTE 48. WATERFORD TO NEW ROSS.



49 Waterford to Carlow.

Description.—A very fair undulating road, bumpy at first, but speedily improving, and generally in excellent order as far as Gowran; thereafter it is rather poor and hilly until Royal Oak, when the surface is excellent and the scenery pretty, where the road keeps close to the river. The straight road by the west bank of the river Barrow is the easier road to Carlow than the one by the east bank, the broad road. Notice Jerpoint Abbey south of Thomastown.

Measurements

Waterford, * Clock Tower.

8 $\frac{1}{2}$	Mullinavat.				
15 $\frac{3}{4}$	7 $\frac{1}{4}$	Ballyhale.			
21 $\frac{1}{8}$	12 $\frac{5}{8}$	5 $\frac{3}{8}$	Thomastown.*		
29 $\frac{5}{8}$	21 $\frac{1}{8}$	13 $\frac{7}{8}$	8 $\frac{1}{2}$	Gowran.	
36 $\frac{1}{4}$	27 $\frac{3}{4}$	20 $\frac{1}{2}$	15 $\frac{1}{8}$	6 $\frac{5}{8}$	Royal Oak. (Route 33.)
37 $\frac{5}{8}$	29 $\frac{1}{8}$	21 $\frac{7}{8}$	16 $\frac{1}{2}$	8	1 $\frac{3}{4}$ Bagenalstown.* (Join R. 34.)
38 $\frac{5}{8}$	30 $\frac{1}{8}$	22 $\frac{7}{8}$	17 $\frac{1}{2}$	9	Leighlinbridge. (Route 33.)
46 $\frac{5}{8}$	38 $\frac{1}{8}$	30 $\frac{7}{8}$	25 $\frac{1}{2}$	17	8 Carlow.* (Route 33.)
97 $\frac{1}{4}$	88 $\frac{3}{4}$	81 $\frac{1}{2}$	76 $\frac{1}{8}$	67 $\frac{5}{8}$	58 $\frac{5}{8}$ 50 $\frac{5}{8}$ Dublin.* (Route 10.)

50 Kilkenny to Waterford.

Description.—The surface is excellent to Ballyhale; thereafter the road is the same as Route 49. The only picturesque points are the view of the Castle at Kilkenny and on the Suir at Waterford.

Measurements.

Kilkenny, * Victoria Hotel.	
8 $\frac{1}{4}$	Stonyford.
13 $\frac{5}{8}$	5 $\frac{3}{8}$ Ballyhale.
29 $\frac{3}{8}$	21 $\frac{1}{8}$ 15 $\frac{3}{4}$ Waterford, * Clock Tower.

51 Kilkenny to Athy.

Description.—Although this is the direct road, the best road is round by Carlow. This route has fair surface on the whole, but the collieries' traffic above Castlecomer makes this a bad road to travel. The gradients are easy, but the nature of the traffic spoils what would otherwise be a good road. The Cave of Dunmore is a little to the south at 7m.

Measurements.

Kilkenny, * Victoria Hotel.	
6 $\frac{1}{4}$	Jenkinestown.
12	5 $\frac{7}{8}$ Castlecomer.
18	11 $\frac{7}{8}$ 6 Newtown.
25	18 $\frac{7}{8}$ 13 7 Ballylynan.
29 $\frac{1}{4}$	23 $\frac{3}{8}$ 17 $\frac{1}{4}$ 11 $\frac{1}{4}$ 4 $\frac{1}{4}$ Athy.*

52 Kilkenny to Clonmel.

Description.—This is a fairly good road, but with a tendency to be bumpy as far as Callan; after that it improves very much, and is an excellent road to Glenbower Barrack; bumpy again till the Carriek-on-Suir Road is joined 4m. before Clonmel, when the road has perfect surface (steam rolled) to Clonmel.

Measurements.

Dublin.*	(Routes 10 and 33.)				
74 $\frac{3}{8}$	Kilkenny.*				
84 $\frac{1}{4}$	9 $\frac{7}{8}$	Callan.			
91 $\frac{1}{8}$	16 $\frac{3}{4}$	6 $\frac{7}{8}$	Nine-Mile House.		
105 $\frac{7}{8}$	31 $\frac{1}{2}$	21 $\frac{5}{8}$	14 $\frac{3}{4}$	Clonmel.*	
138 $\frac{1}{2}$	64 $\frac{1}{8}$	54 $\frac{1}{4}$	47 $\frac{3}{8}$	32 $\frac{5}{8}$	Fermoy.* (Route 60.)

53 Kilkenny to Cashel.

Description.—The direct road to Cashel by Killenaule being over the hills, this easy undulating road with very fair surface, joining Route 30 at Urlingford, is the best and easiest route.

Measurements.—Kilkenny.*

9 $\frac{1}{2}$	Freshford, Cross.				
17 $\frac{5}{8}$	8 $\frac{1}{8}$	Johnstown, <i>or</i>			
18 $\frac{1}{4}$	8 $\frac{3}{4}$	Urlingford.			
26 $\frac{7}{8}$	17 $\frac{3}{8}$	8 $\frac{5}{8}$	Littleton.		
37 $\frac{3}{8}$	27 $\frac{7}{8}$	19 $\frac{1}{8}$	10 $\frac{1}{2}$	Cashel,* Fountain.	

54 Kilkenny to Durrow.

Description.—A fair undulating road joining Route 30 for Maryborough, at Durrow.

Measurements.—Kilkenny.*

11	Ballyragget.				
16 $\frac{3}{8}$	5 $\frac{3}{8}$	Durrow.			
30 $\frac{5}{8}$	19 $\frac{5}{8}$	14 $\frac{1}{4}$	Maryborough.* (R. 30.)		

55 Waterford to Clonmel.

Description.—Of the two roads to Carrick-on-Suir, that by the south bank of the river, though slightly longer, is more level and has the better surface. From Carrick to Clonmel the road is undulating, with fair surface, till the Kilkenny road joins in, whence the surface is magnificent (steam rolled) to Clonmel.

Measurements.

Waterford,*	Clock Tower.					Waterford.*		
12 $\frac{3}{8}$	Portlaw.					12 $\frac{1}{2}$	Pilltown.	
19 $\frac{7}{8}$	7 $\frac{1}{2}$	Carrick-on-Suir.*				16 $\frac{3}{4}$	4 $\frac{1}{4}$	Carrick.*
26 $\frac{3}{8}$	14	6 $\frac{1}{2}$	Kilsheelan.					
32	19 $\frac{5}{8}$	12 $\frac{1}{8}$	5 $\frac{5}{8}$	Clonmel.*				

By Pilltown.

56 Waterford to Youghal.

Description.—This is one of the best long stretches of road in Ireland. The surface is quite above the average, and in very good condition, with very easy gradients, till within 2m. of Dungarvan, when it suddenly becomes a wretched, bumpy road, worse than usual, into that town. Thereafter there is another 2m. of the same jolting, when the surface at once improves on ascending the hill and is excellent—not quite so good as the first section—till within 5m. of Youghal when it again became bumpy. The route presents no outstanding features, except the fine view from the hills above Dungarvan on both sides. Kilmaethomas lies a quarter of a mile to the north of the road. (English Milestones.)

Measurements.

Waterford,* Clock Tower.

6 $\frac{1}{2}$	The Sweep.				
(15 $\frac{7}{8}$)	9 $\frac{5}{8}$	Kilmaethomas.*)			
28 $\frac{5}{8}$	22 $\frac{3}{8}$	13 $\frac{1}{4}$	Dungarvan,* Market Square.		
47	40 $\frac{3}{4}$	31 $\frac{5}{8}$	18 $\frac{3}{8}$	Youghal,* Devonshire Arms Hotel.	
76 $\frac{1}{2}$	70 $\frac{1}{4}$	61 $\frac{1}{8}$	47 $\frac{7}{8}$	29 $\frac{1}{2}$	Cork.* (Route 65.)

57 Dungarvan to Fermoy.

Description.—An excellent and almost flat road (with F.P.) the whole way to Lismore, then somewhat undulating, but with fair surface to Ballyduff; after which better surface and a capital flat road till within 2m. of Fermoy, when it becomes steep. (English Milestones.)

There is little to interest until Cappoquin is reached, after which it is very pretty. Lismore Castle is a handsome and extensive pile of buildings, overlooking the road and valley.

Measurements.—Dungarvan,* Market Square.

11	Cappoquin.*			
15	4	Lismore.*		
20 $\frac{1}{8}$	9 $\frac{1}{8}$	5 $\frac{7}{8}$	Ballyduff.	
31	20	16 $\frac{3}{4}$	10 $\frac{7}{8}$	Fermoy,* Clock.

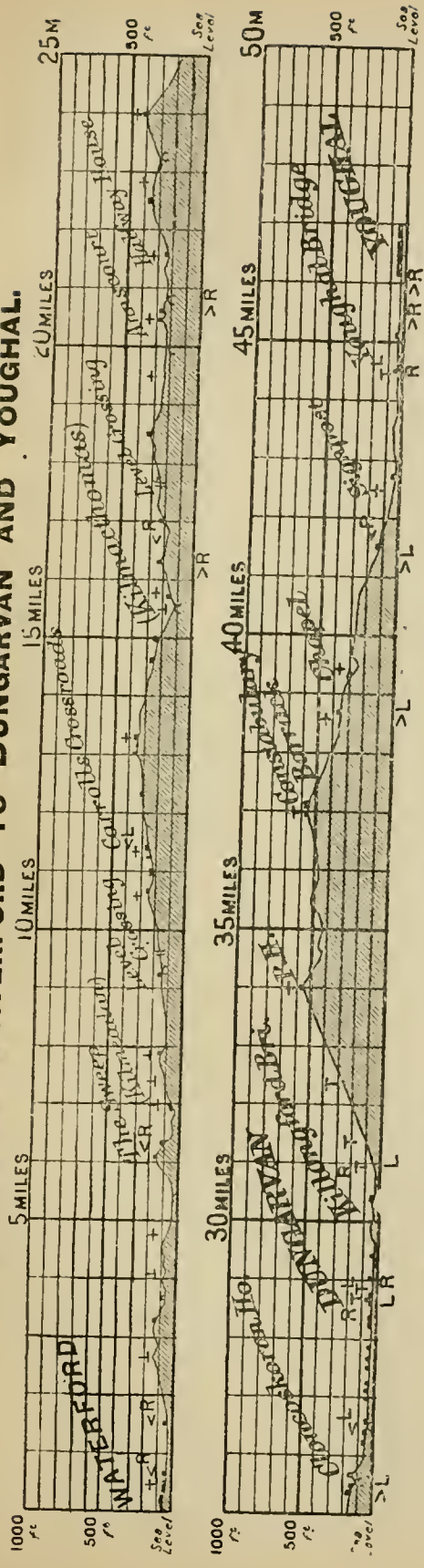
58 Youghal to Cappoquin.

Description.—There are three roads, but none of them shew the famous Blackwater scenery to advantage. It is best to take the tidal steamer between these towns. The best road is on the east side by Clashmore, Villierstown, and (by courtesy) through Dromore Park demesne; otherwise a hill (dangerous) has to be gone over. The road by the west side, though more picturesque, is all hills, and involves much walking.

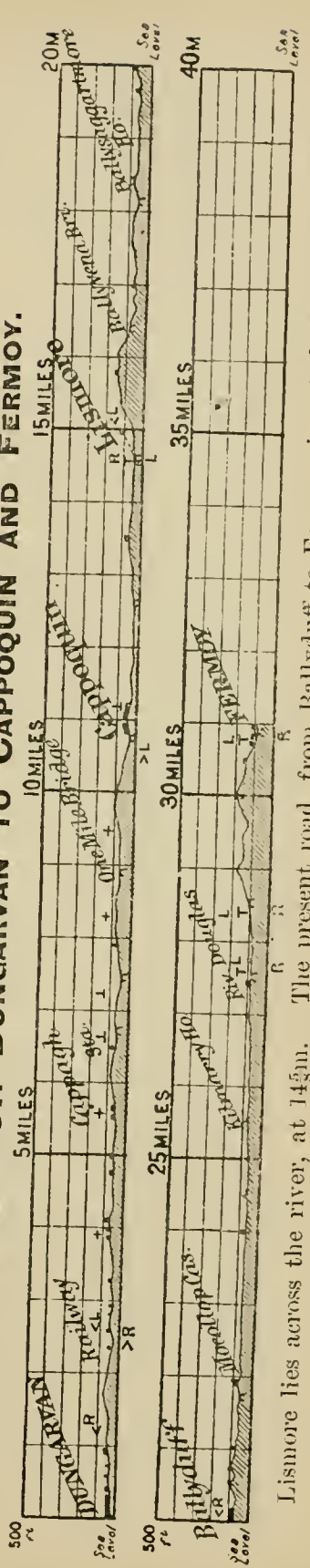
Measurements.—Youghal,* Devonshire Arms Hotel.

7 $\frac{3}{8}$	Clashmore.		
14 $\frac{1}{4}$	6 $\frac{3}{4}$	Villierstown.	
18 $\frac{3}{4}$	11 $\frac{3}{4}$	4 $\frac{5}{8}$	Cappoquin.*

ROUTE 56. WATERFORD TO DUNGARVAN AND YOUGHAL.



ROUTE 57. DUNGARVAN TO CAPPOQUIN AND FERMoy.



Lismore lies across the river, at 14 $\frac{1}{2}$ m. The present road, from Ballyduff to Fermoy, is not shown on many Maps.

59 Cappelquin to Cahir.

Description.—This route over the Knockmealdown Mountains is splendidly engineered, and takes the pass by a long easy ascent with very fair surface, descending to Clogheen by a similar but steeper descent, with a sharp V half-way down. From Clogheen to Cahir the surface is very good and the road easy.

By turning off at 2 $\frac{3}{4}$ m. a road leads to Mount Melleray Monastery, one of the show places of this type. Cappelquin to Mount Melleray Monastery, 4 $\frac{5}{8}$ m.

Measurements.		
Cappelquin.*		
15 $\frac{1}{4}$	Clogheen.	
23 $\frac{7}{8}$	8 $\frac{5}{8}$	Cahir.*

60 Clonmel to Fermoy.

Description.—A flat bumpy road (with F.P.) to Knocklofty Bridge, then after a dangerous hill (1 in 11), it is hilly to Ardfinnan; thence it is a splendid smooth road to Ballyporeen, when it becomes bumpy again, and on the hill has very indifferent surface. This part of the road is nominally very bad, but in wet weather it is a drier, firmer, and less muddy road than the main road by Mitchelstown. The road commands fine views of the Knockmealdown Mountains. The land near Kilworth all belongs to the War Office, and is extensively used for manœuvres. There are fine castle ruins at Ardfinnan. (English Milestones in Co. Cork.)

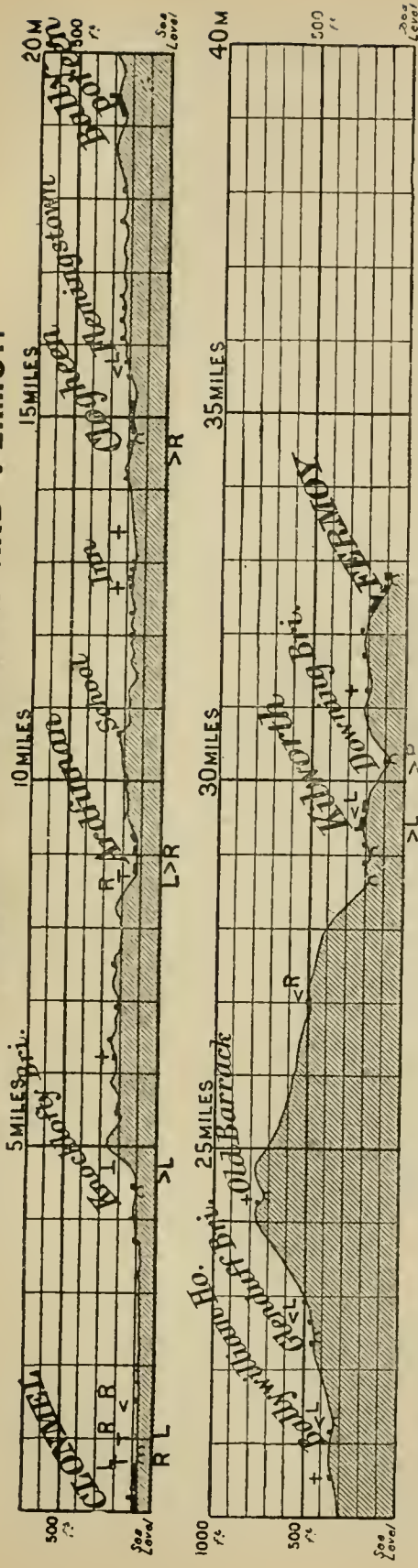
Measurements.					
Clonmel.*					
8 $\frac{7}{8}$	Ardfinnan.				
11 $\frac{1}{4}$	5 $\frac{7}{8}$	Clogheen.			
19 $\frac{1}{8}$	10 $\frac{1}{4}$	4 $\frac{3}{8}$	Ballyporeen.*		
29 $\frac{1}{4}$	20 $\frac{3}{8}$	14 $\frac{1}{2}$	10 $\frac{1}{8}$	Kilworth.	
32 $\frac{5}{8}$	23 $\frac{3}{4}$	17 $\frac{7}{8}$	13 $\frac{1}{2}$	3 $\frac{3}{8}$	Fermoy,* Queen's Square.

61 Clonmel to Tipperary.

Description.—As far as Cahir this road is slightly hilly, but the surface is far above the average, both on this section and on the next part to Tipperary, which is much more level. The principal point of interest on this route is Cahir.

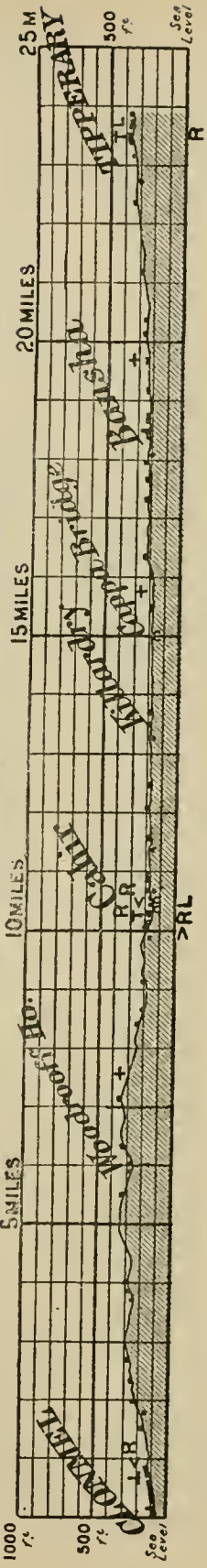
Measurements.			
Clonmel.*			
10 $\frac{1}{8}$	Cahir.*		
18 $\frac{1}{2}$	8 $\frac{3}{8}$	Bansha.	
23 $\frac{3}{4}$	13 $\frac{5}{8}$	5 $\frac{1}{4}$	Tipperary.*

ROUTE 60. CLONMEL TO CLOGHEEN AND FERMOY.



The road from Clonmel to Knocklofty Bridge, is by the south side of the river.

ROUTE 61. CLONMEL TO TIPPERARY.



62 Clonmel to Cashel, etc.

Description.—Surface good at first, then rather poor after Ballyclerahan to Cashel, when the road is steam rolled to Ardmayle, but after that it is bumpy again.

Measurements.—Clonmel.*

14 $\frac{3}{4}$	Cashel,*	Fountain.
21 $\frac{1}{8}$	6 $\frac{3}{8}$	Goolds Cross Station.

63 Cashel to Roscrea.

Description.—The road is kept in very good order, and is a flat fast road all the way. There is a dangerous hill (1 in 12) just entering Roscrea. Surface far above the average. (Irish Milestones.)

The principal point of interest is the beautiful ruin of Holycross Abbey, picturesquely situated on the river bank, the Castles and Round Tower at Roscrea, and, of course, the far-famed Rock of Cashel.

Measurements.—Cashel,* Fountain.

8 $\frac{5}{8}$	Holycross.
12 $\frac{3}{4}$	4 $\frac{1}{8}$ Thurles.*
21 $\frac{3}{8}$	12 $\frac{3}{4}$ 8 $\frac{5}{8}$ Templemore.*
33 $\frac{1}{8}$	24 $\frac{1}{2}$ 20 $\frac{3}{8}$ 11 $\frac{3}{4}$ Roscrea.*

64 Tipperary to Killarney.

Description.—An easy road with fair surface as far as Charleville; thereafter the road becomes hilly to Freemount, level to Kanturk, and joins Route 75 near Banteer. After which see Route 75. The road through Newmarket is very hilly. The old walls, gates, and Abbey at Kilmallock are interesting.

Measurements.

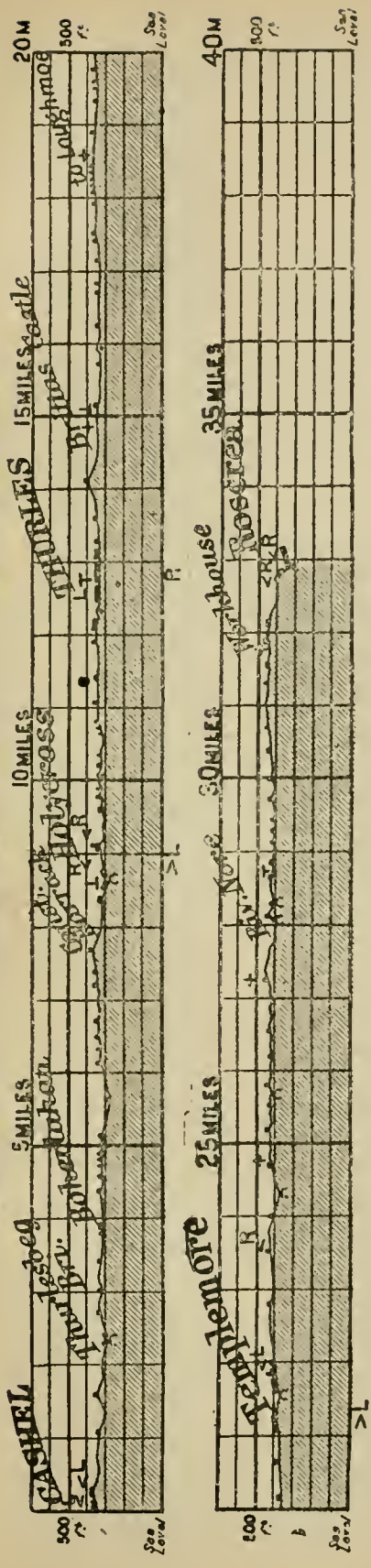
Tipperary.*

12 $\frac{1}{4}$	Knocklong.*
20 $\frac{1}{8}$	7 $\frac{1}{8}$ Kilmallock.*
25 $\frac{7}{8}$	13 $\frac{5}{8}$ 5 $\frac{3}{4}$ Charleville.*
37 $\frac{1}{4}$	25 17 $\frac{1}{8}$ 11 $\frac{3}{8}$ Freemount.
44 $\frac{7}{8}$	32 $\frac{5}{8}$ 24 $\frac{3}{4}$ 19 7 $\frac{5}{8}$ Kanturk.*
(48 $\frac{1}{4}$)	36 28 $\frac{1}{8}$ 22 $\frac{3}{8}$ 11 3 $\frac{3}{4}$ Banteer.)
76 $\frac{1}{8}$	63 $\frac{7}{8}$ 56 50 $\frac{1}{4}$ 38 $\frac{7}{8}$ 31 $\frac{1}{4}$ Killarney.* (Route 75.)

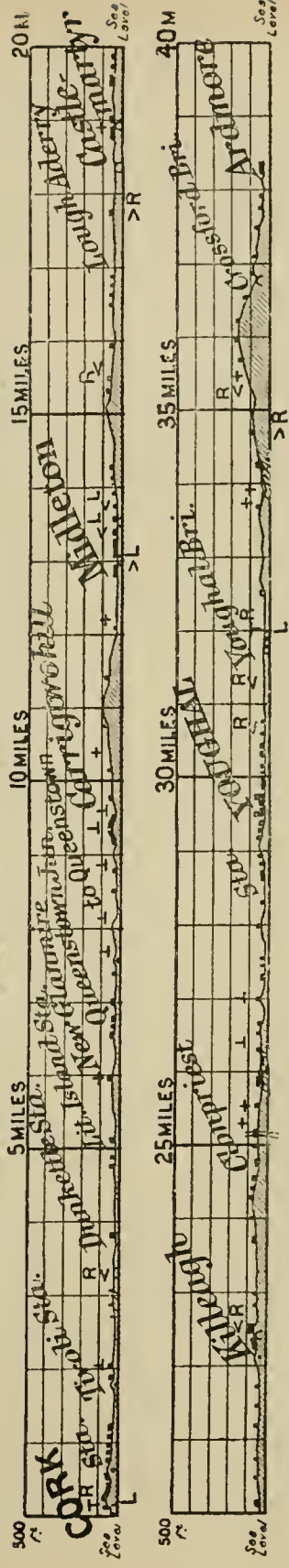
65 Cork to Youghal, etc.

Description.—An almost level road, bumpy at first, but improving after New Glannire, and with F.P. almost the whole way. (English Milestones.) The continuation to Ardmore is fair. 2m. is saved in distance if the ferry at Youghal is used. [Over.

ROUTE 63. CASHEL TO THURLES AND ROSCREA.



ROUTE 65. CORK TO YOUGHAL AND ARDMORE.



This plan shows the ordinary road from Youghal to Ardmore; the road by the ferry is 2m. shorter.

Route 65. (Cork to Youghal)—Continued.

Measurements.

Cork,* St. Patrick's Bridge.

9 $\frac{1}{4}$ Carrigtwohill.13 $\frac{1}{8}$ 3 $\frac{1}{8}$ Middleton.*19 9 $\frac{3}{4}$ 5 $\frac{1}{8}$ Castlemartyr.22 $\frac{3}{8}$ 13 $\frac{1}{8}$ 9 $\frac{1}{4}$ 3 $\frac{3}{8}$ Killeagh.29 $\frac{1}{2}$ 20 $\frac{1}{4}$ 16 $\frac{3}{8}$ 10 $\frac{1}{2}$ 7 $\frac{1}{8}$ Youghal,* Devonshire Arms Hotel.38 $\frac{1}{4}$ 29 25 $\frac{1}{8}$ 19 $\frac{1}{4}$ 15 $\frac{7}{8}$ 8 $\frac{1}{4}$ Ardmore.*

66 Cork to Cashel.

Description.—The road is rather bumpy (with F.P.) as far as Sallybrook; thereafter the surface is better on the long hill to Watergrasshill, after which it is very fair to Rathcormack, when it again becomes bumpy (with F.P.) to Fermoy. The road continues bumpy, though well engineered, over the hill to Mitchelstown, after which it continues for some distance practically level, with surface above the average, with a slight fall into Cahir, and undulating most of the way to Cashel. (English Milestones in Co. Cork.)

There is no very outstanding scenery on the route, but there is a Round Tower and Castle near Mitchelstown, some fine caves to the south at 39m., the Castle and Park at Cahir, and the fine buildings on the Rock at Cashel. The military camp at Kilworth is passed en route.

Measurements.

Cork,* St. Patrick's Bridge.

12 Watergrasshill.

17 $\frac{3}{4}$ 5 $\frac{3}{4}$ Rathcormack.22 $\frac{3}{8}$ 10 $\frac{3}{8}$ 4 $\frac{5}{8}$ Fermoy,* Clock.32 $\frac{1}{4}$ 20 $\frac{1}{4}$ 14 $\frac{1}{2}$ 9 $\frac{7}{8}$ Mitchelstown.*49 $\frac{1}{4}$ 37 $\frac{1}{4}$ 31 $\frac{1}{2}$ 26 $\frac{3}{8}$ 17 Cahir.*60 48 42 $\frac{1}{4}$ 37 $\frac{5}{8}$ 27 $\frac{3}{4}$ 10 $\frac{3}{4}$ Cashel,* Fountain.105 $\frac{1}{2}$ 93 $\frac{1}{2}$ 87 $\frac{3}{4}$ 83 $\frac{1}{8}$ 73 $\frac{1}{4}$ 56 $\frac{1}{4}$ 45 $\frac{1}{2}$ Maryborough.* (R. 30.)156 $\frac{7}{8}$ 144 $\frac{7}{8}$ 139 $\frac{1}{8}$ 134 $\frac{1}{2}$ 124 $\frac{5}{8}$ 107 $\frac{5}{8}$ 96 $\frac{7}{8}$ 51 $\frac{3}{8}$ Dublin.* (R. 13.)

67 Cork to Queenstown.

Description.—The road is rather bumpy, but it has a F.P. and cycle track cinderpath a good part of the way. The road is practically level for the greater part of the route, but there are some steep hills near Queenstown. (English Milestones.)

Measurements.—Cork,* St. Patrick's Bridge.

(— Carrigtwohill.)

12 $\frac{1}{4}$ 4 $\frac{3}{4}$ Carrigaloe Station.15 7 $\frac{1}{2}$ 2 $\frac{3}{4}$ Queenstown.*

68 Cork to Blarney, etc.

Description.—The road is very bumpy at first, and only improves a little outside the town; the road may be continued on, and Route 69 joined 5m. before Dripsey. This road passes close to “Blarney” Castle (famous for the Blarney Stone), and to the extensive and popular St. Ann’s Hydropathic.

Measurements.—Cork, * St. Patrick’s Bridge.

5 $\frac{5}{8}$ Blarney.*
15 $\frac{1}{8}$ 9 $\frac{1}{2}$ Dripsey. (Route 69.)

69 Cork to Killarney.

Description.—Of the various routes to Macroom the best and most picturesque road is by Dripsey; the other, running parallel with the railway, though less hilly, is uninteresting.

This road though very bumpy for the first 4m., with tram-lines alongside, improves after Carrigrohane Bridge, and is a superior road to Dripsey; after which it is inferior, as well as hilly after Carrigadrohid.

From Macroom to Killarney the road is very indifferent, with some badly kept parts as far as Ballyvourney; after which the surface improves on the long hill, and on the Kerry side is much superior until within 2m. of Killarney, when it becomes very bumpy (with F.P.). Although the scenery at first is no way striking, there are many very picturesque parts as the road winds along the valley, as far as Macroom, then it becomes uninteresting till the Kerry Mountains come into view. After Curraglass it becomes uninteresting again. There is a fine old Castle at Macroom, as well as the ruins of several old Castles at Inch and Carrigadrohid.

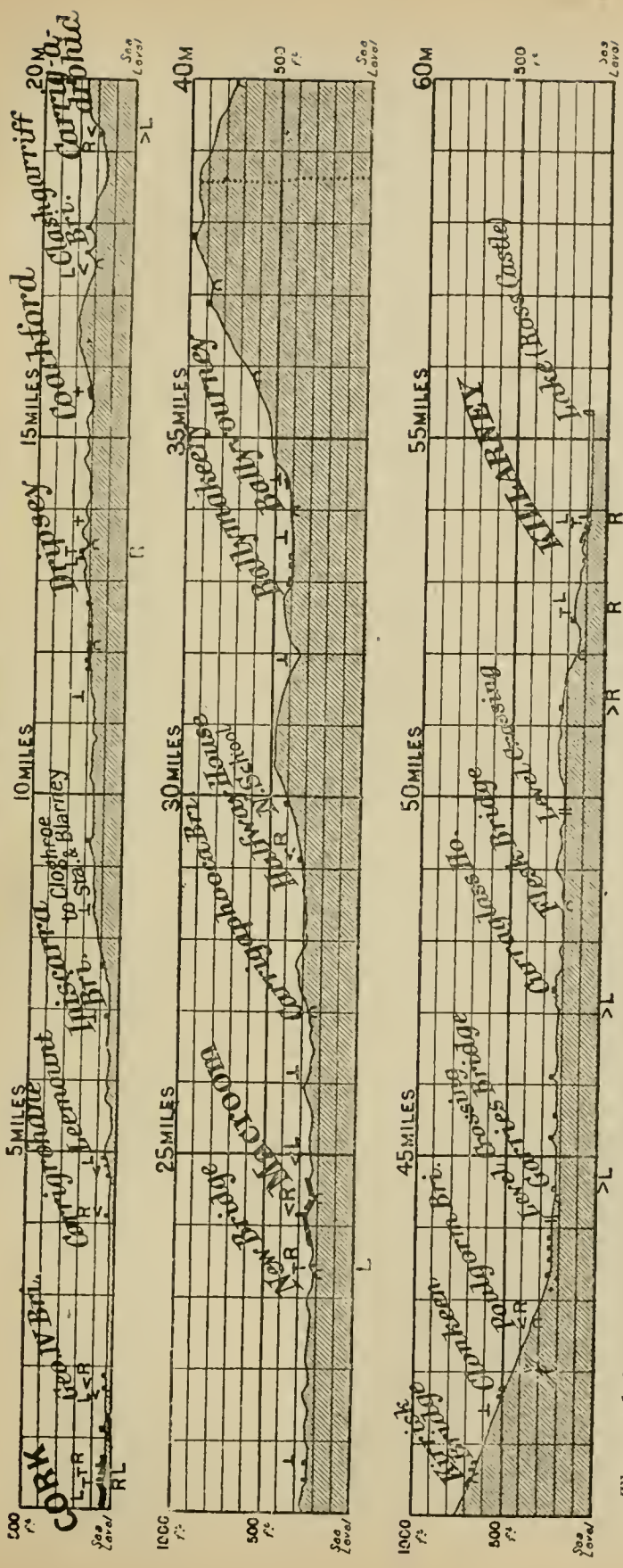
To see the scenery of Kerry, if not returning to Cork, the tourist is better to go by Route 71 to Glengarriff, and reach Killarney by Kenmare.

Measurements.

Cork, * St. Patrick’s Bridge.

6 $\frac{7}{8}$ Iniscarra Bridge, Inn.
13 $\frac{3}{8}$ 8 $\frac{1}{2}$ Dripsey.
15 $\frac{5}{8}$ 8 $\frac{3}{4}$ 2 $\frac{1}{4}$ Coachford.*
19 $\frac{1}{4}$ 12 $\frac{3}{8}$ 5 $\frac{7}{8}$ 3 $\frac{5}{8}$ Carrigadrohid.
24 $\frac{5}{8}$ 17 $\frac{1}{4}$ 10 $\frac{3}{4}$ 8 $\frac{1}{2}$ 4 $\frac{7}{8}$ Macroom.*
33 26 $\frac{1}{8}$ 19 $\frac{5}{8}$ 17 $\frac{3}{8}$ 13 $\frac{3}{4}$ 8 $\frac{7}{8}$ Ballymakeery.
34 $\frac{3}{8}$ 27 $\frac{1}{2}$ 21 18 $\frac{3}{4}$ 15 $\frac{1}{8}$ 10 $\frac{1}{4}$ 1 $\frac{3}{8}$ Ballyvourney.
44 $\frac{3}{8}$ 37 $\frac{1}{2}$ 31 28 $\frac{3}{4}$ 25 $\frac{1}{8}$ 20 $\frac{1}{4}$ 11 $\frac{3}{8}$ 10 Garries Bridge.
53 $\frac{3}{4}$ 46 $\frac{7}{8}$ 40 $\frac{3}{8}$ 38 $\frac{1}{8}$ 34 $\frac{1}{2}$ 29 $\frac{5}{8}$ 20 $\frac{3}{4}$ 19 $\frac{3}{8}$ 9 $\frac{3}{8}$ Killarney.*

ROUTE 69. CORK TO KILLARNEY (by Macroom).



The road from Cork, for the first 5m., is shown correctly on few Maps. Some turn L. at 42⁵m., by Loo Bridge, and rejoin at 44⁵m., but it is no advantage.

70 Cork to Mallow.

Description.—The Limerick Road. The surface is very bumpy for the first 2m.; after which the road is well made and has fair surface, with easy undulations to Mallow. The route presents few points of interest, the only thing being the remains of Mourne Abbey; and the Spa, and Castle at Mallow. (English Milestones.)

Measurements.

Cork,*	St. Patrick's Bridge.				
11 $\frac{1}{4}$	Halfway House (Rathduff Station).				
14 $\frac{1}{4}$	3	Blackpool.			
16 $\frac{3}{4}$	5 $\frac{1}{2}$	2 $\frac{1}{2}$	Mourne Abbey.		
21 $\frac{5}{8}$	10 $\frac{3}{8}$	7 $\frac{3}{8}$	4 $\frac{7}{8}$	Mallow,*	Clock.
61 $\frac{1}{2}$	50 $\frac{1}{4}$	47 $\frac{1}{4}$	44 $\frac{3}{4}$	39 $\frac{7}{8}$	Limerick.* (Route 89.)

71 Cork to Glengarriff.

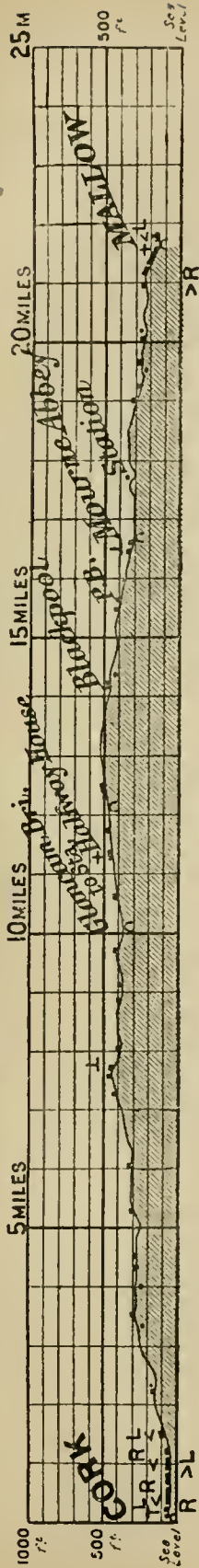
Description.—This route is the same as Route 69 as far as Macroom, whence it is a fair undulating road—rather narrow—and a little cut up with coaching to Inchigeelagh. The road continues of excellent surface until the long steep ascent of the Pass of Keamaneigh, which is narrow and rough, but at the foot again the road improves and is excellent, though very up and down after Ballylicky Bridge, and ending with a dangerous (1 in 13) descent to Glengarriff. The scenery on this route is very pretty, as it runs close to the lake beyond Inchigeelagh, and the Pass of Keamaneigh is unusually rocky and narrow. Also at Glengarriff there are many fine views. Gouganabarra Lough, West of Bealanageary, is finely situated among the hills.

The direct road from Macroom to Toon Bridge over the hill is very steep; it is more usual to follow the Cork road for nearly a mile, and then keeping round to R., follow an almost level road to Toon Bridge. The tourist from Cork therefore does not require to enter Macroom.

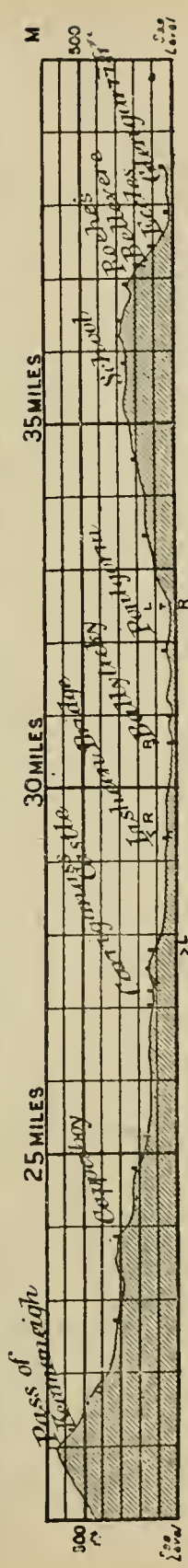
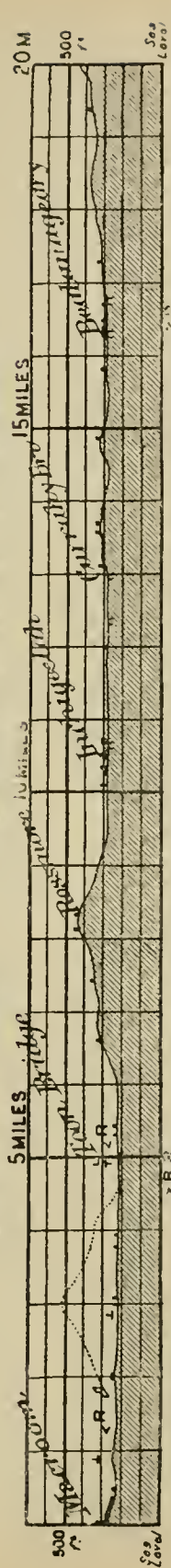
Measurements.

Cork,*	St. Patrick's Bridge.				
24 $\frac{1}{8}$	Macroom.*				
33	10 $\frac{5}{8}$	Inchigeelagh.*			
38 $\frac{5}{8}$	16 $\frac{1}{4}$	5 $\frac{5}{8}$	Bealanageary.		
53	30 $\frac{5}{8}$	20	14 $\frac{3}{8}$	Ballylicky Bridge.	
(56 $\frac{1}{2}$)	34 $\frac{1}{8}$	23 $\frac{1}{2}$	17 $\frac{7}{8}$	3 $\frac{1}{2}$	Bantry.* (Route 80.)
60 $\frac{7}{8}$	38 $\frac{1}{2}$	27 $\frac{7}{8}$	22 $\frac{1}{4}$	7 $\frac{3}{8}$	Glengarriff,* P.O.

ROUTE 70. CORK TO MALLOW (for Limerick).



ROUTE 71. CORK AND MACROOM TO GLENGARRIFF.



The dotted line shows the direct road from Macroom to Toon Bridge. For Lantry, turn L. at 30³/₄m.

72 Cork to Bantry.

Description.—The road is very bumpy for the first 2m. ; after that the surface is better, though by no means good, to Bandon. Though it is a broad main road, the traffic on it rather spoils it. From Bandon to Dunmanway the road is slightly hilly to Murragh; after that it is flat, but with indifferently good surface to Dunmanway. Thereafter the road continues of fair surface, though still bumpy, to Drimoleague, when it gradually degenerates, and near Durrus Road station is a badly kept rough road, with many loose stones. The slightly dangerous descent to Bantry is 1 in 13. As a main road no one is recommended to follow this route for any place beyond Drimoleague, as though fairly level, it is a very trying road, with no compensating advantages of any kind. Many of the sign-posts near Bantry are painted in clear black letters on white in Irish; the English names are faintly visible in small white letters on a green background.

Measurements.

Cork,* St. Patrick's Bridge.										
(8¼ Ballinhassig.)										
9½	1¼	Halfway House.								
14¾	6½	5¼	Innishammon.							
19¼	11	9¾	4½	Bandon.*						
26¾	18½	16¾	11½	7½	Murragh.					
28	19¾	18½	13¼	8¾	1½	Enniskeen.				
28¾	20½	19¾	14½	9½	2½	¾	Ballyneen.			
34¾	26½	24¾	19½	15½	8	6¾	5½	Dunmanway.*		
44¼	36	34¼	29½	25	17¾	16¼	15¾	9¾	Drimoleague.	
50¾	42½	41¾	36½	31½	24½	22¾	22	16½	6½	Durrus Road Sta.
56¼	48	46¾	41½	37	29¾	28¼	27¾	21¾	12	5¾ Bantry.*

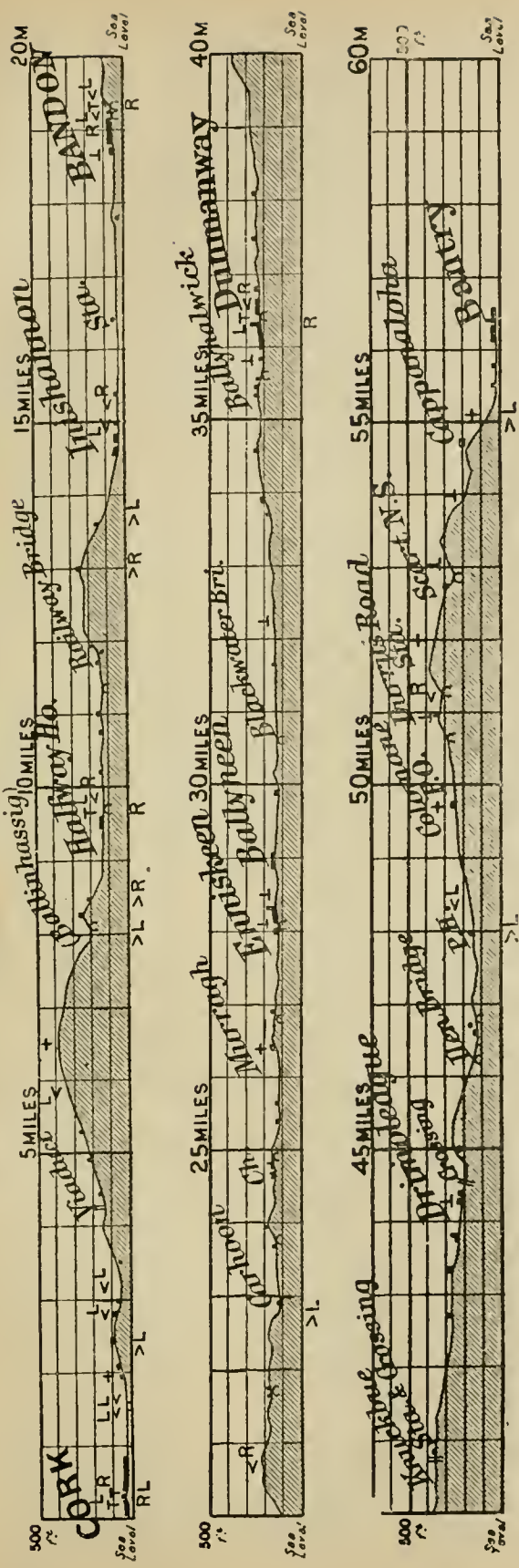
73 Cork to Kinsale.

Description.—A very stiff road over a long hill to Five-Mile Bridge, then a comparatively easy road till within 2m. of Kinsale, when there is another ascent and descent to the town. There are some good views from the road.

Measurements.

Cork,* St. Patrick's Bridge.		
7¾	Five-Mile Bridge.	
13½	6½	Belgooly.
17½	10½	4 Kinsale.*

ROUTE 72. CORK TO BANDON AND BANTRY.



The road from Cork, for the first 5m., is not shown on some Maps.

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

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

74 Fermoy to Mallow.

Description.—The road is undulating, with rough surface, to Ballyhooly, after which it is a little better until the dangerous drop to Kilecummer Bridge (1 in 8); thereafter, though the road is undulating and with some stiff short hills, the surface is better than usual.

The road by the south side of the Blackwater is quite as lilly. There is no special attraction on this road, though the hills are seen to advantage. The barracks and buildings on the hill above Fermoy, and Mallow Castle, are the only objects of interest.

Measurements.

Fermoy.*

5 $\frac{5}{8}$ Ballyhooly.

11 $\frac{3}{8}$ 5 $\frac{3}{4}$ Ballygriffin.

17 $\frac{3}{4}$ 12 $\frac{1}{8}$ 6 $\frac{3}{8}$ Mallow,* Clock.

75 Mallow to Killarney.

Description.—For the first 8m. the surface is slightly bumpy, and the route is alongside a disused canal; after that it has usually rather good surface, and as there is very little traffic, it is a capital road to use as far as Knockanimrish. Near Killarney it is sharply undulating. The road is very much exposed.

Measurements.

Mallow,* Clock.

12 $\frac{3}{8}$ Banteer Crossroads.

16 3 $\frac{5}{8}$ Dromagh.

27 $\frac{3}{8}$ 15 11 $\frac{3}{8}$ Rathmore Station.

41 28 $\frac{5}{8}$ 25 13 $\frac{3}{8}$ Killarney.*

76 Mallow to Mill Street, etc.

Description.—This route is the same as the previous one for the first 8m.; thereafter the surface is bumpy to Mill Street; the continuation re-joining the above route at Rathmore Station, is little better. Tourists are therefore advised to take Route 75 on account of better surface.

Measurements.

Mallow.*

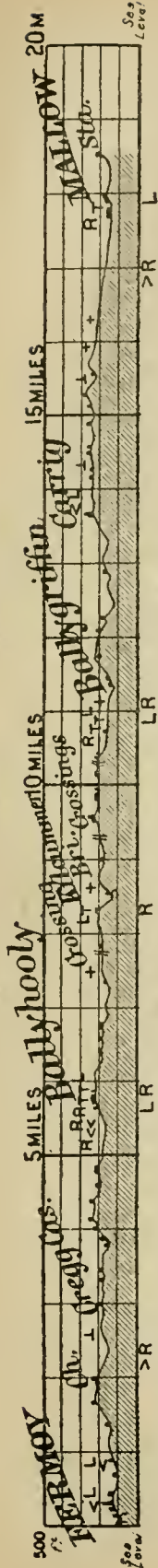
12 $\frac{1}{8}$ Banteer.

21 $\frac{1}{4}$ 9 $\frac{1}{8}$ Mill Street.*

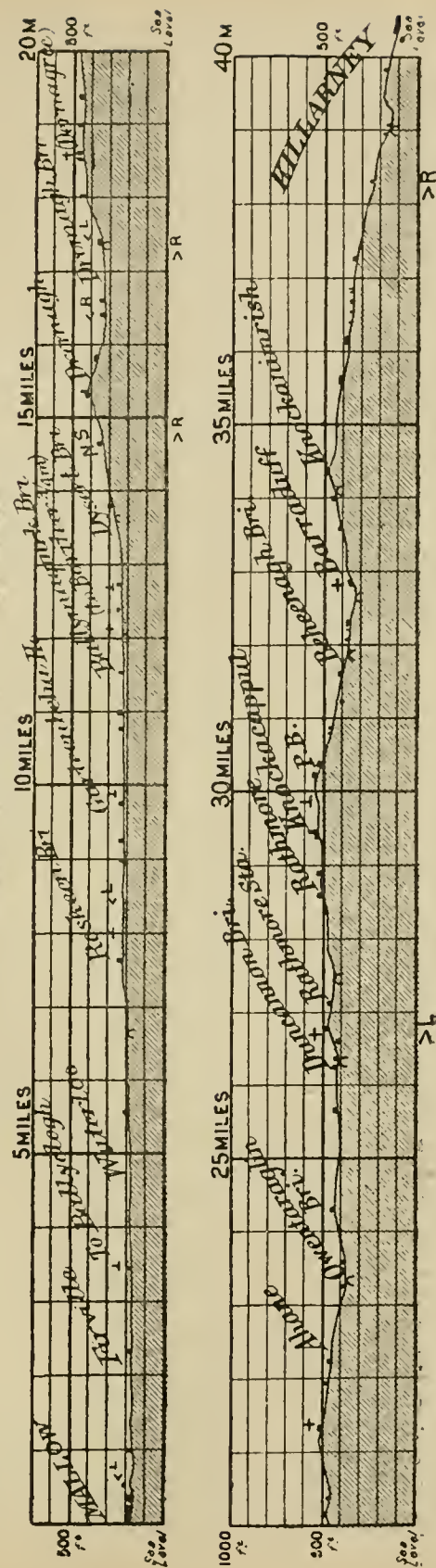
28 $\frac{3}{8}$ 16 $\frac{1}{4}$ 7 $\frac{1}{8}$ Rathmore Station.

42 29 $\frac{7}{8}$ 20 $\frac{3}{4}$ 13 $\frac{3}{8}$ Killarney.*

ROUTE 74. FERMOY TO MALLOW.



ROUTE 75. MALLOW TO KILLARNEY.



77 Killarney to Kenmare.

Description.—For the first 7m., the road being mostly under trees and the traffic heavy, the surface is poor and bumpy; thereafter the road ascends very steeply (1 in 11-8-11 dangerous), with moderately good surface to Looscaunagh Lough, after which it is very fair, then steep (1 in 14) again to summit. From Windy Gap down to Kenmare the gradient is almost uniformly easy (1 in 23, but bits of 1 in 15 and 17), and the surface on that side is much better.

This is one of the show routes of Ireland, and in either direction is most picturesque. The Killarney Lakes are not seen properly for the first 6m., then the road passes close to the lake, through the Tunnel, and along the upper lake. On the long ascent the view grows more extensive, and at the summit (a rock-cutting), the Gap of Dunloe, and the range of hills are seen to advantage; on the descent to Kenmare the Kerry Hills are on all sides. The view is best seen coming from Kenmare, when, turning the corner of rock at the summit, the hitherto invisible Hills, Lakes, and Valleys, are viewed all at once.

Measurements.

Killarney.*				
2½	Muckcross,* & O'Sullivan's Hotels.			
10	7½	Mulgrave Barrack,		
14	11½	4	Windy Gap (Summit 845 ft.).	
20¼	17½	10¼	6¼	Kenmare.*

78 Killarney to Cahirciveen.

Description.—For the first 3m. the road is very bumpy (but with F.P.); thereafter it improves, and is an excellent road to Killorglin. From Killorglin to Glenbeigh the road is fairly good, but with many loose patches, and is slightly undulating. Thereafter it is a little better, and after Mountain Stage keeps high up on the hillside above the sea, commanding fine views of cliff and coast scenery. Turning inland the "new" road is carefully engineered, and takes the long hills in easy grades, with very good surface. 2m. short of Cahirciveen the road becomes very bumpy, and is poor to Knightstown Ferry, for Valentia Island.

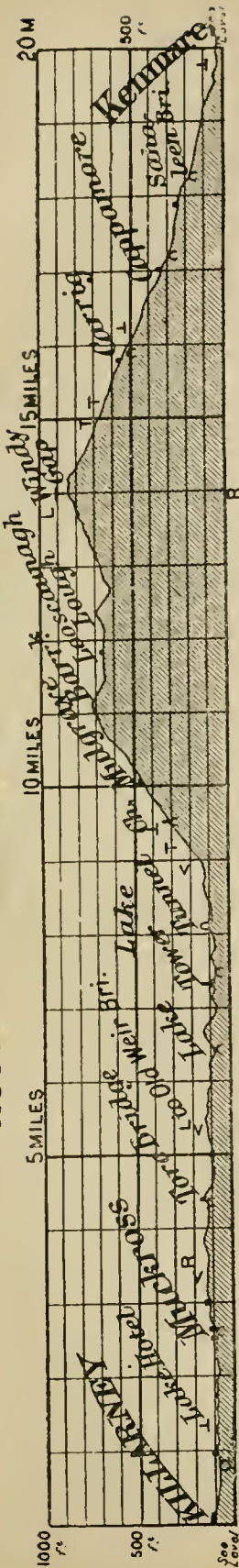
The prettiest part of this route is between Mountain Stage and 29m.

Measurements.

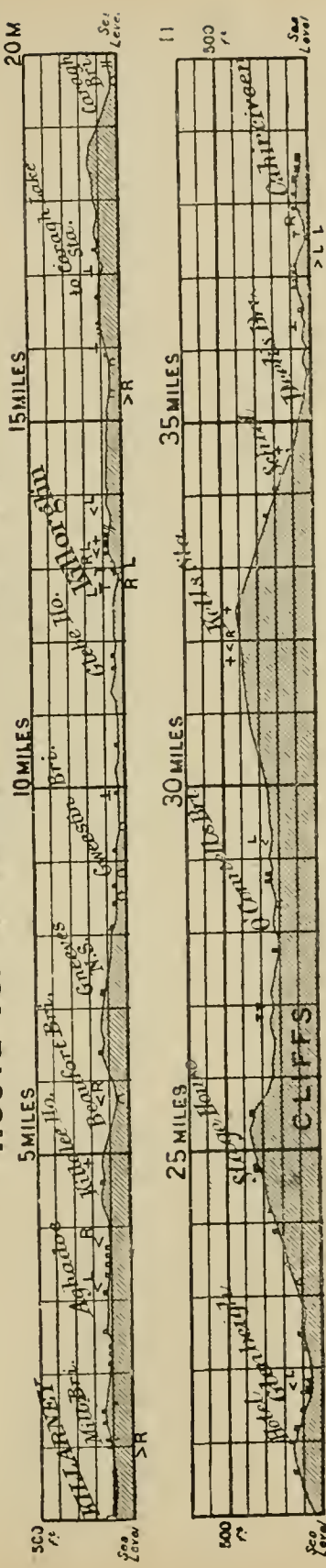
Killarney.*					Tralee.*	
13	Killorglin.*				16¾	Killorglin.*
21¼	8½	Glenbeigh Hotel.*				
28½	15½	7½	Public House.			
38½	25½	17½	10	Cahirciveen.*		
41½	28½	20¼	13¼	3¼	Valentia* (Knightstown).	

There is also a fine Hotel at Caragh Lake (to the south at 17 and 18½m.).

ROUTE 77. KILLARNEY TO KENMARE.



ROUTE 78. KILLARNEY TO CAHIRCIVEEN.



Few Maps show this road correctly. The sections from 13 $\frac{1}{4}$ to 15 $\frac{1}{4}$ mi., and from 29 $\frac{1}{4}$ to 32 $\frac{1}{2}$ mi., are seldom correct.

79 Kenmare to Cork.

Description.—This is a hilly, bumpy road as far as Kilgarvan, but thereafter it becomes very good, and is an easy and very fair road to Ballyvourney, where Route 69 is joined; thence as described in that route.

Measurements.

Kenmare,* P.O.				
6½	Kilgarvan.			
9¾	2¾	Morley's Bridge.		
14¾	8¼	5¾	Loo Bridge.	
24	17½	14¾	9¼	Ballyvourney.
58¾	51¾	49	43¾	34¾ Cork.* (Route 69.)

80 Kenmare to Bantry.

Description.—This road is far above the average as regards quality. For the first 8m. the ascent is only noticeable at one point; then the road ascends with a very stiff gradient (mostly 1 in 22, but bits of it 1 in 10 or 1 in 12) through three short tunnels to the summit tunnel (where the road is usually a quagmire). The descent to Glengarriff (also mostly 1 in 22) is stony, and not so good as on the Kerry side. From both sides the ascent is too lengthy and stiff to be taken easily, and some short pieces of 1 in 12 make the accomplishment a feat.

From Glengarriff to Bantry the heavy traffic on the road makes it very bumpy, while there are some short and very stiff hills, notably at 17½m. 1 in 12 (dangerous).

The scenery is not so fine as on the road from Killarney to Kenmare, but near Glengarriff it is very pretty.

Measurements.—Kenmare,* P.O.

11	Summit Tunnel.			
16¾	5¾	Glengarriff,* P.O.		
28	17	11¼	Bantry.*	

81 Kenmare to Berehaven.

Description.—For the most part this is a comparatively new line of road, and the surface is therefore above the average, while the gradients are very easy. This route continues round the coast, and joins Route 80 at Glengarriff. Fine views all along the road.

Measurements.—Kenmare.*

14½	Bunaw.			
26¾	12¾	Eyeries.		
31¾	16¾	4½	(Castletown), Berehaven.*	
41¼	26¾	14¾	9½	Adrigole Bridge.
52½	38¼	25¾	21¼	11¾ Glengarriff.*

82 Kenmare to Cahirciveen.

Description.—For the first 4m. the road is very bumpy, and is only a little better to Blackwater Bridge. Thereafter the surface is much better, and with the exception of a short piece near Parknasilla, where it is very bumpy, the road is very fair on as far as Caherdaniel. At this point the surface improves, and the road is a fast and easy road over the long hill to Waterville. After this the road becomes very bumpy, and though generally it is an easy road to Cahirciveen, there is one very steep hill (1 in 11-14) after Inny Bridge. The route commands constant views of the Cahra Mountains, and between Caherdaniel and Waterville the panorama is very extensive. At Blackwater Bridge the river scene is very striking.

Measurements.

Kenmare.*

7 $\frac{7}{8}$	Blackwater Bridge (Ref.).				
14 $\frac{1}{4}$	6 $\frac{3}{8}$	Parknasilla Hotel.*			
16 $\frac{1}{4}$	8 $\frac{3}{8}$	2	Sneem.*		
29 $\frac{1}{2}$	21 $\frac{5}{8}$	15 $\frac{1}{4}$	13 $\frac{1}{4}$	Caherdaniel (Derrynane Hotel, 1 $\frac{1}{2}$ m.)	
38	30 $\frac{1}{8}$	23 $\frac{3}{4}$	21 $\frac{3}{4}$	8 $\frac{1}{2}$	Waterville,* Butler Arms Hotel.
48 $\frac{1}{4}$	40 $\frac{3}{8}$	34	32	18 $\frac{3}{4}$	10 $\frac{1}{4}$ Cahirciveen.*

83 Tralee to Killarney.

Description.—One of the best roads in the district. A superior and, with the exception of two slight rises, a level road to Farranfore; thence slightly hilly but with excellent surface, then rough near Killarney (but with F.P.) The Killarney Hills are very prominent all the way from Tralee to Killarney.

Measurements.—Tralee.*

10 $\frac{7}{8}$	Farranfore.	
20	9 $\frac{1}{8}$	Killarney.*

84 Tralee to Dingle.

Description.—This is a very fair undulating road, well engineered, and though there are a number of short hills, the surface is very fair and the gradients easy. The narrow gauge railway runs close to the road most of the way.

Measurements.—Tralee.*

5 $\frac{1}{2}$	Derryquay.	
10 $\frac{1}{8}$	4 $\frac{3}{8}$	Camp.
19 $\frac{1}{2}$	14	9 $\frac{3}{8}$ Anascaul.
29 $\frac{1}{2}$	24	19 $\frac{3}{8}$ 10 Dingle.*

85 Tralee to Tarbert.

Description.—Although the road is well engineered to Listowel, the surface is rather poor. The hills are very easy, but the bumpy surface continues for a good part of the way. After Listowel the surface is better until within 2m. of Tarbert, when it becomes very bumpy. There are the remains of the Old Castle at Listowel, and the “Lartigue” Railway (running on trestles to Ballybunion), with its curious engines and carriages. There is a good view of the estuary of the Shannon from above Tarbert.

Measurements.

Tralee.*		
16½	Listowel.*	
27½	11	Tarbert.*

86 Limerick to Tarbert.

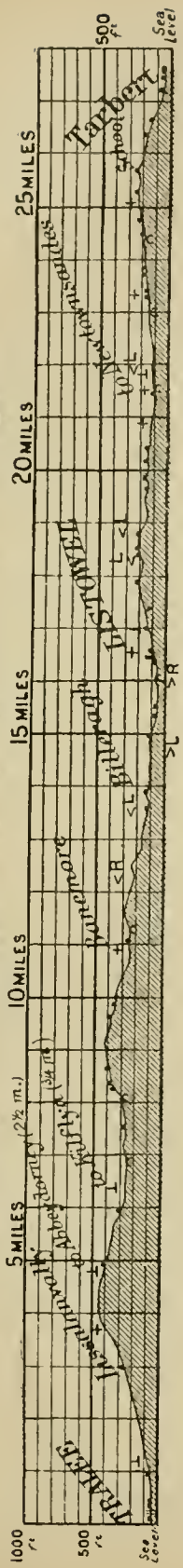
Description.—The surface is bumpy for 2m., but thereafter is very fair, and though it is by no means a splendid road, this makes the best route to Tralee coupled with the route above. After Foynes the road becomes somewhat hilly (mostly 1 in 17), though the surface is good, and near Glin there is a good level spin by the riverside. Some of the hills are stiff, but generally speaking the road is very good. There is a F.P. most of the way from Glin to Tarbert.

There is little scenery until Foynes is reached, when the road ascending the hill (1 in 17) affords glimpses of the Shannon; and the opposite shore is always in view all the way to Tarbert. There are some old castles passed on the way, notably Carrig o’ Gunnel Castle, near Clarina; Court Castle; Askeaton Castle (and Abbey); and Glin Castle.

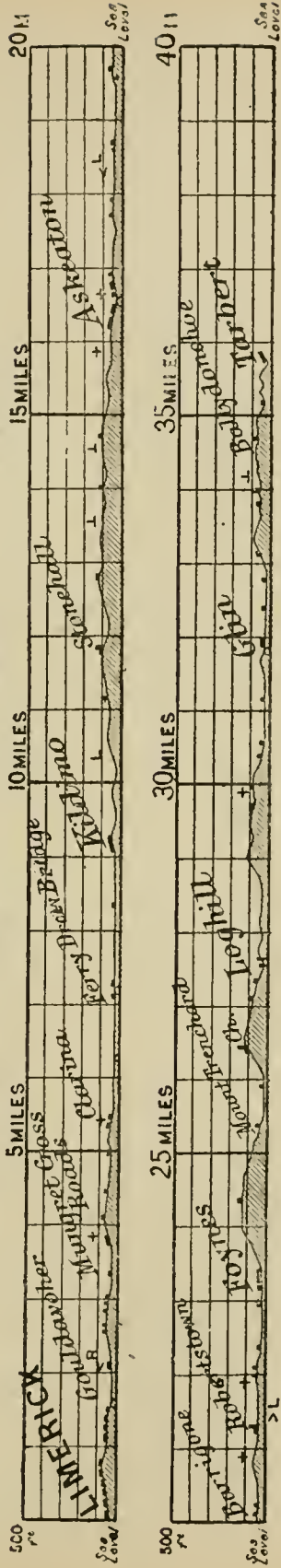
Measurements.

Limerick.*							
9¼	Kildimo.						
16½	7¾	Askeaton.					
33¾	14½	6¾	Foynes,* Station.				
31¾	22¾	15¼	8½	Glin.			
35¾	26¾	19¼	12½	4	Tarbert.*		
46¾	37¾	30¼	23½	15	11	Listowel.* (Route 85.)	
51¾	42½	35¾	28¾	19¾	15¾	Ballybunion.* (Route 88.)	

ROUTE 85. TRALEE TO LISTOWEL AND TARBERT.



ROUTE 86. LIMERICK TO FOYNES AND TARBERT.



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

87 Limerick to Killarney.

Description.—For the first 2m. the road is very bumpy, but thereafter it speedily improves, and is very fair (with F.P. almost all the way) to Newcastle. At this point it begins to get bumpy, but speedily improves again on the hill, which, though not very steep (1 in 21), is a stiff climb, being a trifle loose. Thereafter the road is rather good on the long descent to Abbeyfeale, where it becomes bad again as far as Kilkinlea Bridge; after which it is better, and rising gradually and easily to the summit, descends to Castleisland with a fairly easy descent. On the level the road is rather poor again, but 4m. further on it improves, and is a very good road to Killarney. This is the most direct route, and is perhaps as good as any.

The main point of interest in this route is the splendid panorama of the Kerry Mountains from the road above Castleisland. At Adare there are some picturesque ruins of the extensive Abbey and Castle, also a Cross and a Well, all in woodland surroundings.

Measurements.

Limerick.*

5 $\frac{3}{4}$	Patrickswell.									
10 $\frac{1}{4}$	4 $\frac{1}{2}$	Adare.*								
17 $\frac{5}{8}$	11 $\frac{7}{8}$	7 $\frac{3}{8}$	Rathkeale.*							
25 $\frac{3}{4}$	20	15 $\frac{1}{2}$	8 $\frac{1}{8}$	Newcastle.*						
30 $\frac{1}{2}$	24 $\frac{3}{4}$	20 $\frac{1}{4}$	12 $\frac{7}{8}$	4 $\frac{3}{4}$	Barnagh Station.					
38 $\frac{1}{4}$	32 $\frac{1}{2}$	28	20 $\frac{5}{8}$	12 $\frac{1}{2}$	7 $\frac{3}{4}$	Abbeyfeale.				
44	38 $\frac{1}{4}$	33 $\frac{3}{4}$	26 $\frac{3}{8}$	18 $\frac{1}{4}$	13 $\frac{1}{2}$	5 $\frac{3}{4}$	Headley Bridge.			
52 $\frac{5}{8}$	46 $\frac{7}{8}$	42 $\frac{3}{8}$	35	26 $\frac{7}{8}$	22 $\frac{1}{4}$	14 $\frac{3}{8}$	8 $\frac{5}{8}$	Castleisland.*		
58 $\frac{1}{2}$	52 $\frac{3}{4}$	48 $\frac{1}{4}$	40 $\frac{7}{8}$	32 $\frac{3}{4}$	28	20 $\frac{1}{4}$	14 $\frac{1}{2}$	5 $\frac{1}{8}$	Farranfore.	
67 $\frac{5}{8}$	61 $\frac{7}{8}$	57 $\frac{3}{8}$	50	41 $\frac{7}{8}$	37 $\frac{1}{8}$	29 $\frac{3}{8}$	23 $\frac{3}{8}$	15	9 $\frac{1}{8}$ Killarney.*	

88 Limerick to Ballybunion.

Description.—As Route 86 to Tarbert; thence the road continues of excellent surface to Ballylongford, after which the road is more or less stiff to Ballybunion. The continuation on to Listowel is a level road alongside the interesting Monorail Railway. Fine cliffs and rocky coast near Ballybunion; Lislaughtin Abbey ruins at Ballylongford.

Measurements.

Limerick.*

35 $\frac{7}{8}$	Tarbert.*									
41 $\frac{1}{4}$	5 $\frac{3}{8}$	Ballylongford.								
51 $\frac{3}{4}$	15 $\frac{7}{8}$	10 $\frac{1}{2}$	Ballybunion.*							
61 $\frac{1}{8}$	25 $\frac{1}{4}$	19 $\frac{7}{8}$	9 $\frac{3}{8}$	Listowel.*						

89 Limerick to Mallow & Cork.

Description.—The road is very bumpy for the first 2m., but soon improves, and after Patrickswell is a very fair road, with easy undulations all the way to Charleville. Thereafter it is rather better and the gradients easier.

The scenery on this route presents no striking features, but there are some antiquities at Buttevant—a Monastery, Tower, Ballybeg Abbey, Buttevant House, and Spenser's Castle at Kilcolman.

Measurements.

Limerick.*					
5 $\frac{3}{4}$	Patrickswell.				
11 $\frac{3}{4}$	6	Croom.*			
23 $\frac{1}{4}$	17 $\frac{1}{2}$	11 $\frac{1}{2}$	Charleville.*		
32 $\frac{3}{8}$	26 $\frac{5}{8}$	20 $\frac{5}{8}$	9 $\frac{1}{2}$	Buttevant.*	
39 $\frac{7}{8}$	34 $\frac{1}{2}$	28 $\frac{1}{2}$	16 $\frac{5}{8}$	7 $\frac{1}{2}$	Mallow,* Clock.
61 $\frac{1}{2}$	55 $\frac{3}{4}$	49 $\frac{3}{4}$	38 $\frac{1}{4}$	29 $\frac{1}{8}$	21 $\frac{5}{8}$ Cork.* (Route 70.)

90 Limerick to Kilmallock, etc.

Description.—This is an easy but rather bumpy road almost the whole way; the gradients are easy, but as a through route to Cork it is both longer and inferior to the route by Patrickswell. The Old Walls, Gates, and the Abbey at Kilmallock are very interesting.

Measurements.

Limerick.*				
15	Bruff.			
20 $\frac{5}{8}$	5 $\frac{5}{8}$	Kilmallock.*		
26 $\frac{3}{8}$	11 $\frac{3}{8}$	5 $\frac{3}{4}$	Charleville*	(as above).
64 $\frac{5}{8}$	49 $\frac{5}{8}$	44	38 $\frac{1}{4}$	Cork.*

91 Limerick to Tipperary.

Description.—The road is very bumpy (with F.P.) for the first 3m., but it soon improves, and is rather a superior road almost all the way to Tipperary. The surface is quite above the average, and the gradients being easy, this is a fast road.

Measurements.

Limerick.*		
14	Pallasgreen.	
24 $\frac{1}{2}$	10 $\frac{1}{2}$	Tipperary.*

92 Limerick to Maryborough.

Description.—The road is very rough and bumpy for the first $1\frac{1}{2}$ m., but thereafter it becomes very good with easy hills (and F.P.) almost the whole way to Nenagh. After that it continues of uniformly good surface, and with very slight gradients to Roscrea. Thence to Maryborough the surface is excellent, though the road is a little up and down.

There is very little scenery on the route, and those wishing a more picturesque way are recommended to go by the road through Castle Connell, O'Brien's Bridge, and Killaloe, fairly close to the River Shannon, thence by the road overlooking Lough Derg till near Portroe, and, avoiding the bad hill at that place by a side road, onwards to Nenagh. There is a fine old Castle Turret at that place, and a Round Tower and Castle at Roscrea.

Measurements.

Limerick.*		Limerick.*
$12\frac{1}{4}$ Birdhill.		8 Castle Connell.*
$24\frac{3}{8}$ $12\frac{1}{8}$ Nenagh.*		$11\frac{1}{8}$ $3\frac{1}{8}$ O'Brien's Bridge.
$31\frac{3}{8}$ $19\frac{1}{8}$ 7 Toomyvara.		$15\frac{3}{4}$ $7\frac{3}{4}$ $4\frac{5}{8}$ Killaloe.*
$35\frac{3}{8}$ $23\frac{1}{8}$ 11 4 Moneygall.		$23\frac{5}{8}$ $15\frac{5}{8}$ $12\frac{1}{2}$ $7\frac{7}{8}$ Portroe.
$38\frac{5}{8}$ $26\frac{3}{8}$ $14\frac{1}{4}$ $7\frac{1}{4}$ $3\frac{1}{4}$ Dunkerrin.		$30\frac{1}{2}$ $22\frac{1}{2}$ $19\frac{3}{8}$ $14\frac{3}{4}$ $6\frac{7}{8}$ Nenagh.*
$44\frac{1}{8}$ $31\frac{7}{8}$ $19\frac{3}{4}$ $12\frac{3}{4}$ $8\frac{3}{4}$ $5\frac{1}{2}$ Roscrea.*		
$51\frac{3}{8}$ $39\frac{1}{8}$ 27 20 16 $12\frac{3}{4}$ $7\frac{1}{4}$ Borris-in-Ossory.		
$59\frac{7}{8}$ $47\frac{5}{8}$ $35\frac{1}{2}$ $28\frac{1}{2}$ $24\frac{1}{2}$ $21\frac{1}{4}$ $15\frac{3}{4}$ $8\frac{1}{2}$ Mountrath.		
68 $55\frac{3}{4}$ $43\frac{5}{8}$ $36\frac{5}{8}$ $32\frac{5}{8}$ $29\frac{3}{8}$ $23\frac{7}{8}$ $16\frac{3}{8}$ $8\frac{1}{2}$ Maryborough.*		
$119\frac{3}{8}$ $107\frac{1}{8}$ 95 88 84 $80\frac{3}{4}$ $75\frac{1}{4}$ 68 $59\frac{1}{2}$ $51\frac{3}{8}$ Dublin.*		

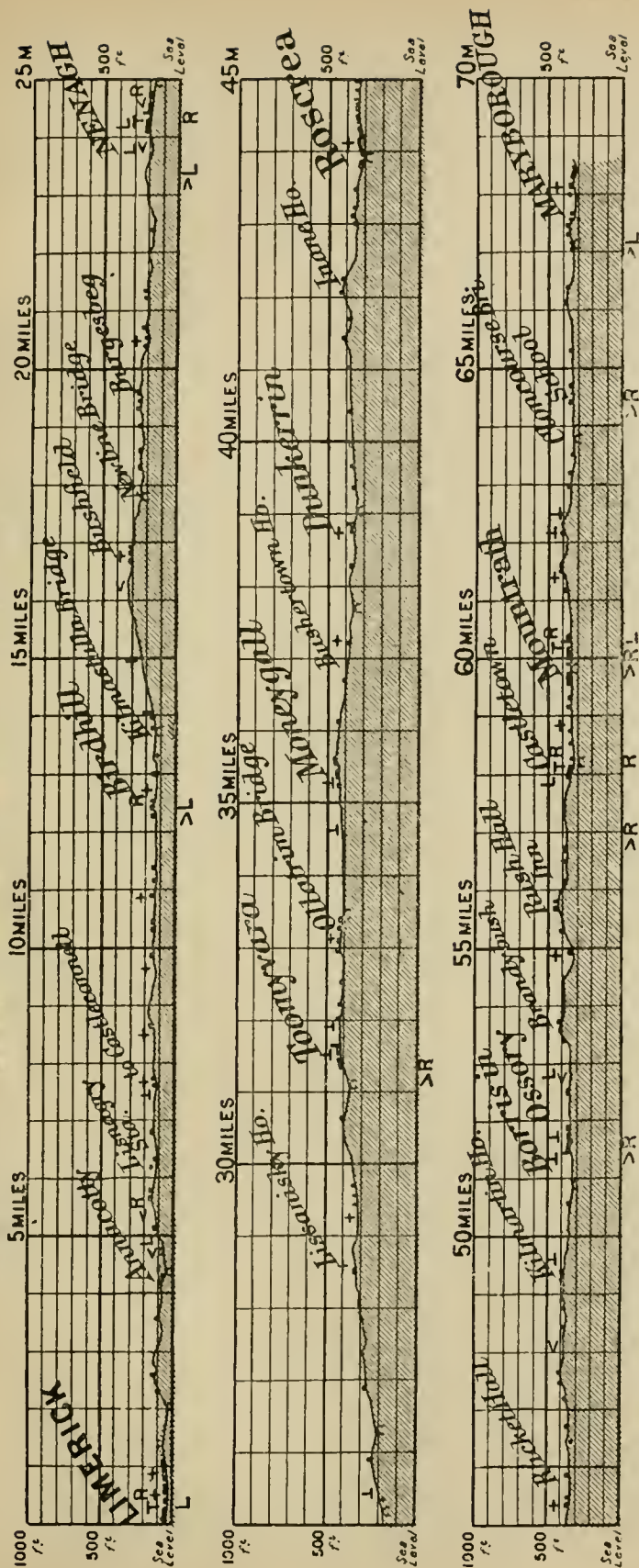
93 Limerick to Portumna.

Description.—As Route 92 to Nenagh, thence it is a good undulating road, rather above the average in point of quality. There is another road by the west bank of the Shannon direct to Killaloe, and on by Scarriff to Portumna; hilly to Scarriff, then fairly level.

Measurements.

<i>By Nenagh.</i>		<i>By Killaloe.</i>
Limerick.*		Limerick.*
$24\frac{3}{8}$ Nenagh.*		$13\frac{5}{8}$ Killaloe.*
$34\frac{5}{8}$ $10\frac{1}{4}$ Borrisokane.		$24\frac{7}{8}$ $11\frac{1}{4}$ Scarriff.
$43\frac{7}{8}$ $19\frac{1}{2}$ $9\frac{1}{4}$ Portumna.*		$48\frac{1}{8}$ $34\frac{1}{2}$ $23\frac{1}{4}$ Portumna.*

ROUTE 92. LIMERICK TO NENAGH AND MARYBOROUGH.



For Castleconnell turn L. at 5 1/4 m. and view the Shannon Rapids,—The Leap of Doonass. The old hilly road to Nenagh by Newport, or to Roscrea by Silvermines, has good surface.

94 Limerick to Ennis.

Description.—A flat uninteresting road, rather bumpy taken as a whole, almost all the way to Newmarket-on-Fergus; after that it is slightly hilly.

Measurements.

Limerick.*

6½ Cratloe Station.

14½ 8½ Newmarket-on-Fergus.

19½ 13½ 5¼ Clare.

22¼ 15¾ 7½ 2¾ Ennis.*

95 Ennis to Kilrush, etc.

Description.—An indifferent road, with good views of River Shannon scenery. There is a more direct road, but it is uninteresting.

Measurements.

Limerick.*

14 Killadysert.*

32 18 Kilrush,* Market Square

40¼ 26¼ 8¼ Kilkee.*

96 Ennis to Ennistimon.

Description.—An easy road, but the surface is only fairly good. The great attractions of this road are the fine Cliffs of Moher.

Measurements.

Ennis.*

16¾ Ennistimon.

18½ 2¼ Lehinch.*

25½ 8¾ 6½ Moher Fort.

97 Galway to Ennis.

Description.—Very bumpy at first, but the road soon improves, and is a very fair though uneven road to Gort. Thereafter it is rather better to Crusheen, but the remainder of the route is poor.

Measurements.

Galway,* Eyre Square.

5¾ Oranmore.

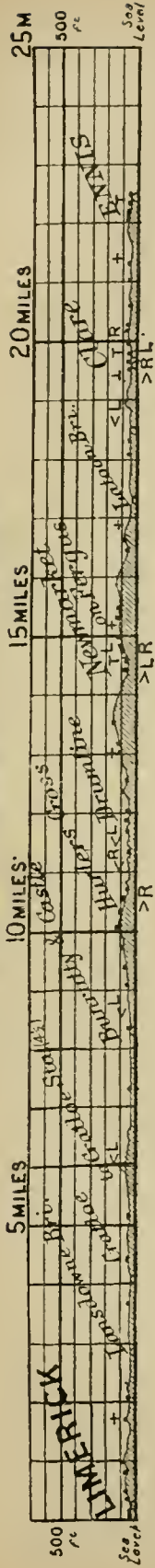
11½ 5¾ Kilcolgan.

21¾ 16½ 10¾ Gort.*

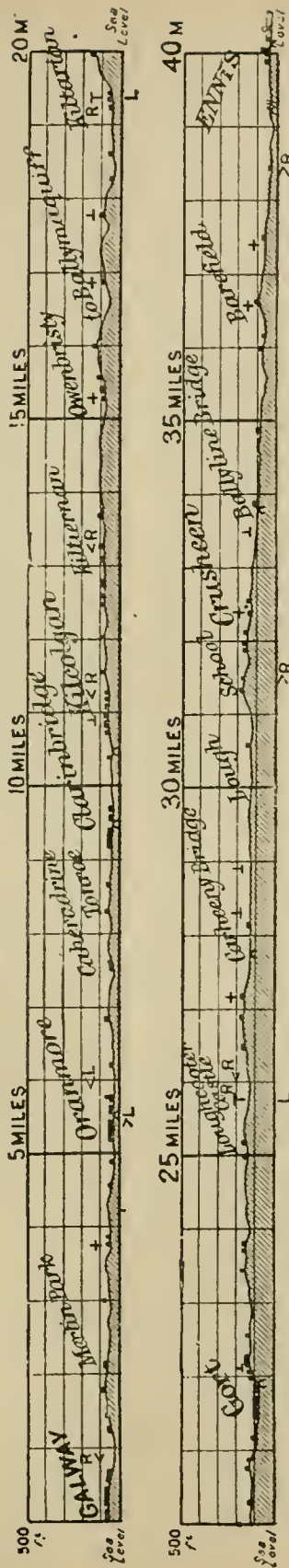
32¾ 26½ 21¼ 10½ Crusheen.

40¾ 34½ 29¼ 18½ 8 Ennis.*

ROUTE 94. LIMERICK TO ENNIS.



ROUTE 97. GALWAY TO ENNIS.



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

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

98 Galway to the Clare Coast.

Description.—This pretty coast road affords views of the best scenery in Co. Clare—the Cliffs of Moher. The surface throughout has a bad tendency, and at only one or two points is there excellent and smooth surface. There is a big hill at the Cliffs of Moher.

Measurements.

Galway, * Eyre Square.							
17 $\frac{1}{4}$	Kinvarra, P.H.						
31	13 $\frac{3}{4}$	Ballyvaghan.*					
49 $\frac{5}{8}$	32 $\frac{3}{8}$	18 $\frac{5}{8}$	Lisdoonvarna.*				
50 $\frac{1}{8}$	42 $\frac{7}{8}$	29 $\frac{1}{8}$	12	Moher Fort (Cliffs).			
62 $\frac{1}{4}$	45	31 $\frac{1}{4}$	14	6 $\frac{5}{8}$	Lahinch.*		
69 $\frac{5}{8}$	52 $\frac{3}{8}$	38 $\frac{5}{8}$	21 $\frac{3}{8}$	10 $\frac{3}{8}$	7 $\frac{3}{8}$	Miltown Malbay.*	
88 $\frac{7}{8}$	71 $\frac{5}{8}$	57 $\frac{7}{8}$	39 $\frac{5}{8}$	29 $\frac{5}{8}$	26 $\frac{5}{8}$	19 $\frac{1}{4}$	Kilkee.*

99 Galway to Roscrea.

Description.—A very fair undulating country road, with some stiff hills between Loughrea and Tynagh; thereafter it is almost flat to Birr, after which it is undulating.

Measurements.

Galway, * Eyre Square.							
15	Craughwell.						
22 $\frac{5}{8}$	7 $\frac{5}{8}$	Loughrea.*					
31 $\frac{3}{4}$	16 $\frac{3}{4}$	9 $\frac{1}{8}$	Tynagh.				
40 $\frac{5}{8}$	25 $\frac{5}{8}$	18	8 $\frac{7}{8}$	Portumna.*			
55 $\frac{7}{8}$	40 $\frac{7}{8}$	33 $\frac{1}{4}$	24 $\frac{1}{8}$	15 $\frac{1}{4}$	Birr.*		
67 $\frac{7}{8}$	52 $\frac{7}{8}$	45 $\frac{1}{4}$	36 $\frac{1}{8}$	27 $\frac{1}{4}$	12	Roscrea.*	

100 Galway to Athlone.

Description.—The Dublin road. Very bumpy surface as far as Oranmore; but thereafter the road improves and has capital surface with not much traffic till near Ballinasloe. Thence the road though fair is usually rather bumpy. There is an Old Castle at Oranmore and Derrydonnell; a Cross, Gateway, Castle, and Abbey at Athenry; and a Castle at Athlone.

Measurements.

Galway, * Eyre Square.							
5 $\frac{3}{4}$	Oranmore.						
14	8 $\frac{1}{4}$	Athenry.*					
30	24 $\frac{1}{4}$	16	Kilconnell.				
39	33 $\frac{1}{4}$	25	9	Ballinasloe.*			
54 $\frac{1}{2}$	48 $\frac{3}{4}$	40 $\frac{1}{2}$	24 $\frac{1}{2}$	15 $\frac{1}{2}$	Athlone,* Bridge.		

101 Galway to Tuam.

Description.—Although the surface is fair the road is rather uninteresting and flat through a considerable amount of bog country. Abbey and Castle at Claregalway; Cathedral and Cross at Tuam.

Measurements.—Galway,* Eyre Square.
 6 $\frac{3}{4}$ Claregalway.
 20 $\frac{1}{4}$ 13 $\frac{1}{2}$ Tuam.*

102 Galway to Ballinrobe.

Description.—A flat uninteresting road through the bog. After Headford the road is more undulating and the surface a little better.

Measurements.—Galway,* Eyre Square
 16 Headford.*
 (25 $\frac{3}{4}$ 9 $\frac{3}{4}$ Cong.)*
 29 13 7 Ballinrobe.*

103 Galway to Clifden.

Description.—The first 7 $\frac{1}{2}$ m. to Moycullen is a hilly, bumpy, and bad piece of road, but after that the road at once improves, and as it has little traffic, is in uniformly good condition to Clifden. There are patches of stones at many points, but taken as a whole the road is very good. The scenery is rather tame until approaching Recess, and thence onwards to Clifden the views are better. Twenty-four loughs are passed en route.

Measurements.

Galway,* Eyre Square.	Galway.*
7 $\frac{1}{2}$ Moycullen, P.H.	36 $\frac{1}{2}$ Recess Station.
17 9 $\frac{1}{2}$ Oughterard.*	47 $\frac{7}{8}$ 11 $\frac{3}{8}$ Roundstone.*
27 19 $\frac{1}{2}$ 10 Maam Crossroads.*	52 $\frac{3}{4}$ 16 $\frac{1}{4}$ 11 $\frac{1}{8}$ Clifden.*
35 $\frac{1}{4}$ 27 $\frac{3}{4}$ 18 $\frac{1}{4}$ 8 $\frac{1}{4}$ Recess Hotel.*	
36 $\frac{1}{2}$ 29 19 $\frac{1}{2}$ 9 $\frac{1}{2}$ Recess Station.	
48 $\frac{3}{4}$ 41 $\frac{1}{4}$ 31 $\frac{3}{4}$ 21 $\frac{3}{4}$ 12 $\frac{1}{4}$ Clifden.*	

104 Athlone to Roscommon.

Description.—The road is very bumpy for the first mile; after that it is a very smooth and slightly undulating road with a short steep hill (1 in 13) at 6 $\frac{3}{4}$ m. Surface above the average. There is an Old Castle and Abbey at Roscommon.

Measurements.—Athlone,* Bridge.
 13 $\frac{5}{8}$ Knockcroghery.
 19 $\frac{3}{4}$ 6 $\frac{1}{8}$ Roscommon.*

105 Athlone to Tuam.

Description.—The road is very bumpy for the first mile, but after that it is a very fair road with easy undulations by Mount Bellew to Tuam. The scenery is in no way striking, and the objects of interest are insignificant.

Measurements.

Athlone,* Bridge.

7 $\frac{1}{8}$ Brideswell.

12 $\frac{1}{2}$ 5 $\frac{3}{8}$ Thomas Street.

24 $\frac{1}{2}$ 17 $\frac{3}{8}$ 12 Mount Bellew.

27 $\frac{5}{8}$ 20 $\frac{1}{2}$ 15 $\frac{1}{8}$ 3 $\frac{1}{8}$ Moylough (Newtown Bellew).

41 33 $\frac{7}{8}$ 28 $\frac{1}{2}$ 16 $\frac{1}{2}$ 13 $\frac{3}{8}$ Tuam.*

106 Athlone to Cavan.

Description.—This is a very fair cross-country road, undulating, but with nothing steep. The surface is fairly good, but in no way very superior. Scenery uninteresting.

Measurements.

Athlone,* Bridge.

14 $\frac{1}{8}$ Ballymahon.

20 $\frac{1}{8}$ 6 Carrickboy.

26 $\frac{1}{8}$ 12 6 Edgworthstown.

33 $\frac{3}{4}$ 19 $\frac{5}{8}$ 13 $\frac{5}{8}$ 7 $\frac{5}{8}$ Granard.*

45 $\frac{1}{2}$ 31 $\frac{3}{8}$ 25 $\frac{3}{8}$ 19 $\frac{3}{8}$ 11 $\frac{3}{4}$ Bellanagh.

50 $\frac{5}{8}$ 36 $\frac{1}{2}$ 30 $\frac{1}{2}$ 24 $\frac{1}{2}$ 16 $\frac{7}{8}$ 5 $\frac{1}{8}$ Cavan,* Bridge.

107 Athlone to Clonmacnoise, etc.

Description.—The Seven Churches of Clonmacnoise is the only attraction in this route. The road is almost level, but not being in good condition is merely used to get at this favourite spot. The Seven Churches and Relics are interesting.

Measurements.

Athlone,* Bridge.

7 Ballynahown.

13 $\frac{1}{2}$ 6 $\frac{1}{2}$ Clonmacnoise.

14 $\frac{1}{4}$ 7 $\frac{1}{4}$ $\frac{3}{4}$ Creevagh.

17 $\frac{3}{4}$ 10 $\frac{3}{4}$ 4 $\frac{1}{4}$ 3 $\frac{1}{2}$ Shannonbridge.

26 $\frac{1}{8}$ 19 $\frac{1}{8}$ 12 $\frac{5}{8}$ 11 $\frac{7}{8}$ 8 $\frac{3}{8}$ Ballinasloe.*

108 Roscommon to Longford.

Description.—An almost level road, with very fair surface to Lanesborough, but after that it is very bumpy.

Measurements.

Roscommon.*

9 Lanesborough.

19 10 Longford,* Court House.

109 Westport to Clifden.

Description.—After the steep ascent at Westport (1 in 10) the road, though easy, has bad bumpy surface for the first 6m.; after that it is very fair, and improves considerably to Leenane. Thereafter the surface is very good, but the hills are very stiff—mostly 1 in 17—with short hills of 1 in 12. The worst hill is at 33¼m., 1 in 8, with a very dangerous turn.

There is little scenery until Leenane is reached, after which there is all the finest scenery characteristic of Connemara.

Measurements.

Westport,* The Mall.

12½ Errif Bridge.

20¾ 7¾ Leenane Hotel.*

32½ 19½ 11¾ Letterfrack.*

41¾ 28¾ 21 9¼ Clifden.*

110 Westport to Leenane.

Description.—The direct road is Route 109. This route by Louisburgh is much prettier, as it passes Doo Lough and the Falls of Aasleagh.

Good surface to Westport Quay through the Marquess of Sligo's demesne (by courtesy for all conveyances): after that poor and bumpy surface, gradually improving, and after Murrisk a good road to Louisburgh. Thereafter it is a narrow loose road over the bog, descending suddenly (1 in 12) to Doo Lough, after which better surface to Bundorragha, short steep hills and poor surface to Aasleagh, then excellent to Leenane.

Measurements.

Westport,* The Mall.

1½ Westport Quay.

13¾ 12¾ Louisburgh.*

33¾ 32¼ 19¾ Leenane Hotel.*

54¾ 53½ 40¾ 21 Clifden.*

111 Westport to Ballinrobe.

Description.—Although this is the direct road to Dublin, it is much better to travel by Castlebar. The surface is fair most of the way, but there are many short hills. The road becomes rather rough for a few miles shortly before Ballinrobe. Route 115 is joined at 20 $\frac{3}{4}$ m. Aghagower Round Tower and Aile Cavern, are several miles to the south, 3m. out of Westport.

Measurements.

Westport,* The Mall.					
5 $\frac{1}{4}$	The Triangle.				
13 $\frac{1}{4}$	8	Kilkeeran.			
19 $\frac{1}{4}$	14	6	Ballinrobe.*		
26 $\frac{1}{2}$	21 $\frac{1}{4}$	13 $\frac{1}{4}$	7 $\frac{1}{4}$	Mount Jennings Crossroads.	
38 $\frac{5}{8}$	33 $\frac{3}{8}$	25 $\frac{3}{8}$	19 $\frac{3}{8}$	12 $\frac{1}{8}$	Tuam.*

112 Westport to Achill Island.

Description.—This is a very fair undulating road, well engineered almost the whole way to Achill. The surface is in fair order as far as Mallaranny, but after that it becomes a little bumpy. The great attraction of this route is the splendid cliff and other scenery on the Island.

Measurements.

Westport,* The Mall.			Castlebar.*		
7 $\frac{7}{8}$	Newport.*		11 $\frac{1}{4}$ Newport.*		
18 $\frac{1}{8}$	10 $\frac{1}{2}$	Mallaranny Hotel.*			
26 $\frac{3}{8}$	18 $\frac{3}{8}$	8 $\frac{1}{4}$	Achill Bridge.*		
35 $\frac{1}{2}$	27 $\frac{7}{8}$	17 $\frac{3}{8}$	9 $\frac{1}{8}$	Dugort.*	

113 Ballina to Westport.

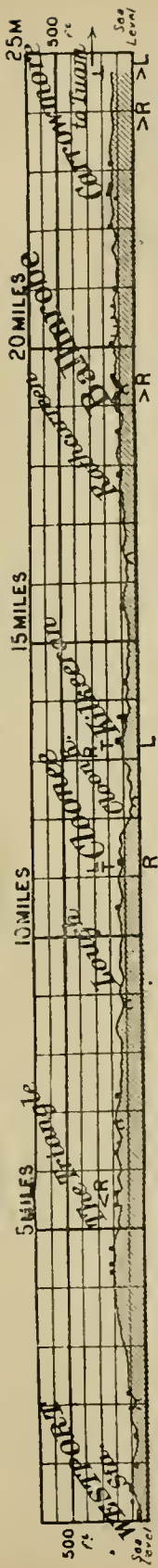
Description.—For the first 4m. the road is bumpy; after that it has very fair surface, but with some sharp little hills of 1 in 11, to Pontoon Hotel, when the road rather degenerates, and is poor to Castlebar. Thence to Westport is a capital road, but there is a steep (1 in 16-12) drop into that town. English milestones to Castlebar.

A pretty road near Pontoon Bridge, and there is a magnificent view of Clew Bay from the hill above Westport.

Measurements.

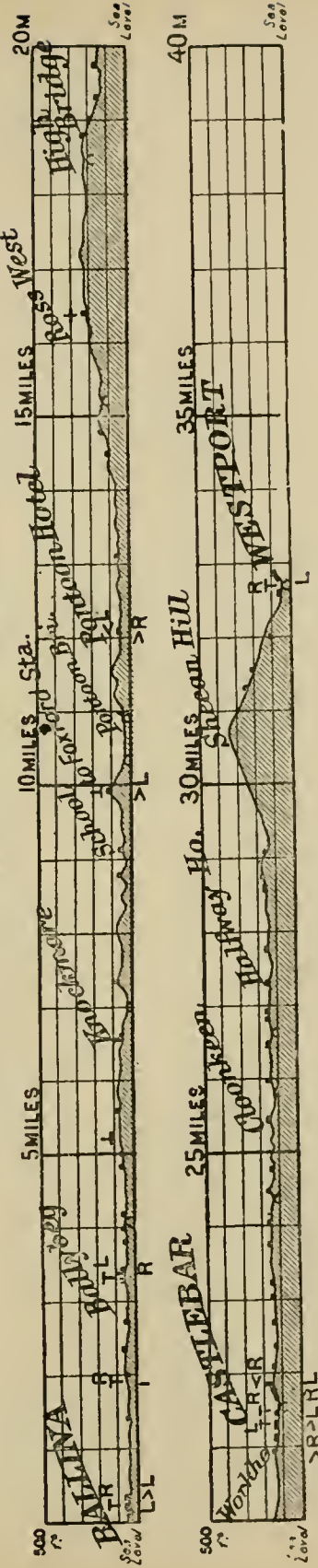
Ballina.*					
12	Pontoon Hotel.*				
21 $\frac{3}{4}$	9 $\frac{3}{4}$	Castlebar.*			
32 $\frac{3}{8}$	20 $\frac{5}{8}$	10 $\frac{7}{8}$	Westport,* The Mall.		

ROUTE 111. WESTPORT TO BALLINROBE (for Tuam).



At 24½m. this route joins into Route 115 at 20¾m.

ROUTE 113. BALLINA TO WESTPORT.



For Ballina to Castlebar by Foxford: see Route 114.

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

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

114 Ballina to Castlebar.

Description.—The surface on this route is better than that of the direct road by Pontoon Bridge, and although at one or two points it is no doubt a little bumpy, taken as a whole it is better. It misses, however, the scenery of Loch Conn at Pontoon Bridge. There is an Abbey Ruin at Strade and a Round Tower at Turlough.

Measurements.

Ballina.*				
9 $\frac{7}{8}$	Foxford.*			
14 $\frac{7}{8}$	5	Strade.		
17 $\frac{7}{8}$	7 $\frac{1}{4}$	2 $\frac{1}{4}$	Bellavary.	
24 $\frac{3}{8}$	14 $\frac{1}{2}$	9 $\frac{1}{2}$	4 $\frac{1}{4}$	Castlebar.*

115 Castlebar to Tuam.

Description.—The Dublin Road. The surface on this road is kept in very fair condition, and as the traffic is not heavy, the quality is usually above the average. The hills are very easy throughout, and the road presents no difficulties. The scenery, except near Hollymount, is uninteresting.

Measurements.

Castlebar.*					
5 $\frac{7}{8}$	Ballycarra.				
18 $\frac{1}{8}$	12 $\frac{1}{4}$	Hollymount.			
22 $\frac{1}{8}$	16 $\frac{1}{4}$	4	Mount Jennings Crossroads.		
34 $\frac{1}{4}$	28 $\frac{3}{8}$	16 $\frac{1}{8}$	12 $\frac{1}{8}$	Tuam.*	
75 $\frac{1}{4}$	69 $\frac{3}{8}$	57 $\frac{1}{8}$	53 $\frac{1}{8}$	41	Athlone.*
151 $\frac{3}{4}$	145 $\frac{7}{8}$	133 $\frac{3}{8}$	129 $\frac{3}{8}$	117 $\frac{1}{2}$	76 $\frac{1}{2}$ Dublin.*

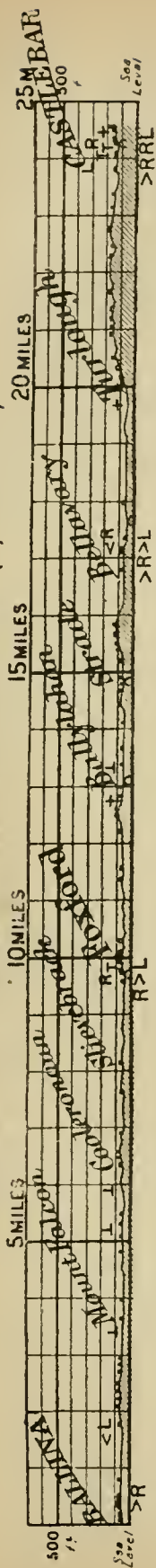
116 Castlebar to Roscommon.

Description.—The surface is in very fair order, and as the hills are few it is an easy road to travel. The best road to Dublin is Route 115.

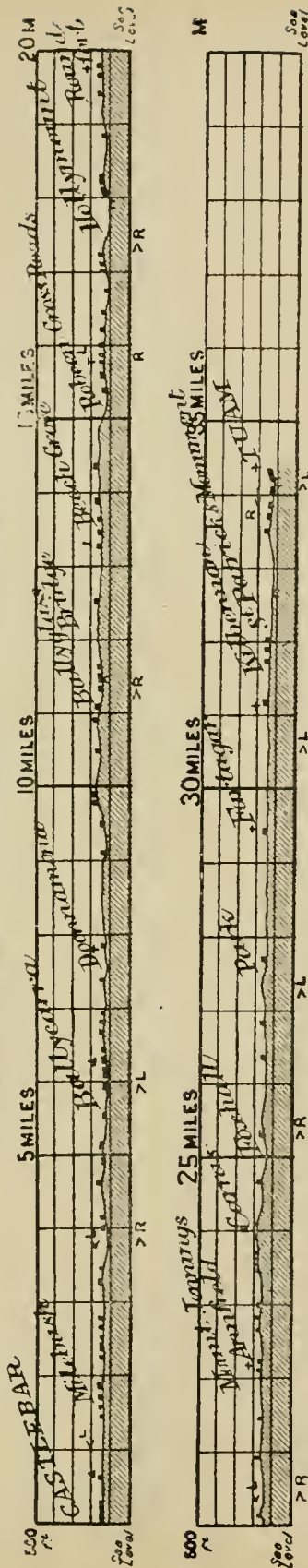
Measurements.

Castlebar.*						
5 $\frac{3}{8}$	Manulla.					
8 $\frac{7}{8}$	3 $\frac{1}{2}$	Balla.*				
17 $\frac{1}{4}$	11 $\frac{7}{8}$	8 $\frac{3}{8}$	Claremorris.*			
28 $\frac{3}{8}$	23	19 $\frac{1}{2}$	11 $\frac{1}{8}$	Ballyhaunis.*		
40 $\frac{3}{4}$	35 $\frac{3}{8}$	31 $\frac{7}{8}$	23 $\frac{1}{2}$	12 $\frac{3}{8}$	Castlereagh.*	
45 $\frac{7}{8}$	40 $\frac{1}{2}$	37	28 $\frac{5}{8}$	17 $\frac{1}{2}$	5 $\frac{1}{4}$	Ballymoe.
58 $\frac{7}{8}$	53 $\frac{1}{2}$	50	41 $\frac{5}{8}$	30 $\frac{1}{2}$	18 $\frac{1}{8}$	13 Roscommon.*

ROUTE 114. BALLINA TO CASTLEBAR (by Foxford).



ROUTE 115. CASTLEBAR TO TUAM.



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

117 Sligo to Longford.

Description.—The Dublin Road. A very bumpy road to Collooney; after that the surface is better as far as Ballinafad, when the road becomes rather steep (1 in 16), though with excellent surface over to Boyle; the hill is stiff, but not dangerous. Thereafter the road becomes rather bumpy more or less the whole way to Longford. The best part is between Drumod and Rinn Bridge. F.P. occasionally near villages.

Fine views from the Curlew Mountains and at those points where the road approaches the Shannon.

The more direct road by Keadew, after the first 7m. (very bumpy), has fair surface, but it is a succession of short steep hills, and in consequence is a slow road to travel. (English Milestones.)

Measurements. *By Keadew.*

Sligo.*					Sligo.*				
5	Ballysadare.*				19 $\frac{1}{4}$	Ballyfarnan.			
7	2	Collooney.			22 $\frac{3}{4}$	3 $\frac{1}{2}$	Keadew.		
11 $\frac{5}{8}$	6 $\frac{5}{8}$	4 $\frac{5}{8}$	Drumfin.		28	8 $\frac{3}{8}$	5 $\frac{1}{4}$	Leitrim.	
24 $\frac{3}{4}$	19 $\frac{3}{4}$	17 $\frac{3}{4}$	13 $\frac{1}{8}$	Boyle.*	31 $\frac{3}{4}$	12 $\frac{1}{2}$	9	3 $\frac{3}{4}$	Carrick.*
34 $\frac{3}{8}$	29 $\frac{3}{8}$	27 $\frac{3}{8}$	22 $\frac{3}{4}$	9 $\frac{5}{8}$	Carrick-on-Shannon.*				
44 $\frac{7}{8}$	39 $\frac{7}{8}$	37 $\frac{7}{8}$	33 $\frac{1}{4}$	20 $\frac{1}{8}$	10 $\frac{1}{2}$	Drumod.			
56 $\frac{1}{4}$	51 $\frac{1}{4}$	49 $\frac{1}{4}$	44 $\frac{5}{8}$	31 $\frac{1}{2}$	21 $\frac{7}{8}$	11 $\frac{3}{8}$	Longford.*		

118 Sligo to Bundoran.

Description.—A very bumpy road to Drumcliff, then gradually improving, and after Grange a fast easy road to Tullaghan, after which it is bumpy to Bundoran. The sharp headland of Benbulbin is most prominent; and the Donegal Mountains almost always in sight after Grange. There is a Cross and Round Tower stump at Drumcliff. (Irish Milestones.)

Measurements.—Sligo.*
 10 $\frac{1}{2}$ Grange.*
 22 $\frac{3}{8}$ 11 $\frac{7}{8}$ Bundoran,* Bridge.

119 Sligo to Enniskillen.

Description.—This is a very fair and easy road almost the whole way. There is very pretty scenery at the various Loughs which are passed en route, especially Glencar Lough.

Measurements.—Sligo.*
 16 $\frac{3}{8}$ Manor Hamilton.
 30 13 $\frac{5}{8}$ Belcoo, Black Lion.*
 42 25 $\frac{3}{8}$ 12 Enniskillen,* Town Hall.

120 Sligo to Ballina.

Description.—The road is rather stiff at first, and has rather bumpy surface to Ballysadare; after that it improves considerably, and has very fair and almost uniformly good surface the whole way to Ballina. On account of the regular car traffic it is apt to be heavy in bad weather. There are fine views of the mountains from this road. (English Milestones.)

Measurements.

Sligo.*					
5	Ballysadare.*				
16 $\frac{3}{8}$	11 $\frac{3}{8}$	Skreen Inn.*			
21 $\frac{3}{8}$	16 $\frac{3}{8}$	5	Dromore Inn.*		
27 $\frac{1}{8}$	22 $\frac{1}{8}$	10 $\frac{3}{4}$	5 $\frac{3}{4}$	Culleen.*	
31 $\frac{7}{8}$	26 $\frac{7}{8}$	15 $\frac{1}{2}$	10 $\frac{1}{2}$	4 $\frac{3}{4}$	Corbally.
36 $\frac{3}{4}$	31 $\frac{3}{4}$	20 $\frac{3}{8}$	15 $\frac{3}{8}$	9 $\frac{5}{8}$	4 $\frac{7}{8}$ Ballina.*

121 Enniskillen to Bundoran.

Description.—An excellent undulating road with very fair surface all the way to Belleek. There is not much traffic, therefore the road is exceptionally good, and as the scenery of Lough Erne is almost always visible, it is a pleasant road to travel. (From Beeleek to Ballyshannon the road is up and down, surface fair, see Route 125.) The prettier road, giving a view of the river, is that shown on plan—a narrow road, with two very bad hills, one at 25 $\frac{1}{2}$ m. (1 in 8), and the other in Ballyshannon. Ballyshannon to Bundoran is a good road, but with one stiff hill.

Measurements.

Enniskillen,*	Town Hall.
24 $\frac{1}{4}$	Belleek.*
29 $\frac{1}{8}$	4 $\frac{7}{8}$ Ballyshannon,*
33 $\frac{3}{8}$	9 $\frac{1}{8}$ 4 $\frac{1}{4}$ Bundoran,*
	Bridge.

122 Enniskillen to Monaghan.

Description.—A fast and easy undulating road, with surface far above the average, until the road turns off at 15 $\frac{1}{2}$ m., after which it has fair surface and is practically level on to Monaghan.

Measurements.

Enniskillen,*	Town Hall.
11 $\frac{3}{4}$	Lisnaskea,*
24 $\frac{3}{4}$	13
33 $\frac{3}{4}$	22
	9
	Monaghan,*
	Court House.

123 Enniskillen to Donegal.

Description.—The road is comparatively level at first, and has very good surface all the way to Pettigoe. In common with the other Fermanagh roads it is well kept, and has smooth surface all the way. At one or two points there are short hills, but they are of no great consequence. After Pettigoe the road becomes more hilly, and though it is well engineered—mostly 1 in 26—there are some stiff portions. The road is no doubt a little stony, as well as rough at one or two points, but, taken as a whole, it is a good road. Approaching Donegal it becomes bumpy. The scenery along Lough Erne is rather striking, but after Pettigoe it is rather monotonous.

Measurements.

Enniskillen,* Town Hall.					
11 $\frac{1}{8}$	Lisnarrick.				
14 $\frac{5}{8}$	3 $\frac{1}{2}$	Kesh.			
20	8 $\frac{7}{8}$	5 $\frac{3}{8}$	Pettigoe.*		
33 $\frac{1}{8}$	22	18 $\frac{1}{2}$	13 $\frac{1}{8}$	Laghy.	
36 $\frac{3}{4}$	25 $\frac{5}{8}$	22 $\frac{1}{8}$	16 $\frac{3}{4}$	3 $\frac{3}{4}$	Donegal.

124 Enniskillen to Cavan.

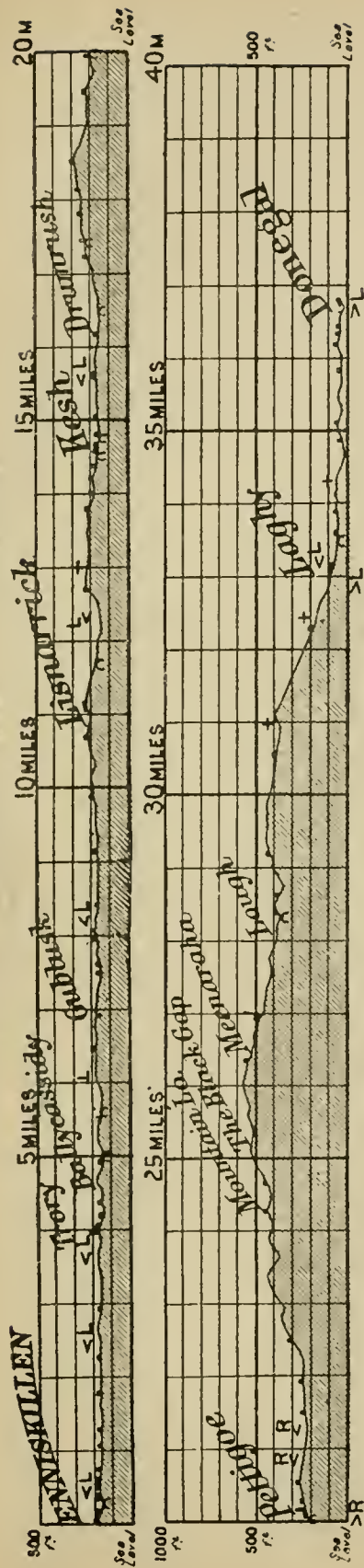
Description.—This is one of the best roads in Ireland. The road is well engineered and well kept, with a fast, smooth surface—uniformly good—almost the whole way to Butler's Bridge, though the last 5m. before that place are not quite so good; thereafter slightly bumpy surface into Cavan. There are one or two short hills, but they are of no consequence. (F.P. near the towns.)

The scenery is pleasant for the first 5m., with continual glimpses of Lough Erne, but is uninteresting thereafter, except near Wattle Bridge. (Irish Milestones.)

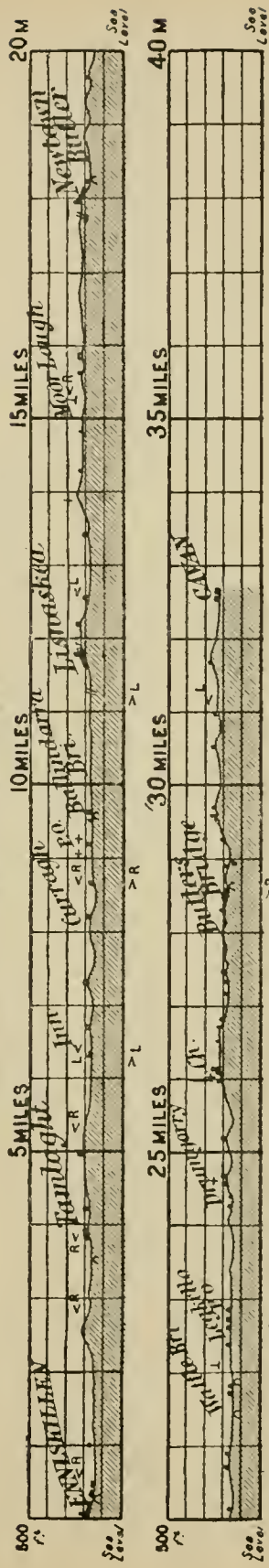
Measurements.

Enniskillen.*						
3 $\frac{3}{4}$	Tamlaght.					
11 $\frac{3}{4}$	8	Lisnaskea.*				
18	14 $\frac{1}{4}$	6 $\frac{1}{4}$	Newtownbutler.*			
22 $\frac{1}{2}$	18 $\frac{3}{4}$	10 $\frac{3}{4}$	4 $\frac{1}{2}$	Legkello, P.O.		
28 $\frac{1}{2}$	24 $\frac{3}{4}$	16 $\frac{3}{4}$	10 $\frac{1}{2}$	6	Butler's Bridge.	
32 $\frac{5}{8}$	28 $\frac{7}{8}$	20 $\frac{7}{8}$	14 $\frac{5}{8}$	10 $\frac{1}{8}$	4 $\frac{1}{8}$	Cavan.*
101 $\frac{1}{2}$	97 $\frac{3}{4}$	89 $\frac{3}{4}$	83 $\frac{1}{2}$	79	73	68 $\frac{7}{8}$ Dublin.* (Route 17.)

ROUTE 123. ENNISKILLEN TO DONEGAL.



ROUTE 124. ENNISKILLEN TO CAVAN.



The road from Monaghan joins in at 15m.; from Clones at 22½m.

125 Omagh to Bundoran.

Description.—The road is undulating, with fair surface for the first 6m.; after that it is rather better, and between Kesh and Pettigoe is very good. From Pettigoe to Belleek it is poor and hilly for the first 2m., but after Castle Caldwell the surface is splendid the whole way into Belleek. This part of the road is specially fine. From Belleek to Ballyshannon the main road is undulating with fair surface, but for the sake of the view the tourist is recommended to follow Route 121. From Ballyshannon to Bundoran (see Route 121) is a very fair road, but with one stiff hill.

Measurements.

Omagh, * Court House.							
13 $\frac{1}{8}$	Lack.						
19 $\frac{1}{4}$	6 $\frac{1}{8}$	Kesh.					
24 $\frac{3}{8}$	11 $\frac{1}{4}$	5 $\frac{1}{8}$	Pettigoe.*				
32 $\frac{1}{4}$	19 $\frac{1}{8}$	13	7 $\frac{1}{8}$	Castle Caldwell Station.			
37 $\frac{1}{4}$	24 $\frac{1}{8}$	18	12 $\frac{3}{8}$	5	Belleek.*		
41 $\frac{3}{4}$	28 $\frac{5}{8}$	22 $\frac{1}{2}$	17 $\frac{3}{8}$	9 $\frac{1}{2}$	4 $\frac{1}{2}$	Ballyshannon.*	
45 $\frac{3}{4}$	32 $\frac{5}{8}$	26 $\frac{1}{2}$	21 $\frac{3}{8}$	13 $\frac{1}{2}$	8 $\frac{1}{2}$	4 $\frac{1}{4}$	Bundoran.*

126 Omagh to Castlederg.

Description.—A very fair road, well engineered, and with some superior portions near Drumquin; thereafter variable, with some very fine sections, and some very bumpy parts, according to material used.

Measurements.

Omagh, * Court House.			
9 $\frac{1}{8}$	Drumquin.		
17 $\frac{5}{8}$	8 $\frac{1}{2}$	Castlederg.*	
29 $\frac{1}{2}$	20 $\frac{3}{8}$	11 $\frac{7}{8}$	Strabane, * <i>via</i> Sion Mills.

127 Omagh to Enniskillen.

Description.—The road is very bumpy and undulating for the first 4m., but it soon improves, and after Fintona has very fair surface, gradually improving approaching Enniskillen. (Irish Milestones.)

Measurements.

Omagh, * Court House.			
8 $\frac{1}{4}$	Fintona.*		
17 $\frac{1}{8}$	8 $\frac{7}{8}$	Trillick.	
22 $\frac{3}{8}$	14 $\frac{3}{8}$	5 $\frac{1}{2}$	Bellanamallard.
29 $\frac{3}{8}$	21 $\frac{1}{8}$	12 $\frac{1}{4}$	6 $\frac{3}{4}$ Enniskillen, * Town Hall.

128 Omagh to Monaghan.

Description.—The road is very bumpy at first, and is rather stiff at one or two points. After 5m. the surface improves a little, and is very fair going over the hill to Ballygawley; thereafter it is a good road to Aughnaeloy. From Aughnaeloy to Monaghan the road is fairly level, and the surface is good. (Irish Milestones.)

Measurements.

Omagh,* Court House.			
11 $\frac{1}{8}$	Garvagh.		
15 $\frac{3}{4}$	4 $\frac{5}{8}$	Ballygawley.	
20 $\frac{1}{4}$	9 $\frac{1}{8}$	4 $\frac{1}{2}$	Aughnaeloy.*
25 $\frac{5}{8}$	14 $\frac{1}{2}$	9 $\frac{7}{8}$	5 $\frac{3}{8}$ Emyvale.
32 $\frac{1}{2}$	21 $\frac{3}{8}$	16 $\frac{3}{4}$	12 $\frac{1}{4}$ 6 $\frac{7}{8}$ Monaghan,* Court House.

129 Omagh to Dungannon.

Description.—There are three roads—the hilly and somewhat steep road by Beragh and Pomeroy; the easy but indifferent bog road direct to Pomeroy, where it is very hilly; and the road by Ballygawley. This latter is much the easiest and best (see Route 147).

Measurements.

Omagh,* Court House.			
7 $\frac{3}{8}$	Beragh.*		
18	10 $\frac{5}{8}$	Pomeroy.*	
27 $\frac{1}{8}$	19 $\frac{3}{4}$	9 $\frac{1}{2}$	Dungannon.*

Omagh to Pomeroy, direct by Drumnakilly, 16 $\frac{5}{8}$ m.

130 Monaghan to Cavan.

Description.—The road is very bumpy as far as Smithborough, but after that it is a little better to Clones; thence the road is easy with fairly good surface almost the whole way to Cavan. The more direct roads between Monaghan and Cavan are not as good as this. There is a Round Tower, an old Cross, and Abbey at Clones.

Measurements.

Monaghan,* Court House.			
6	Smithborough.		
12 $\frac{1}{2}$	6 $\frac{1}{2}$	Clones.*	
25	19	12 $\frac{1}{2}$	Butler's Bridge.
29	23	16 $\frac{1}{2}$	4 Cavan,* Bridge.

131 Dundalk to Enniskillen.

Description.—This is an excellent and easy undulating road to Castleblayney; after that it has very fair surface, and is an easy road with no hills of any consequence, excepting those between Newbliss and Clones. After Newtown Butler, as Route 124.

Measurements.

Dundalk,* Court House.							
11½	Cullaville.						
17	5¾	Castleblayney.*					
24½	13¾	7½	Ballybay.*				
34¾	23¾	17¾	10¼	Newbliss.			
39¾	28¾	22¾	15¼	5	Clones.*		
45½	34¾	28½	21	10¾	5¾	Newtown Butler.*	
63½	52¾	46½	39	28¾	23¾	18	Enniskillen.*

132 Armagh to Dundalk.

Description.—Bumpy surface and steep hills for the first 5m., then a long stiff climb and descent, with inferior surface to Newtown Hamilton. Thereafter the road is better, and has excellent surface till near Dundalk.

Measurements.

Armagh,* Clock.							
12	Newtown Hamilton.*						
22½	10½	Woodvale.					
28½	16½	6	Dundalk,* Court House				

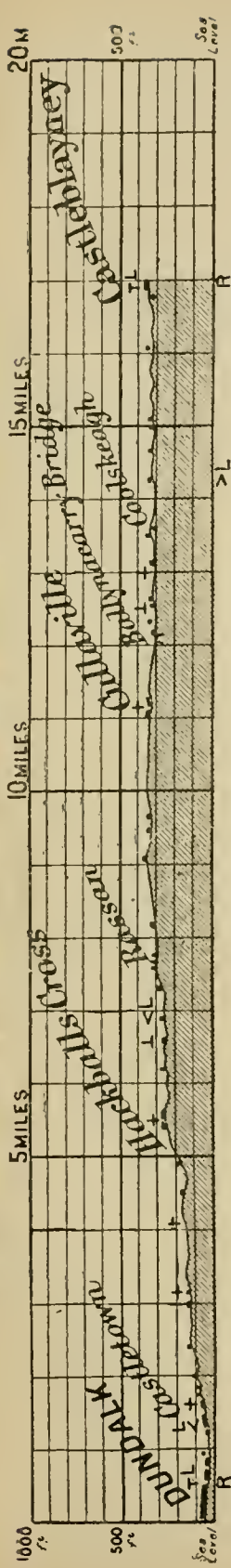
133 Armagh to Monaghan.

Description.—The road is very bumpy for the first 3m., but after that it is fair, though not very good over the hill to Middletown; after that the road still continues bumpy (with F.P.) almost all the way to Monaghan. The road is well engineered, but there are several stiff hills.

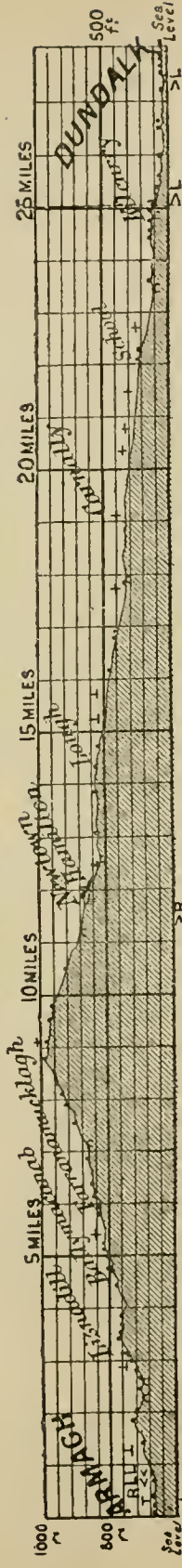
Measurements.

Armagh,* Clock.							
10	Middletown.						
17½	7½	Monaghan,* Court House.					

ROUTE 131. DUNDALK TO CASTLEBLAYNEY (for Enniskillen).

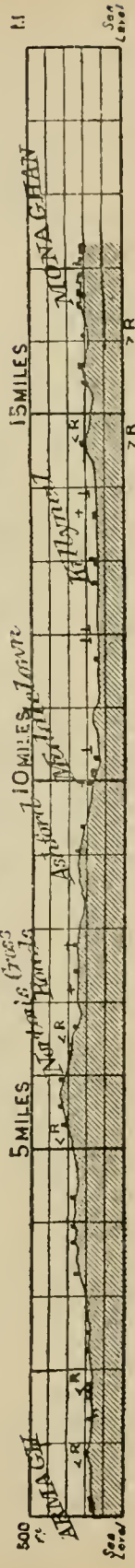


ROUTE 132. ARMAGH TO DUNDALK.



The road, from Newtown Hamilton to Dundalk, is not shown correctly in most Maps.

ROUTE 133. ARMAGH TO MONAGHAN.



134 Armagh to Newry.

Description.—An exceedingly steep and hilly road, but with excellent surface; the gradients are frequently 1 in 9-13.

Measurements.—Armagh, * Clock.

6 $\frac{3}{4}$ Markethill.

18 $\frac{1}{2}$ 11 $\frac{3}{4}$ Newry, * Town Hall.

135 Armagh to Cookstown.

Description.—A flat road with inferior surface to Moy, then hilly (mostly 1 in 17) and with bumpy surface (F.P.) to Cookstown. The usual road between Dungannon and Cookstown is by Carland, 3 $\frac{1}{2}$ m. shorter, and a better road.

Measurements.

Armagh, * Clock.

7 $\frac{1}{2}$ Moy.*

12 $\frac{7}{8}$ 5 $\frac{3}{8}$ Dungannon.*

17 $\frac{1}{4}$ 9 $\frac{3}{4}$ 4 $\frac{3}{8}$ Coalisland.

20 $\frac{1}{2}$ 13 7 $\frac{5}{8}$ 3 $\frac{1}{4}$ Stewartstown.

27 19 $\frac{1}{2}$ 14 $\frac{1}{8}$ 9 $\frac{3}{4}$ 6 $\frac{1}{2}$ Cookstown, * Hotel.

136 Newry to Dundalk.

Description.—The direct road is by Route 20. Poor surface for the first 3m. (better cross from the Warrenpoint road at Narrow Water Ferry), but after Omeath the road has capital surface almost the whole way to Dundalk, with F.P. near that town. Fine views of the Mourne Mountains and Carlingford Castle.

Measurements.

Newry, * Town Hall.

7 $\frac{1}{4}$ Omeath, * Station.

11 $\frac{7}{8}$ 4 $\frac{5}{8}$ Carlingford.*

16 $\frac{1}{4}$ 9 4 $\frac{3}{8}$ Riverstown Inn.

26 $\frac{1}{4}$ 19 14 $\frac{3}{8}$ 10 Dundalk, * Court House.

137 Newry to Portadown.

Description.—A fine, level, and fairly fast road for 6m., then somewhat hilly (mostly 1 in 15), but still with good surface to Tanderagee and Portadown. (English Milestones.)

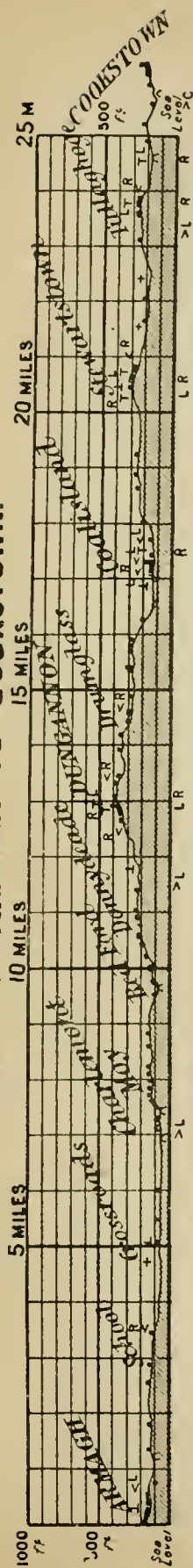
Measurements.—Newry, * Town Hall.

8 $\frac{3}{4}$ Pointspass.

13 $\frac{3}{4}$ 5 Tanderagee.*

19 $\frac{3}{8}$ 10 $\frac{5}{8}$ 5 $\frac{5}{8}$ Portadown.*

ROUTE 135. ARMAGH TO COOKSTOWN.



ROUTE 136. NEWRY TO DUNDALK.



ROUTE 137. NEWRY TO PORTADOWN.



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

138 Newry to Newcastle, etc.

Description.—Splendid surface to Warrenpoint, then excellent, though it is an undulating road to Newcastle. Considering the amount of traffic on it, this is a very fine road. From Newcastle to Dundrum the road is good, but with one steep hill; it then becomes very hilly, with several dangerous hills, and poor surface to Clough, after which it is good to Downpatrick. Thence to Strangford is a fair road.

Fine views of the Carlingford Mountains and then of the Mourne Mountains.

Measurements.

Newry,* Town Hall.

6 $\frac{5}{8}$ Warrenpoint.*

9 2 $\frac{3}{8}$ Rostrevor,* Corner.

18 $\frac{1}{2}$ 11 $\frac{7}{8}$ 9 $\frac{1}{2}$ Kilkeel.*

31 $\frac{1}{4}$ 24 $\frac{5}{8}$ 22 $\frac{1}{4}$ 7 $\frac{1}{4}$ Newcastle,* P.O.

35 $\frac{3}{4}$ 29 $\frac{1}{8}$ 26 $\frac{3}{4}$ 11 $\frac{3}{4}$ 4 $\frac{1}{2}$ Dundrum.*

44 $\frac{1}{4}$ 37 $\frac{5}{8}$ 35 $\frac{1}{4}$ 20 $\frac{1}{4}$ 13 8 $\frac{1}{2}$ Downpatrick,* Clock.

53 46 $\frac{3}{8}$ 44 29 21 $\frac{3}{4}$ 17 $\frac{1}{4}$ 8 $\frac{3}{4}$ Strangford.

53 $\frac{5}{8}$ 47 44 $\frac{5}{8}$ 29 $\frac{5}{8}$ 22 $\frac{3}{8}$ 17 $\frac{7}{8}$ 9 $\frac{3}{8}$ Portaferry.*

139 Newry to Monaghan.

Description.—A cross-country road with long hills till within 5m. of Monaghan. Surface fair.

Measurements.

Newry.*

11 $\frac{7}{8}$ Newtown Hamilton.*

19 $\frac{3}{8}$ 7 $\frac{1}{2}$ Keady.

32 $\frac{1}{2}$ 20 $\frac{5}{8}$ 13 $\frac{1}{8}$ Monaghan,* Court House.

140 Newry to Castlewellan, etc.

Description.—Very fair surface and easy hills to Castlewellan, then very steep (1 in 16 and 1 in 13), after which hilly the rest of the way.

Measurements.

Newry,* Town Hall.

10 Rathfriland.*

19 $\frac{1}{2}$ 9 $\frac{1}{2}$ Castlewellan.*

24 $\frac{1}{2}$ 14 $\frac{1}{2}$ 5 Clough.

30 $\frac{1}{2}$ 20 11 6 Downpatrick,* Cloc

141 Belfast to Donaghadee.

Description.—Of the two roads to this place, that by Newtownards is the shorter but less picturesque. The road by Bangor is undulating, with fair surface all the way; and with views of Belfast Lough. The road through Crawfordsburn has very steep hills.

Measurements.

Belfast.*				Belfast.*			
5½	Holywood.*			4½	Dundonald.		
(10¼	4¾	Crawfordsburn.*)		10	5¾	Newtownards.*	
13½	7⅝	2½	Bangor.*	17⅞	13¼	7⅞	Donaghadee.*
15⅝	10½	5	2½	Groomsport.*			
20¼	14¾	9⅝	7⅞	4⅝	Donaghadee.*		

142 Belfast to Portaferry.

Description.—As above to Newtownards; thereafter the road is almost level and the surface splendid almost the whole way to Portaferry. As the road runs for 15m. close to the lough, it is a picturesque and pleasant route.

Measurements.

Belfast.*				
10	Newtownards.*			
17⅞	7⅞	Greyabbey.		
20⅝	10⅝	3½	Kircubbin.*	
28¼	18¼	11¼	7⅝	Portaferry.*

143 Belfast to Downpatrick.

Description.—The road is very bumpy for the first 2m., but after that it is beautifully engineered and the surface is splendid to Crossgar. Thereafter it is rather more bumpy, but still it is a fair road to Downpatrick. The longer road by Comber has many short hills, and the surface is inferior.

Measurements.

Belfast.*				Belfast.*			
11	Saintfield.*			9	Comber.*		
16½	5½	Crossgar.		20¼	11¼	Killyleagh.	
22	11	5⅞	Downpatrick.*	26⅞	17⅞	5⅞	Downpatrick.*

144 Belfast to Newcastle.

Description.—The road is very bumpy for the first 2m., but thereafter it is a well-engineered and superior road through Ballynahinch to Clough. After that it is very rough and steep (dangerous), but after Dundrum it is an excellent road to Newcastle (see Route 138).

Measurements.—Belfast, * Bank.

14 $\frac{5}{8}$	Ballynahinch.*		
23 $\frac{3}{8}$	8 $\frac{3}{4}$	Clough.	
25 $\frac{3}{4}$	11 $\frac{1}{8}$	2 $\frac{3}{8}$	Dundrum.*
30 $\frac{1}{4}$	15 $\frac{5}{8}$	6 $\frac{7}{8}$	4 $\frac{1}{2}$ Newcastle,* P.O.

145 Belfast to Newry.

Description.—As far as Lisburn this is a terribly bumpy road—and continues thus, though in a lesser degree, to Hillsborough (hill 1 in 9); F.P. all the way. After that it is better to Dromore, superior to Banbridge, and splendid thereafter to Newry. This is a fast road from Hillsborough to Newry, though there are several very stiff hills (1 in 9 to 1 in 15) between Banbridge and Donoughmore. (English milestones.)

Measurements.

Belfast,* Bank.

8	Lisburn,* Town Clock.		
12 $\frac{1}{8}$	4 $\frac{1}{8}$	Hillsborough.*	
17	9	4 $\frac{7}{8}$	Dromore,* Market Square.
24 $\frac{1}{4}$	16 $\frac{1}{4}$	12 $\frac{1}{8}$	7 $\frac{1}{4}$ Banbridge,* Tunnel.
27	19	14 $\frac{7}{8}$	10 2 $\frac{3}{4}$ Loughbrickland.
37 $\frac{1}{8}$	29 $\frac{1}{8}$	25	20 $\frac{1}{8}$ 12 $\frac{7}{8}$ 10 $\frac{1}{8}$ Newry,* Town Hall.
50 $\frac{1}{4}$	42 $\frac{1}{4}$	38 $\frac{1}{8}$	33 $\frac{1}{4}$ 26 23 $\frac{1}{4}$ 13 $\frac{1}{8}$ Dundalk.*
71 $\frac{3}{4}$	63 $\frac{3}{4}$	59 $\frac{5}{8}$	54 $\frac{3}{4}$ 47 $\frac{1}{2}$ 44 $\frac{3}{4}$ 34 $\frac{3}{8}$ 21 $\frac{1}{2}$ Drogheda.*
101 $\frac{1}{2}$	93 $\frac{1}{2}$	89 $\frac{3}{8}$	84 $\frac{1}{2}$ 77 $\frac{1}{4}$ 74 $\frac{1}{2}$ 64 $\frac{3}{8}$ 51 $\frac{1}{4}$ 29 $\frac{3}{4}$ Dublin.*

146 Belfast to Armagh.

Description.—As Route 145 to Lisburn; thence it is a fairly level road but with indifferent surface through Lurgan to Portadown, after which it is better to Armagh.

Measurements.—Belfast,* Bank.

8	Lisburn,* Town Clock.		
15 $\frac{7}{8}$	7 $\frac{7}{8}$	Moirá.	
20 $\frac{7}{8}$	12 $\frac{7}{8}$	5	Lurgan.*
26 $\frac{1}{8}$	18 $\frac{1}{8}$	10 $\frac{1}{2}$	5 $\frac{1}{4}$ Portadown.*
36 $\frac{7}{8}$	28 $\frac{7}{8}$	21	16 10 $\frac{3}{4}$ Armagh.*

147 Belfast to Omagh.

Description.—As Route 146 to Portadown; thence it is a level road of good surface, and well kept, to Dungannon. After that there are two roads, the easiest and best by Ballygawley, where join Route 128, the other a very hilly road by Pomeroy (see Route 129).

Measurements.

Belfast,* Bank.

8 Lisburn,* Town Clock.

26 $\frac{1}{8}$ 18 $\frac{1}{8}$ Portadown.*

36 $\frac{1}{4}$ 28 $\frac{1}{4}$ 10 $\frac{1}{8}$ Verner's Bridge.

41 $\frac{7}{8}$ 33 $\frac{7}{8}$ 15 $\frac{3}{4}$ 5 $\frac{5}{8}$ Dungannon.*

54 $\frac{5}{8}$ 46 $\frac{5}{8}$ 28 $\frac{1}{2}$ 18 $\frac{3}{8}$ 12 $\frac{3}{4}$ Ballygawley.

70 $\frac{3}{8}$ 62 $\frac{3}{8}$ 44 $\frac{1}{4}$ 34 $\frac{1}{8}$ 28 $\frac{1}{2}$ 15 $\frac{3}{4}$ Omagh.* (Route 128.)

148 Belfast to Portrush.

Description.—Very bumpy surface for the first 3m., but after that it is a splendid broad road with superior surface through Templepatrick to Antrim. Thereafter the road continues of good surface and with easy undulations to Ballymena. From Ballymena to Ballymoney the road is of uniformly good quality, but from there to Coleraine the surface is hardly as good. From Coleraine to Portrush the road is undulating, with fair surface (and F.P.). This route presents few great attractions—nothing like the splendid coast road by Cushendall, but it is a fairly fast route. There is a slightly shorter and an almost level road from Ballymoney direct to Portrush, but it is very stony for the most part, and necessitates picking one's way, otherwise it would be much easier than the main road. For the road by Port Stewart see Route 154. (English milestones.)

Measurements.

Belfast,* Bank.

11 $\frac{3}{8}$ Templepatrick.

16 $\frac{7}{8}$ 5 $\frac{1}{2}$ Antrim,* Market House.

27 $\frac{1}{2}$ 16 $\frac{1}{8}$ 10 $\frac{5}{8}$ Ballymena.*

45 $\frac{7}{8}$ 34 $\frac{5}{8}$ 29 18 $\frac{3}{8}$ Ballymoney.*

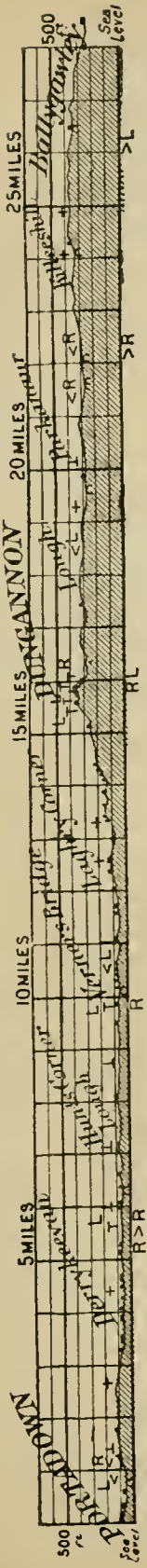
53 $\frac{1}{8}$ 42 $\frac{1}{8}$ 36 $\frac{5}{8}$ 26 7 $\frac{5}{8}$ Coleraine,* Clock.

58 $\frac{7}{8}$ 47 $\frac{1}{2}$ 42 31 $\frac{3}{8}$ 13 5 $\frac{3}{8}$ Portrush,* P.O.

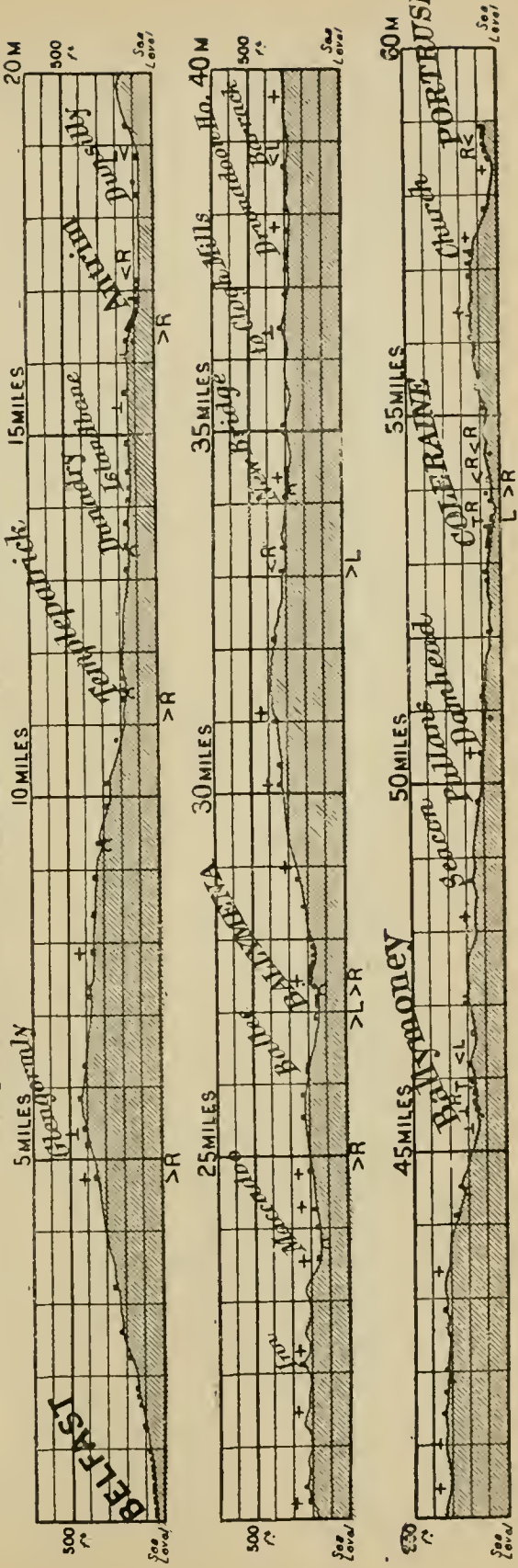
57 $\frac{7}{8}$ 46 $\frac{1}{2}$ 41 30 $\frac{3}{8}$ 12 4 $\frac{3}{8}$ Port Stewart.*

ROUTE 147. BELFAST TO DUNGANNON AND OMAGH.

Belfast to Portadown, Route 146; Ballygawley to Omagh, Route 128.



ROUTE 148. BELFAST TO PORTURUSE.



149 Belfast to Larne.

Description.—The road is only fairly good as far as Carrickfergus, and for the most part is very bumpy, but after that it improves and is a capital smooth road over Whitehead to Glynn. Thereafter it becomes bumpy and undulating to Larne. (English milestones.)

Splendid views of Belfast Lough from Whitehead.

Measurements.

Belfast.*

5 $\frac{3}{4}$ Whiteabbey.

10 $\frac{1}{2}$ 4 $\frac{3}{4}$ Carrickfergus.*

15 $\frac{1}{2}$ 9 $\frac{3}{4}$ 5 Whitehead.

24 $\frac{3}{8}$ 18 $\frac{5}{8}$ 13 $\frac{7}{8}$ 8 $\frac{7}{8}$ Larne* (1 $\frac{1}{2}$ m. from Pier).

150 Ballymena to Larne.

Description.—For a little over a mile the road is very bumpy, but after that it is of uniformly good surface, and with very easy gradients over the hill, till within 2 $\frac{1}{2}$ m. of Larne when, on account of quarry traffic, the road becomes exceedingly rough and bad. (English milestones.)

Measurements.

Ballymena.*

5 $\frac{3}{4}$ Moorfields.

9 $\frac{1}{8}$ 3 $\frac{3}{8}$ Glenwherry.

20 $\frac{1}{2}$ 14 $\frac{3}{4}$ 11 $\frac{3}{8}$ Larne* (1 $\frac{1}{8}$ m. from Pier).

151 Ballymena to Glenarriff, etc.

Description.—Although the road is easy and fairly well kept, it has a tendency to be rough and stony as far as Parkmore Station. After that, on account of the heavy tourist traffic, the road is exceedingly bumpy, and in wet weather very muddy on the descent to Glenarriff. Thence good to Cushendall. (English milestones.)

The road from Parkmore Station to Glenarriff is one of the prettiest routes in Ireland, with the high cliffs rising from the roadside; but it misses the beautiful Glen, wooded and closely shut in, down which a path has been constructed, with gangways, bridges, steps, and every picturesque accompaniment to a popular resort. Admission is free to railway travellers, but others pay 6d. Cyclists are advised to enter at the south end, 5 $\frac{1}{2}$ m. from Cushendall, and leaving bicycles, explore it from there.

Measurements.—Ballymena.*

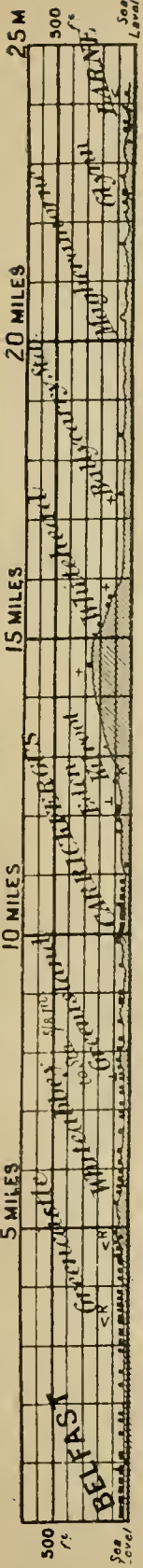
6 $\frac{3}{4}$ Islandtown.

12 $\frac{3}{8}$ 5 $\frac{5}{8}$ Parkmore Station.

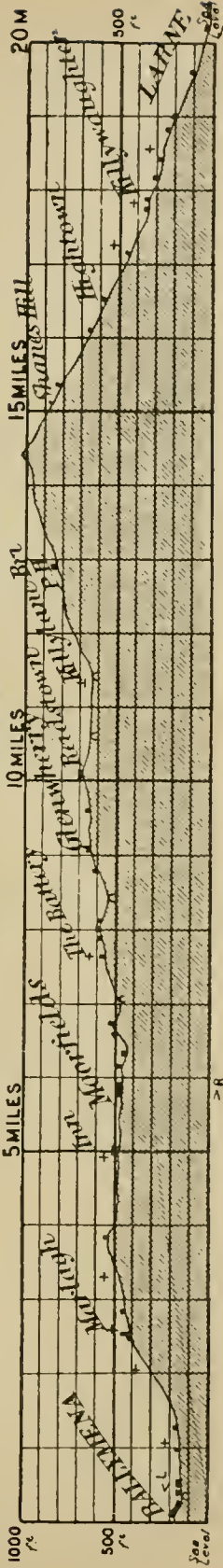
18 11 $\frac{1}{4}$ 5 $\frac{5}{8}$ Glenarriff.

19 $\frac{5}{8}$ 12 $\frac{7}{8}$ 7 $\frac{1}{4}$ 1 $\frac{5}{8}$ Cushendall.*

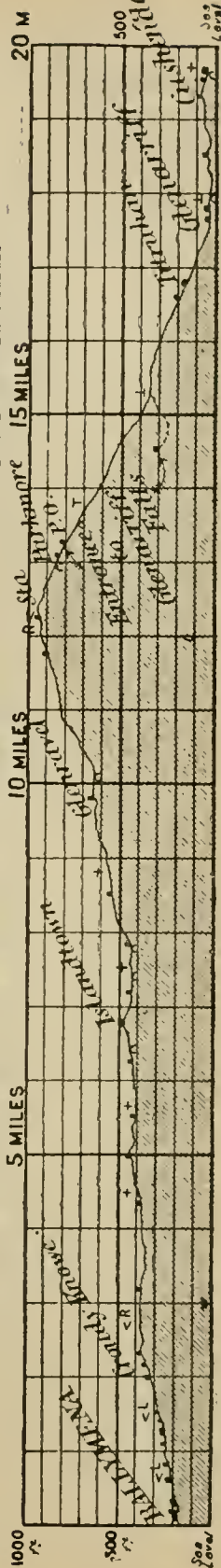
ROUTE 149. BELFAST TO LARNE.



ROUTE 150. BALLYMENA TO LARNE.



ROUTE 151. BALLYMENA TO GLENARRIFF AND CUSHENDALL.



155 Coleraine to Cookstown.

Description.—There are two routes to Maghera; the one by Garvagh is a very up-and-down, though excellent road; the other by Kilrea is easier and has very good surface—uniformly good—almost the whole way to Cookstown. The road is rather pretty for the first 5m. in its course near the River Bann, but after that, presents few points of interest, though the Slieve Gallion Mountain is fairly close to the road near Desertmartin.

Measurements.

Coleraine,* Clock.

7 $\frac{5}{8}$ Agivey.

14 $\frac{5}{8}$ 7 Kilrea.*

23 $\frac{5}{8}$ 16 9 Maghera.*

26 $\frac{3}{8}$ 18 $\frac{3}{4}$ 11 $\frac{3}{4}$ 2 $\frac{3}{4}$ Tobermore.

29 $\frac{5}{8}$ 22 15 6 3 $\frac{1}{4}$ Desertmartin.

35 27 $\frac{3}{8}$ 29 $\frac{3}{8}$ 11 $\frac{3}{8}$ 8 $\frac{3}{8}$ 5 $\frac{3}{8}$ Moneymore.*

39 $\frac{3}{8}$ 32 $\frac{1}{8}$ 25 $\frac{1}{8}$ 16 $\frac{1}{8}$ 13 $\frac{3}{8}$ 10 $\frac{1}{8}$ 4 $\frac{3}{4}$ Cookstown,* Hotel.

156 Londonderry to Coleraine.

Description.—For the first 2m. out of Derry the road is hilly and bumpy, but after that it is a splendid road, with easy undulations, to Limavady. Thence to Coleraine the coast road is flat for 11m., with inferior surface, then very good, but with a dangerous hill (1 in 13) at Downhill. The road can be used without touching Limavady, but strangers are advised to follow the plainer route.

The Inishowen Peninsula and the fine mountains rising abruptly from the plain near Bellarena are constantly in view. At Downhill there is just room for the road and railway between the high cliffs and the sea; and the road turns inland at that point, the railway having to tunnel through the headland.

Measurements

Londonderry,* Town Hall.

5 $\frac{3}{4}$ Campsey.

16 $\frac{7}{8}$ 11 $\frac{1}{8}$ Limavady,* Clock.

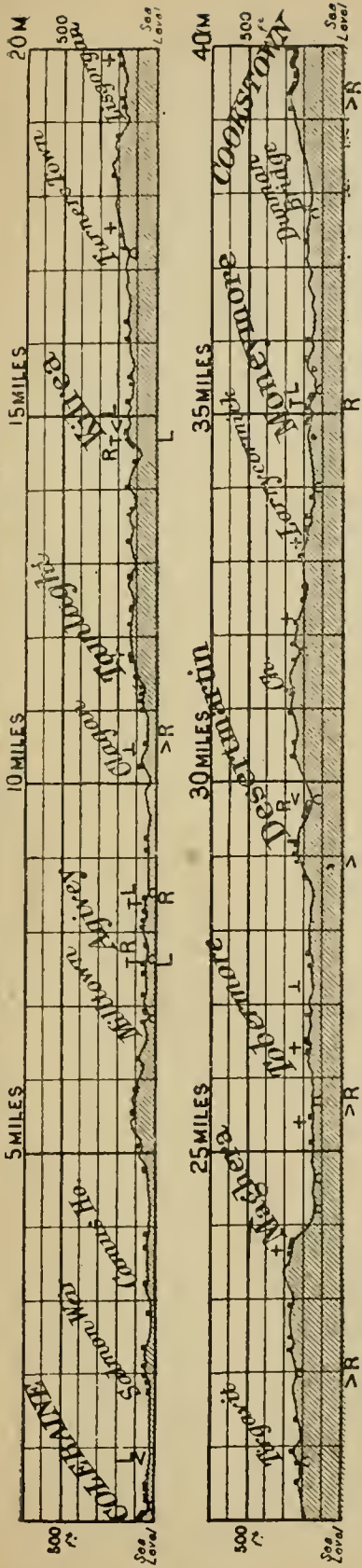
23 17 $\frac{1}{4}$ 6 $\frac{1}{8}$ Bellarena Station.

29 $\frac{5}{8}$ 23 $\frac{7}{8}$ 12 $\frac{3}{4}$ 6 $\frac{5}{8}$ Downhill Inn.

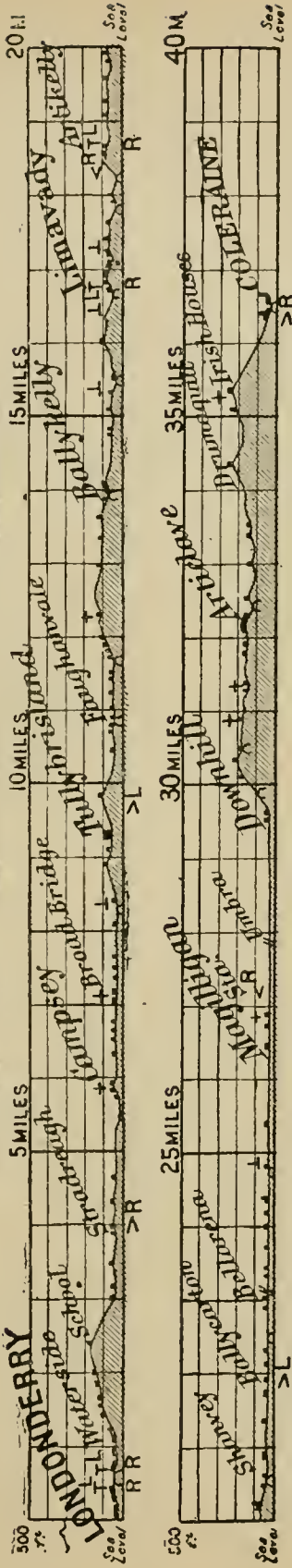
36 $\frac{3}{8}$ 30 $\frac{7}{8}$ 19 $\frac{3}{4}$ 13 $\frac{5}{8}$ 7 Coleraine,* Clock.

42 36 $\frac{1}{4}$ 25 $\frac{1}{8}$ 19 12 $\frac{3}{8}$ 5 $\frac{3}{8}$ Portrush,* P.O.

ROUTE 155. COLERAINE TO COOKSTOWN.



ROUTE 156. LONDONDERRY TO COLERAINE



The Mountain road from Limavady to Coleraine by Macosquin (14m.) is very steep, with fair surface, except at Summit where it is very rough.

157 Londonderry to Belfast.

Description.—A finely engineered road with fair surface, though inclined to be bumpy as far as Cumber Presbyterian Church. Thereafter, although the road is stonier, it has smoother surface, and is a fast road on to Dungiven. From Dungiven the road continues with the same good quality of surface over Glenshane Pass to Maghera, and after that though slightly hilly is a fairly good road to Toome Bridge. Thereafter the road has a tendency to be bumpy, but is usually very well kept, and is good going to Antrim.

The road presents little to interest except the old tomb of the “Kings” in Dungiven Abbey, and Shanes Castle near Antrim, both of which are not seen from the road. The first 5m. from Londonderry are well wooded, but after Cumber the route is bleak until Maghera. (Irish mile-stones in Londonderry, English near Antrim.)

Measurements.

Londonderry,* Town Hall.

8 Cumber Presbyterian Church.

15½ 7½ Crossview Inn.

19½ 11½ 4½ Dungiven,* Hotel.

30¾ 22¾ 15¼ 11½ Maghera.*

43¾ 35¾ 28¾ 24¼ 13½ Toome.*

50¼ 42¼ 34¾ 30½ 19½ 6¾ Randalstown,* Bridge.

55 47 39½ 35¾ 24¼ 11½ ¼ Antrim,* Market House.

71¾ 63¾ 56¾ 52¼ 41½ 28 21¾ 16¾ Belfast.* (R. 148.)

158 Londonderry to Moville.

Description.—The road is slightly hilly for the first 5m., and the surface is not particularly good, but as it approaches the seaside it is leveller and better, although even then it is at no place a superior road. After Carrowkeel the road is undulating all the way to Moville, and has fair surface.

The first 7m. being inland, little is seen, and Boom Rock—the scene of the Mountjoy incident—is invisible. There is a pretty waterfall at 12½m., and there are constant views of the other side of Lough Foyle. (Irish milestones.)

Measurements.—Londonderry,* Town Hall.

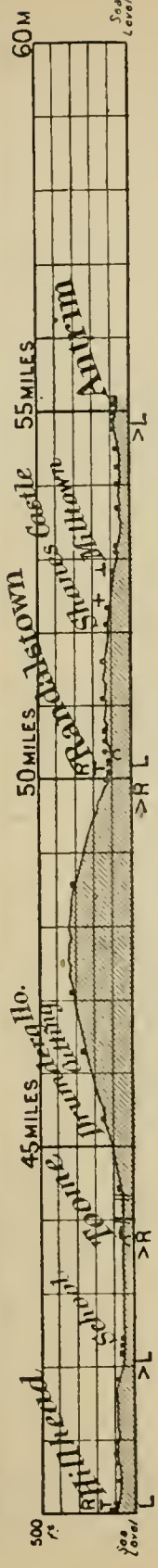
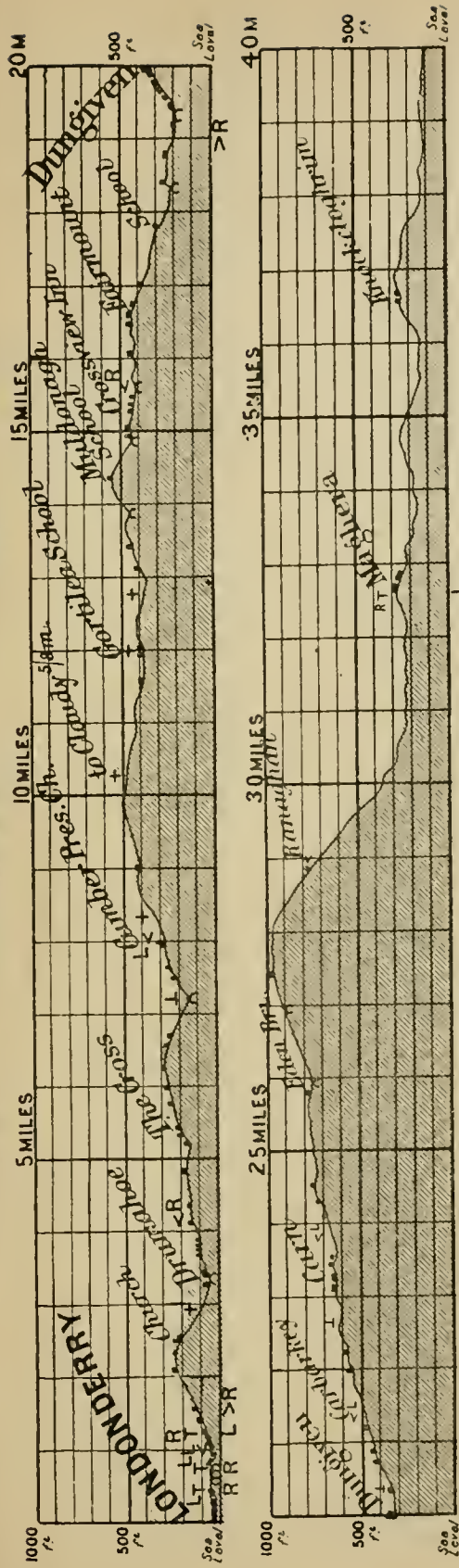
6 Muff.

10¾ 4¾ Carrowkeel.

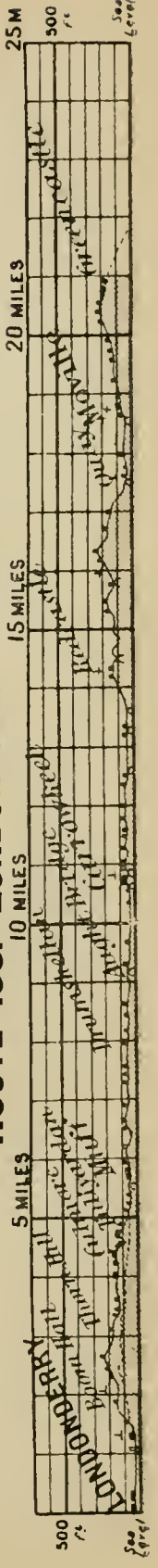
18¾ 12¾ 7¾ Moville.*

20¾ 14¾ 10¾ 2¼ Greencastle.

ROUTE 157. LONDONDERRY TO ANTRIM (for Belfast).



ROUTE 158. LONDONDERRY TO MOVILLE.



159 Londonderry to Omagh.

Description.—An easy but very bumpy road to Strabane (F.P. for a good part of the way). The road by the west side of the river is slightly hilly, but the surface is better, though it is $2\frac{1}{2}$ m. longer. From Strabane to Omagh it is a broad and very easy road, with very fair surface—much better than the first section.

Occasional glimpses of the river are obtained at various points, and the road overlooks the river valley near Sion Mills and beyond Newtown Stewart. There are the ruins of an old Castle at the latter place.

Measurements.

Londonderry,* Town Hall.			
$14\frac{1}{2}$	Strabane.*		
$24\frac{1}{8}$	$9\frac{5}{8}$	Newtown Stewart.*	
34	$19\frac{1}{2}$	$9\frac{7}{8}$	Omagh,* Court House.

160 Londonderry to Donegal.

Description.—A broad and finely-engineered road the whole distance. The daily traction engine from Derry to Raphoe keeps this road in excellent order as a rule; after that there is little traffic, and it is a smooth and easy road to summit, then rather steep to Stranorlar, where the road becomes bumpy. After Ballybofey it is a little loose, but with fast surface, and on the long imperceptible descent to Donegal has splendid surface, though there are many loose stones. The road becomes bumpy near the latter town. With a favourable wind most fast cyclists can pace the train up and down the pass. (Irish milestones.)

The scenery for a good part of the way is rather bleak. There is a fine view from the road near Raphoe; an interesting pass—Barnesmore Gap—at $34\frac{1}{2}$ m.; and a view of Lough Eask and the hills surrounding it at 39m.

Measurements.

Londonderry,* Town Hall.				Strabane.*	
16	Raphoe.*			$6\frac{1}{2}$	Castlefinn.
25 $\frac{1}{2}$	$9\frac{1}{4}$	Stranorlar.*		$13\frac{3}{4}$	$7\frac{1}{4}$ Stranorlar.*
26	10	$\frac{3}{4}$	Ballybofey.		
$39\frac{1}{2}$	$23\frac{1}{8}$	$13\frac{7}{8}$	$13\frac{1}{4}$	Lough Eask Station.	
$43\frac{1}{2}$	$27\frac{1}{8}$	$17\frac{7}{8}$	$17\frac{1}{8}$	4	Donegal.*

161 Londonderry to Letterkenny.

Description.—The road is rather undulating at first, but has excellent surface, though with a tendency to be bumpy for the first 3m.; after that it is better though hilly. The road commands some fine views of the Donegal Mountains. (Irish milestones.)

Measurements.

Londonderry, * Town Hall.			
9 $\frac{1}{4}$	Newtowncunningham.*		
15 $\frac{1}{2}$	5 $\frac{7}{8}$	Manorcunningham.	
21 $\frac{1}{2}$	12 $\frac{1}{4}$	6 $\frac{3}{8}$	Letterkenny, * Court House.

162 Londonderry to Buncrana, etc.

Description.—The road is very bumpy for the first 1 $\frac{1}{4}$ m., but after the level crossing it is a broad, very fair, and almost level road (F.P.) to Burnfoot. After that it becomes undulating—only short hills, however—with rather good surface to Buncrana. Thereafter the road is narrower, and has a tendency to be poor, with stiff hills occasionally. There is a more direct road (4 $\frac{3}{4}$ m. shorter) over the hills from Drumfries Station to Carndonagh, but it is rough, very steep, and involves slow travelling. The road runs close to Lough Swilly for many miles, and commands fine views of that Lough, together with the “Grianan.” From Carndonagh to Moville the surface is excellent, but there is a stiff descent to the latter place. (Irish milestones.)

Measurements.

Londonderry, * Town Hall.			
6 $\frac{1}{4}$	Burnfoot.		
9 $\frac{3}{4}$	3 $\frac{1}{2}$	Fahan Pier.	
13 $\frac{1}{4}$	7	3 $\frac{1}{2}$	Buncrana, * Market House.
18 $\frac{3}{8}$	12 $\frac{1}{8}$	8 $\frac{3}{4}$	5 $\frac{1}{8}$ Drumfries Station.
23 $\frac{5}{8}$	17 $\frac{3}{8}$	14	10 $\frac{3}{8}$ 5 $\frac{1}{4}$ Clonmany.
31 $\frac{5}{8}$	25 $\frac{3}{8}$	22	18 $\frac{3}{8}$ 13 $\frac{1}{4}$ S Carndonagh.*
43 $\frac{3}{8}$	37 $\frac{1}{8}$	33 $\frac{3}{4}$	30 $\frac{1}{8}$ 25 19 $\frac{3}{4}$ 11 $\frac{3}{4}$ Moville.*

163 Londonderry to Rosapenna.

Description.—As Route 162 to Fahan Pier; thence by mail steamer to Rathmullan, after which it is an easy and very fair road to Milford, where join Route 166. There are practically no hills.

Measurements.—Londonderry, * Town Hall.

9 $\frac{3}{4}$	Fahan Pier.		
12 $\frac{1}{4}$	2 $\frac{1}{2}$	Rathmullan.*	
20 $\frac{3}{4}$	11	8 $\frac{1}{2}$	Milford.*
33	23 $\frac{1}{4}$	20 $\frac{3}{4}$	12 $\frac{1}{4}$ Rosapenna Hotel.*

164 Strabane to Letterkenny, 17m.

Description.—A well-engineered road, with easy hills, but the surface is very bumpy. Raphoe is $2\frac{3}{8}$ m. south of the crossroads at 7m. (Irish milestones.)

165 Letterkenny to Dunfanaghy.

Description.—A rather hilly road, and with a tendency to be bumpy. Gradients between Letterkenny and Kilmacreran, mostly 1 in 16; between Creeslough and Dunfanaghy, 1 in 14. The hills at $\frac{1}{2}$ m. and $19\frac{1}{2}$ m. are dangerous.

The Doon Well near Kilmacreran, Barnes Gap, and Horn Head at Dunfanaghy are the leading points of interest. The mountain "Muckish" is in sight almost the whole way. (Irish milestones.)

Measurements.

Letterkenny,*	Court House.
$6\frac{3}{4}$	Kilmacreran.*
16	$9\frac{1}{4}$ Creeslough.*
$22\frac{5}{8}$	$15\frac{7}{8}$ $6\frac{5}{8}$ Dunfanaghy,*
	Market House.

166 Letterkenny to Rosapenna.

Description.—A broad, well-engineered, but rather bumpy road to Ramelton (dangerous hill, 1 in 10, into and out of), after which better surface to Milford. Thereafter the surface steadily improves, and is a capital and fast road to Rosapenna, where the road ends in the sand of the beach. (Irish milestones.) The direct road to Milford, $1\frac{1}{2}$ m. shorter, is the same as Route 165 for $3\frac{1}{2}$ m.; thence it is an easy up and down road.

Measurements.—Letterkenny.*

8	Ramelton.*
$12\frac{1}{4}$	$4\frac{1}{4}$ Milford.*
$22\frac{3}{4}$	$14\frac{3}{4}$ $10\frac{1}{2}$ Carrigart.
$24\frac{1}{2}$	$16\frac{1}{2}$ $12\frac{1}{4}$ $1\frac{3}{4}$ Rosapenna Hotel.*

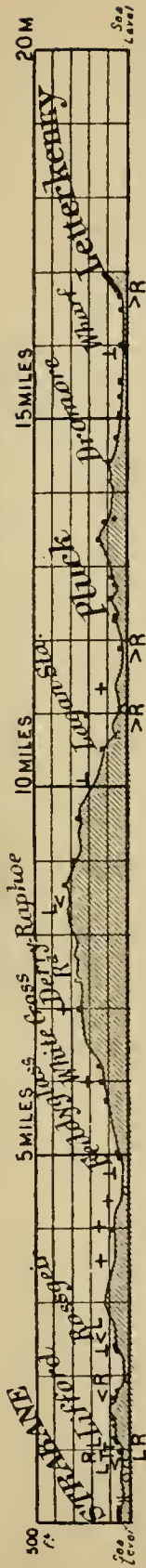
167 Letterkenny to Glenties.

Description.—Surface poor and bumpy for 5m., then a fine though very stiff road to Fintown, after which undulating, with fair surface, to Glenties.

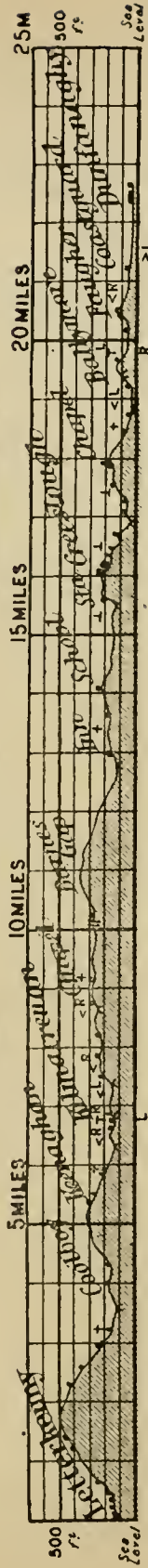
Measurements.—Letterkenny,* Court House.

18 $\frac{3}{4}$	Fintown Inn.*
$27\frac{1}{2}$	$8\frac{3}{8}$ Glenties.*

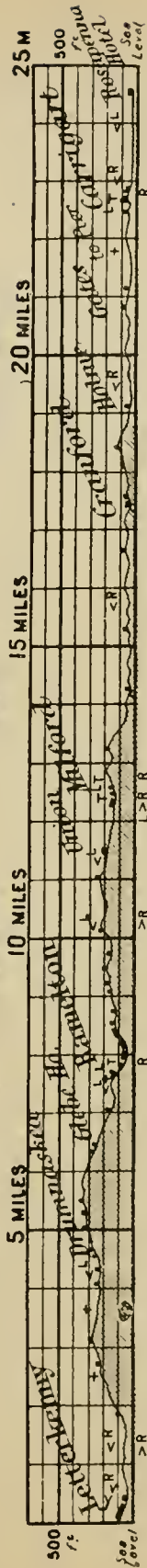
ROUTE 164. STRABANE TO LETTERKENNY.



ROUTE 165. LETTERKENNY TO DUNFANAGHY.



ROUTE 166. LETTERKENNY TO RAMELTON AND ROSAPENNA.



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

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

168 Letterkenny to Stranorlar, 12 $\frac{5}{8}$ m.

Description.—A well-engineered road, taking the hills very gradually, with fair surface for 4m., followed by poor surface, then fair again on the descent, good on the slight ascent, and rather bumpy on the hill into Stranorlar. (Irish milestones.)

169 Dunfanaghy to Rosapenna.

Description.—A rather hilly road to Creeslough, with fair surface, gradients mostly 1 in 14, then an undulating road with fair surface to Carrigart; after which, level. Scenery pretty at Lackagh.

Measurements.—Dunfanaghy, * Market House.

6 $\frac{5}{8}$	Creeslough.*
14 $\frac{1}{2}$	7 $\frac{1}{8}$ Carrigart.
16	9 $\frac{3}{8}$ 1 $\frac{3}{4}$ Rosapenna Hotel.*

170 Dunfanaghy to Dungloe.

Description.—The road has good surface, with some rather stiff gradients for 8m., but after Bedlam Bridge it improves considerably, and is a very fast smooth road—one of the best in Donegal—to Gweedore. Thence it is almost as good to Crolly Bridge, but after that, though level and well made, it is easily broken up, and may be either a very fine or a very bad road. The sugar-loaf-shaped Errigal Mountain is the prominent feature on the route. Pretty scenery at Crolly Bridge.

Measurements.—Dunfanaghy, * Market House.

7 $\frac{1}{2}$	Falcarragh, or Crossroads.*
17 $\frac{1}{2}$	10 Gweedore Hotel.*
20 $\frac{1}{2}$	13 3 Crolly Bridge.
28 $\frac{1}{4}$	20 $\frac{3}{4}$ 10 $\frac{1}{2}$ 7 $\frac{3}{4}$ Dungloe.*

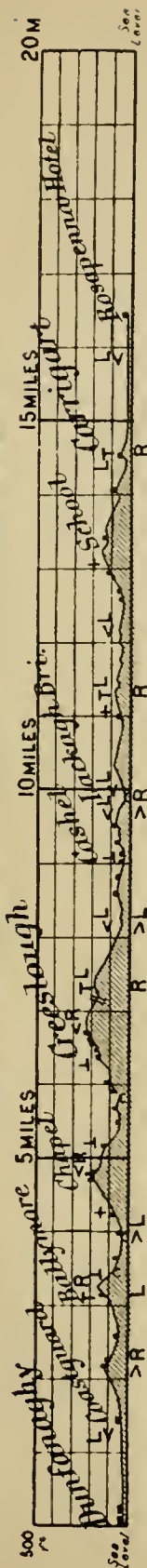
171 Dungloe to Glenties.

Description.—A bumpy road for the first 5m., then very fair surface to Gweebarra Bridge, when the road becomes poor for 2m., then good either to Portnoo or Glenties, though with some rather stiff hills. This is a very pretty road between Gweebarra and Portnoo.

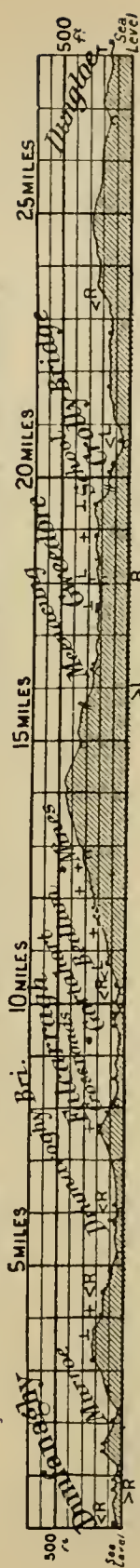
Measurements.—Dungloe.*

9 $\frac{3}{4}$	Gweebarra Bridge.
17 $\frac{3}{8}$	17 $\frac{5}{8}$ Glenties,* or
17 $\frac{3}{8}$	17 $\frac{5}{8}$ Portnoo Hotel.*

ROUTE 169. DUNFANAGHY TO ROSAPENNA.

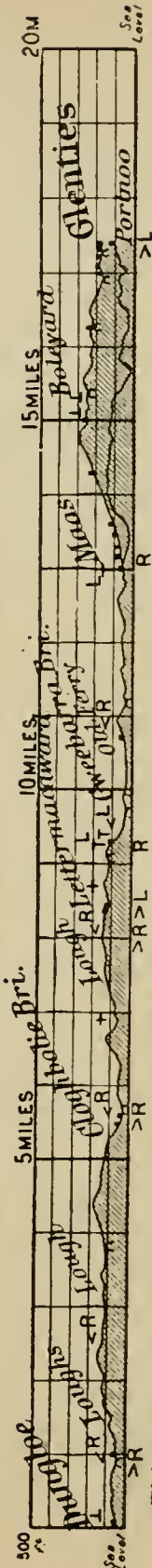


ROUTE 170. DUNFANAGHY TO GWEEDORE AND DUNGLOE.



From Crolla Bridge to Dungloe this road is not shown in many Maps.

ROUTE 171. DUNGLOE TO GLENTIES OR PORTNOO.



This road is seldom shown correctly on Maps. For Portnoo turn R. at 13m.

172 Glenties to Killybegs.

Description.—A very good but undulating road to Ardara, where there is a steep descent (1 in 7); thereafter fairly good, but with rough sections for 5m., and a hill of 1 in 12, after which excellent surface until near Killybegs, when it becomes bumpy.

Measurements.—Glenties.*

6 $\frac{1}{8}$ Ardara.*
16 $\frac{1}{4}$ 10 $\frac{1}{8}$ Killybegs.*

173 Donegal to Killybegs.

Description.—The surface is poor near Donegal, but it gradually improves, and near Dunkineely is in excellent condition until nearing Killybegs, when it becomes bumpy; then it improves a little, and after Largy is a capital road to Carrick; thereafter there is little traffic, and the road is good, but with a bad descent (1 in 8) to Glen. Except this one none of the hills are actually dangerous, though several of them are 1 in 12.

The hills above Bundoran and the whole inlet formation of Donegal are constantly in view. The splendid cliff face of Slieve League near Carrick is not visible from the road, but is the centre point of attraction of this district. The road from Glen to Ardara is for miles a mass of stones, and the zig-zag descent of Glengesh (1 in 7) is the worst hill in all Ireland.

Measurements.—Donegal.*

3 $\frac{7}{8}$ Mountcharles.
11 $\frac{1}{2}$ 7 $\frac{5}{8}$ Dunkineely.*
17 $\frac{1}{2}$ 13 $\frac{5}{8}$ 6 Killybegs.*
28 $\frac{5}{8}$ 24 $\frac{3}{4}$ 17 $\frac{1}{8}$ 11 $\frac{1}{8}$ Carrick.*
34 $\frac{5}{8}$ 30 $\frac{3}{4}$ 23 $\frac{1}{8}$ 17 $\frac{1}{8}$ 6 Glen Hotel.*

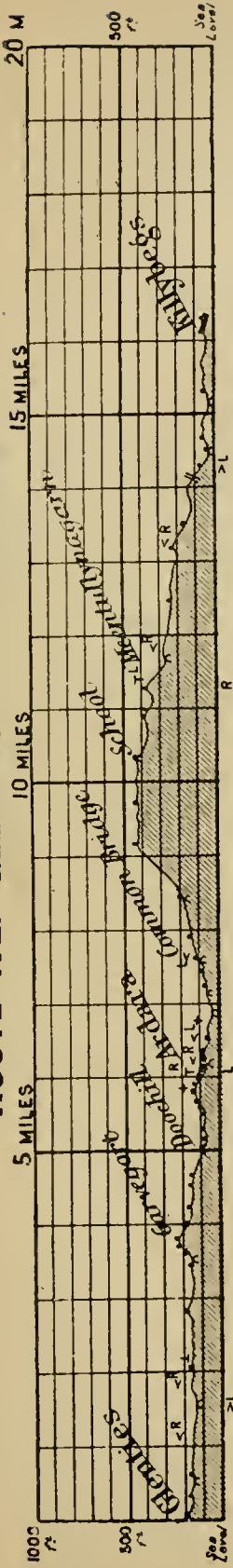
174 Donegal to Bundoran.

Description.—Notwithstanding the heavy traffic, this is one of the superior roads in the county. There is a very stiff hill at 6 $\frac{1}{2}$ m., and another in Ballyshannon. From Ballyshannon to Bundoran the road is stiff, but with equally good surface. (Irish milestones.)

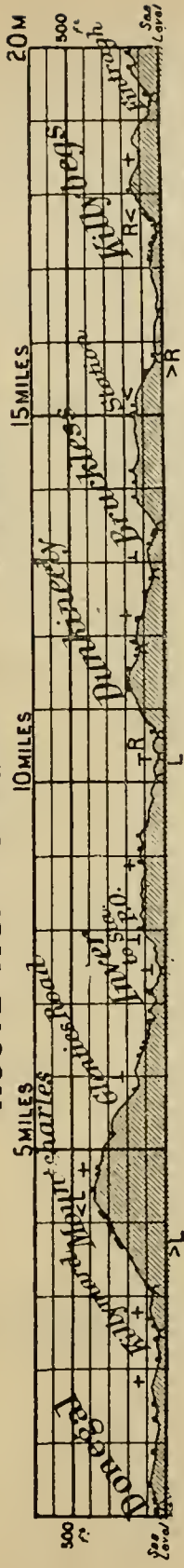
Measurements.—Donegal.*

7 $\frac{1}{2}$ Ballintra.
14 $\frac{1}{4}$ 6 $\frac{3}{4}$ Ballyshannon,* Clock.
18 $\frac{1}{2}$ 11 4 $\frac{1}{4}$ Bundoran,* Bridge.

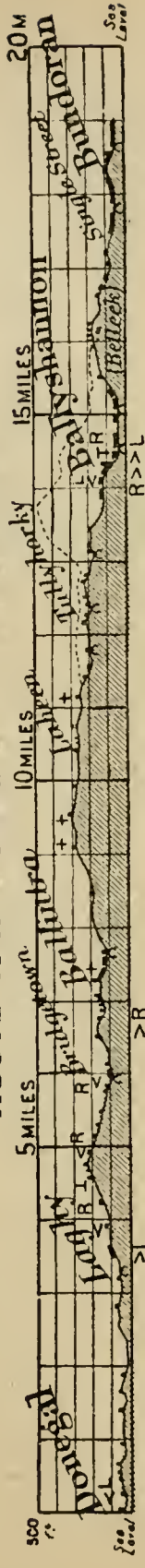
ROUTE 172. GLENTIES TO KILLYBEGS.



ROUTE 173. DONEGAL TO KILLYBEGS.



ROUTE 174. DONEGAL TO BUNDORAN.



The old road to Belleek is shown dotted. The easiest road, however, is *via* Ballyshannon.

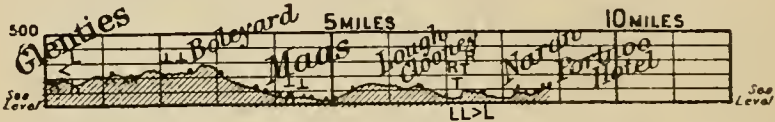
175 Donegal to Glenties.

Description.—As Route 173 for 6m.; thence it is a badly kept road—very bumpy—for 5m., after which it is a superior road, taking the hills with a long steady gradient, to Glenties.

Measurements.—Donegal.*

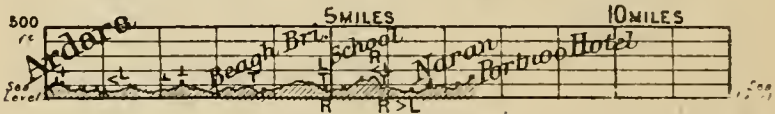
3 $\frac{3}{4}$ Mount Charles.
19 15 $\frac{1}{2}$ Glenties.*

176 Glenties to Portnoo, 8 $\frac{3}{8}$ m.



Description.—An undulating road with fair surface, but after 5m. rather steep, and with a rather dangerous turn on a hill of 1 in 9 at 7 $\frac{1}{4}$ m. The road surface is fair but not good. The scenery of Gweebarra Bay is the great attraction to this place. The road for Dungloe turns off at 4 $\frac{3}{8}$ m. See Route 171.

177 Ardara to Portnoo, 7 $\frac{5}{8}$ m.



Description.—A fair road with innumerable short steep hills of 1 in 10 and 1 in 13, not dangerous, but very trying. Usually the surface is good, but it has a tendency to be bumpy. The hill in Ardara is 1 in 7.



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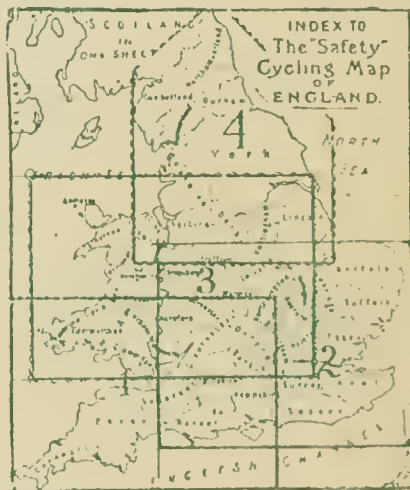
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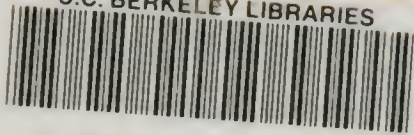
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