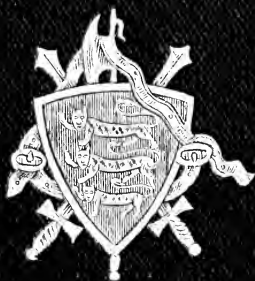


The "Contour"

Road Book of England.

Northern Division.



Numerous
Maps & Plans.

This Volume

Covers the counties of Northumberland, Durham, Yorkshire, Cumberland, Westmorland, Lancashire, Cheshire, and part of Derby and Nottingham.

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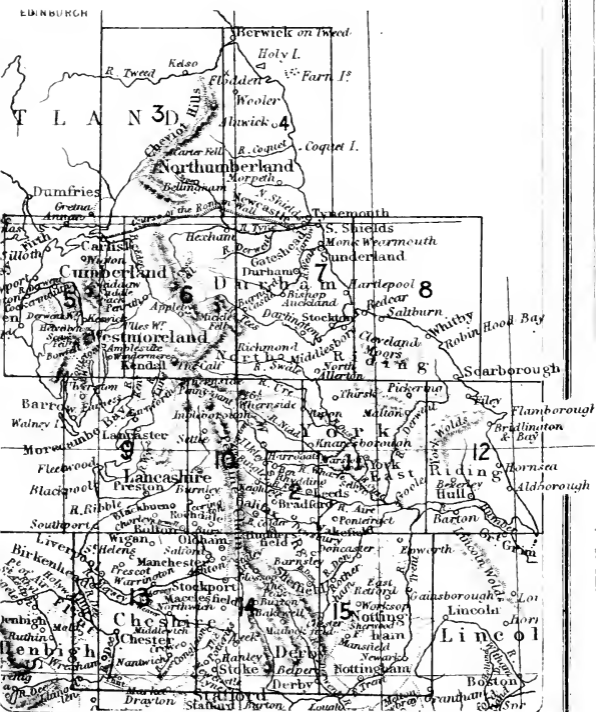
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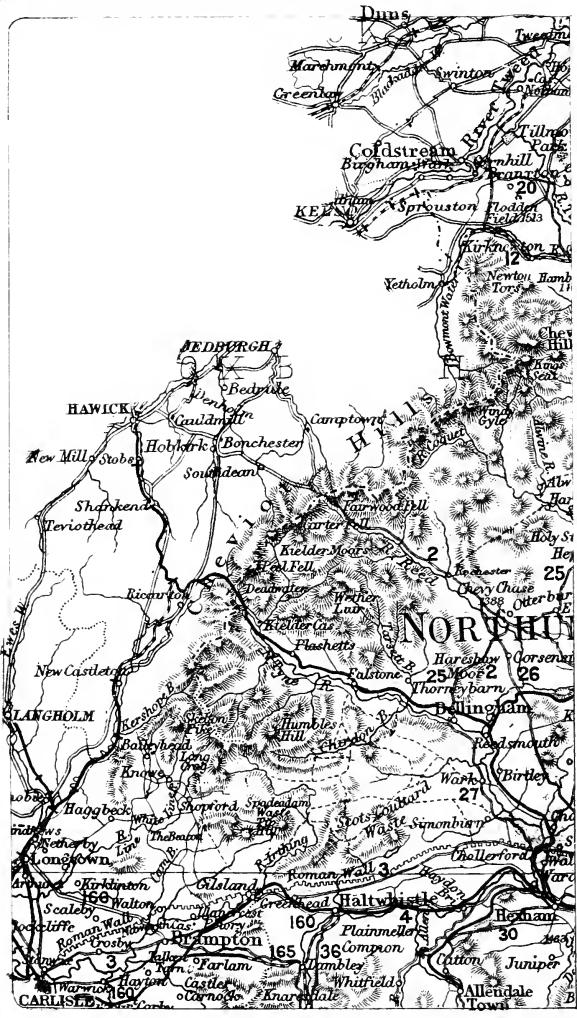
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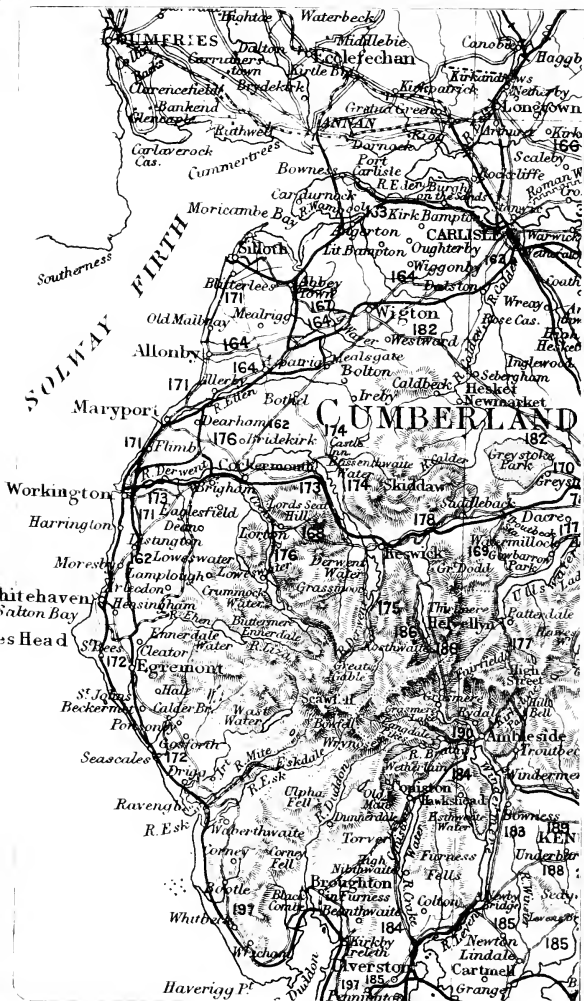
NORTHUMBERLAND

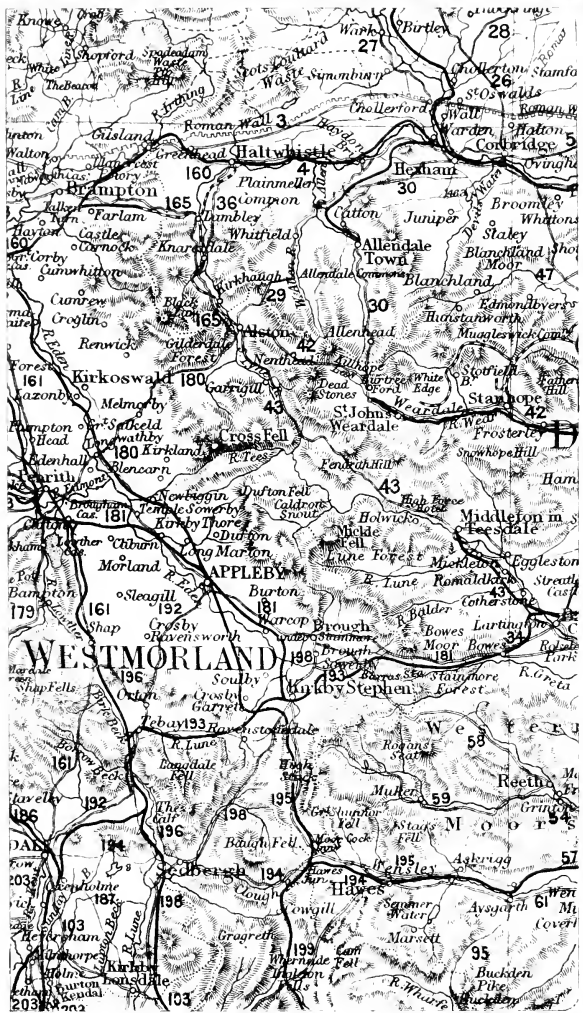
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SUNDERLAND

BERWICK upon TWEED

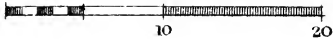
Spittal
 Goswick
 Holy I.
 Holy I.
 Old Law
 Longstone
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 Farne I.
 Snook or N. Sunderland Pt.
 Beadnell Bay
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 Dunstanburgh Castle
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 Boulmer Pt.
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 Lesbury
 Alnmouth
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 Monkwearmouth
 Wearmouth








Scale: 12 Miles to an Inch.



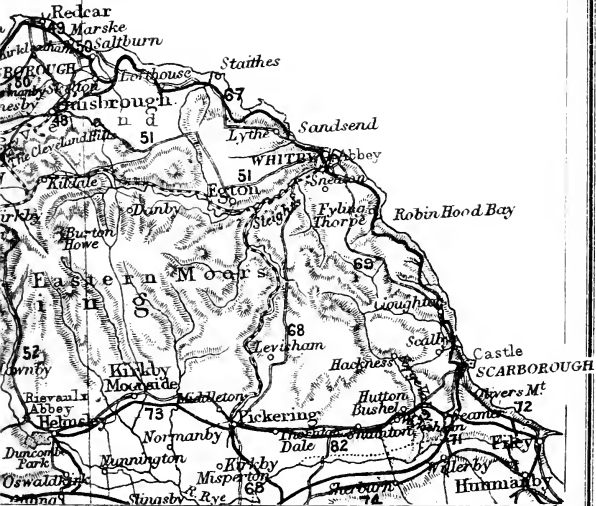
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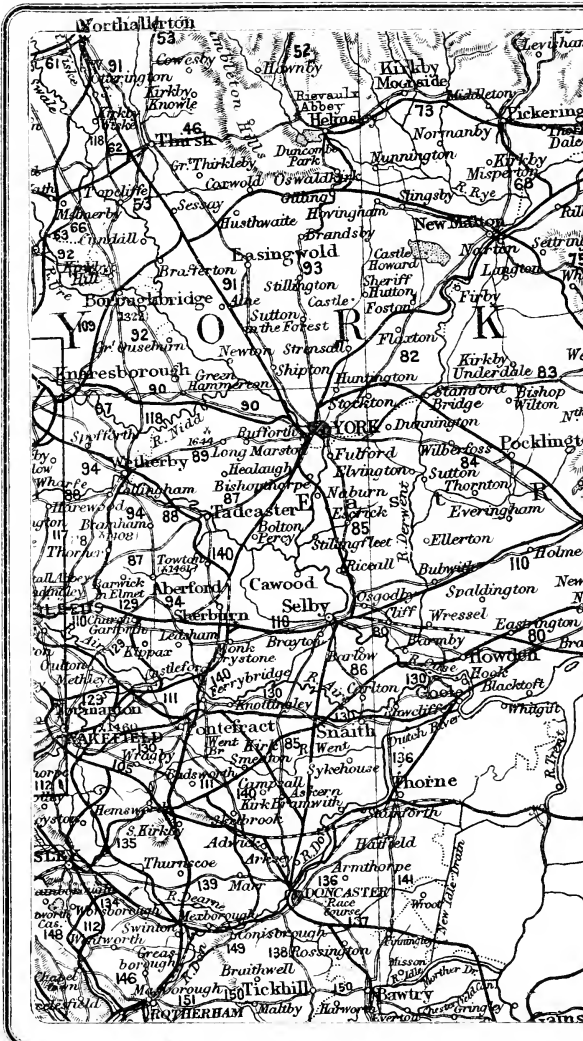
RTLEPOOL

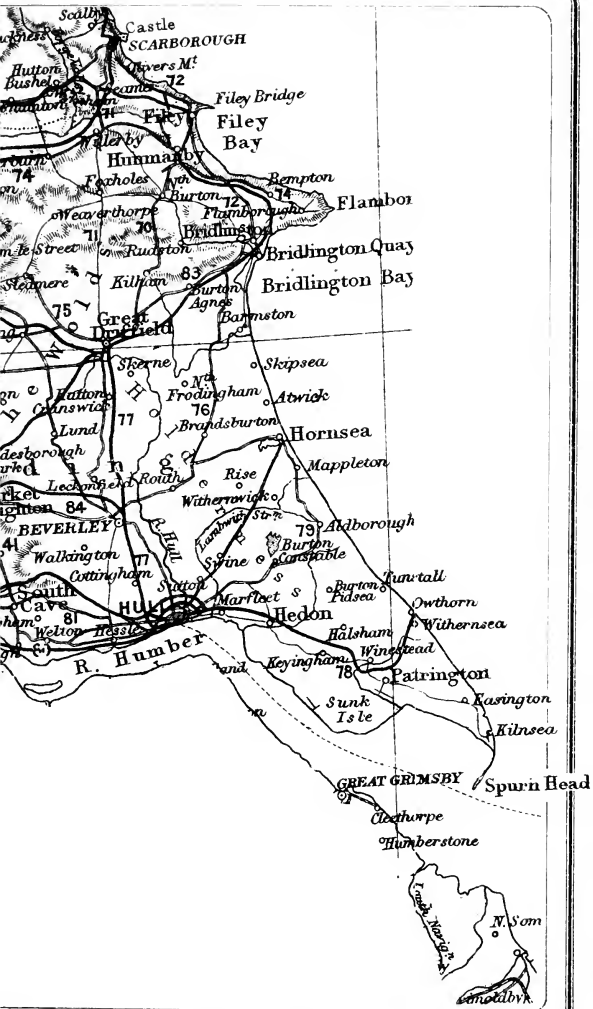
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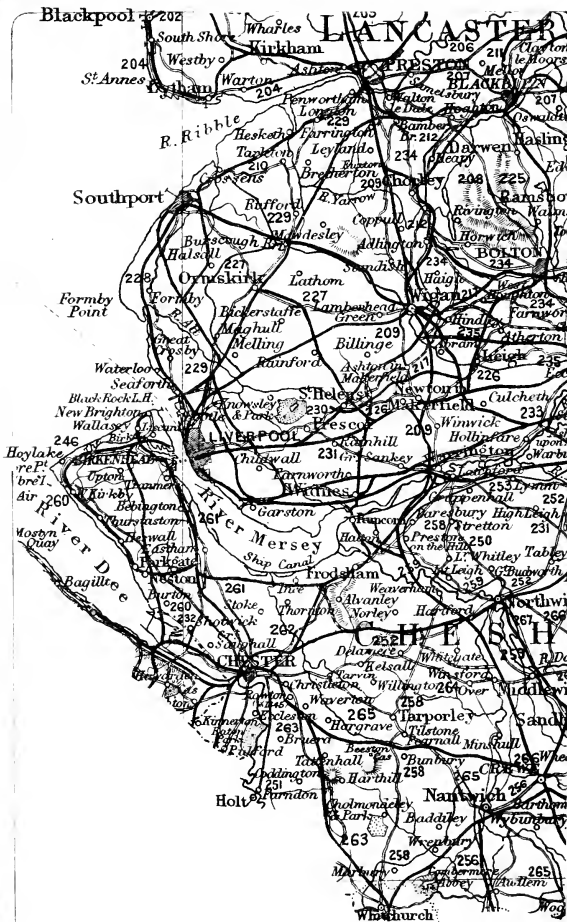


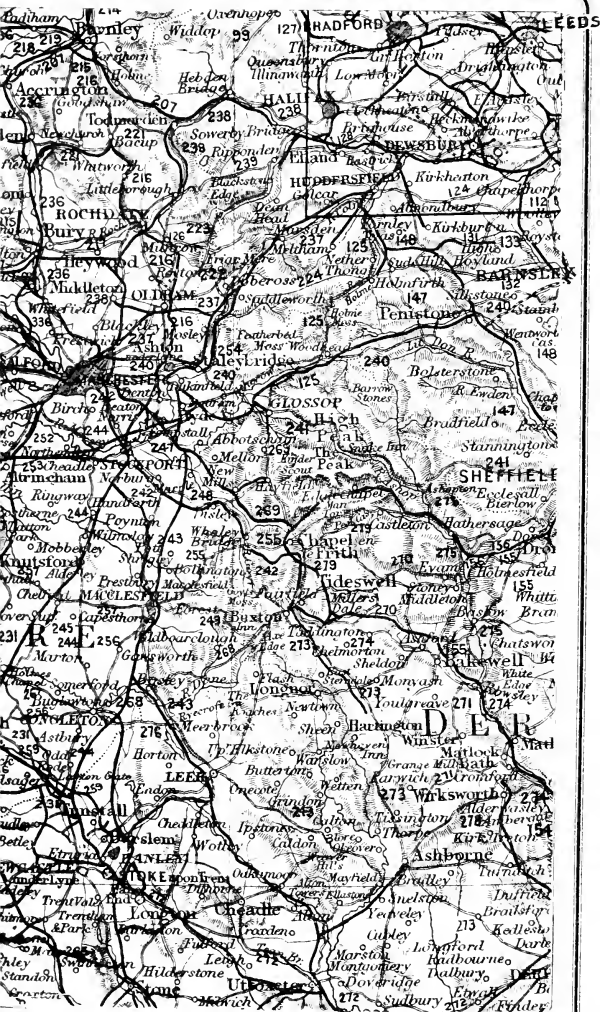












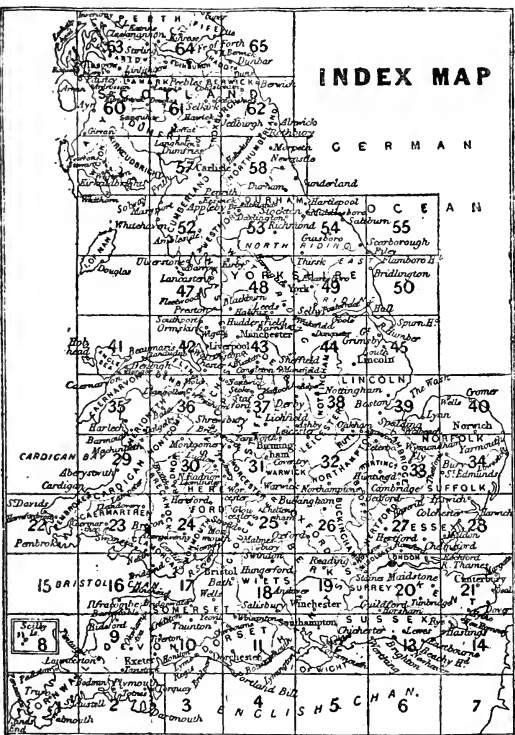


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Preface.

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

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The first part of this work is based to some extent on a manuscript Road Book by Mr. H. Rowell, purchased by the publishers, but as the district covered was very limited the publication was abandoned.

We must express our indebtedness to a number of gentlemen for assistance at various stages of the work.

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CONTENTS.

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

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

Route. NORTHUMBERLAND.

- 1. Alnwick to Berwick.
- 1. " Newcastle.
- 18. " Rothbury.
- 13. " Warkworth, &c.
- 20. " Wooler.
- 1. Belford to Berwick.
- 16. " Coldstream.
- 1. " Newcastle.
- 17. " Wooler.
- 1. Berwick to Newcastle.
- 10. " Wooler.
- 11. " Yetholm.
- 26. Corbridge to Rochester.
- 36. Haltwhistle to Alston.
- 29. Hexham to Alston.
- 27. " Bellingham.
- 4, 160. " Carlisle.
- 35. " Durham.
- 4. " Newcastle.
- 5. " Newcastle.
- 28. " Rothbury.
- 30. " Wearhead.
- 1. Morpeth to Berwick.
- 23. " Blyth.
- 22. " Elsdon.
- 1. " Newcastle.
- 24. " North Shields.
- 21, 19. " Rothbury.
- 13. " Warkworth, &c.
- 21. " Wooler.
- 1. Newcastle to Berwick.
- 8, 118, 109. Bradford.
- 4, 160. " Carlisle.
- 3. " Carlisle.
- 15. " Hartley.
- 5. " Hexham.
- 2. " Jedburgh.
- 8, 118. " Leeds.
- 8. " Northallerton.
- 6. " Shotley Bridge.
- 31. " South Shields.
- 9. " Sunderland, &c.
- 14. " Tynemouth.
- 7. " Wolsingham.
- 8, 91. " York.
- 18. Rothbury to Alnwick.
- 28. " Hexham.
- 19, 21, 1. Newcastle.
- 25. " Otterburn.
- 23. Tynemouth to Blyth.
- 24. " Morpeth.
- 14. " Newcastle.
- 37. " Sunderland.

Route.

- 20. Wooler to Alnwick.
- 17. " Belford.
- 10. " Berwick.
- 20. " Coldstream.
- 12. " Kelso.
- 21. " Morpeth.

DURHAM.

- 43. Barnard Castle to Alston.
- 34. " Durham.
- 34, 193. " Kendal.
- 55. " Middlesbrough.
- 34, 181. " Penrith.
- 60, 92. " York.
- 34. Bishop Auckland to Barnard Castle.
- 34, 47. " Darlington.
- 34. " Durham.
- 39, 45. " Hartlepool.
- 38, 42. " Stanhope.
- 55. Darlington to Barnard Castle.
- 47. " Corbridge.
- 55. " Middlesbrough.
- 8. " Newcastle.
- 8. " Northallerton.
- 46. " Richmond.
- 40. " Staindrop.
- 34. Durham to Barnard Castle.
- 44. " Hartlepool.
- 8. " Newcastle.
- 8. " Northallerton.
- 35. " Shotley Bridge, &c.
- 42. " Stanhope & Alston.
- 33. " Stockton.
- 32. " Sunderland.
- 44. Hartlepool to Durham.
- 45, 9. " Stockton.
- 31, 4. South Shields to Hexham.
- 31. " Newcastle.
- 37. " Sunderland.
- 33. Stockton to Durham.
- 9, 45. " Hartlepool.
- 52. " Helmsley.
- 54. " Richmond.
- 51, 50. " Saltburn.
- 9. " Sunderland.
- 51. " Whitby.
- 53, 91. " York.
- 32. Sunderland to Durham.
- 9, 44. " Hartlepool.
- 9. " Newcastle.
- 37. " South Shields.
- 9. " Stockton.

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133.	" Huddersfield.	147. " Sheffield.
112.	" Leeds.	148. " Sheffield.
240.	" Manchester.	124. " Wakefield.
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66. Boro'bridge to Barnard Cas.		80, 110. " Leeds.
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119. " Dewsbury.		77, 70. " Scarborough.
144. " Dewsbury.		84. " York.
105. " Doncaster.		95. Ilkley to Aysgarth.
121. " Halifax.		101. Keighley to Colne.
109. " Harrogate.		100. " Hebden Bridge.
120. " Huddersfield.		95. " Wharfedale.
87, 110, 80.	Hull.	97. Knaresbrough to Wetherby.
109. " Ilkley.		108. Leeds to Bingley.
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239. " Manchester.		111. " Doncaster.
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122. " Pool.		238. " Halifax.
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139. Doncaster to Barnsley.		118, 8. " Newcastle.
105. " Bradford.		117. " Ripon.
137. " Grantham.		112. " Sheffield.
136, 80. " Hull.		116. " Skipton.
111. " Leeds.		87. " York.
149. " Sheffield.		99. Malham to Coniston, &c.
140. " Tadcaster.		74. Malton to Flamborough.
138. " Worksop.		75, 77. " Hull.
85. " York.		82. " Scarborough.
239. Halifax to Bradford.		68. " Whitby.
145. " Dewsbury.		82. " York.
127. " Huddersfield.		41. Market Weighton to Brough.
127. " Keighley.		55. Middlesbro' to Barnard Cas.
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238. " Manchester.		52. " Helmsley.
239. " Manchester.		53, 118. " Leeds.
109. Harrogate to Bradford.		55, 37, 8. " Newcastle.
94, 140. " Doncaster.		54. " Richmond, &c.
117. " Leeds.		50. " Saltburn.
109, 118, 8. Newcastle.		51. " Whitby.
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116. " Ripon.		61. Northallerton to Hawes.
102. " Skipton.		118. " Leeds.
109, 118, 53. Stockton.		8. " Newcastle.
109, 90. " York.		60. " Richmond.
133. Huddersfield to Barnsley.		91. " York.
120. " Bradford.		98. Otley to Blubberhouses.
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209. " Preston.	247, 241. " Sheffield.
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261. " Liverpool.	
252. " Manchester.	
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265. " Nantwich, &c.	
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262. " Warrington.	
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267, 264. " Chester.	
256. " Crewe, &c.	
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256. " Macclesfield.	
244. " Manchester.	
244. " Newcastle-under-Lyme	
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	273. " Buxton.
	273. " Derby.
	243. " Leek.
	278. " Matlock.
	273. Buxton to Ashbourne.
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	274. " Buxton.
	272. " Newcastle-under-Lyme.
	274. " Matlock.
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50 to 75 " ..	1/6	2/3	3/-	3/-	6/-	9/-
75 to 100 " ..	2/-	3/-	4/-	4/-	8/-	12/-
100 to 150 " ..	2/6	3/9	5/-	5/-	10/-	15/-
150 to 200 " ..	3/-	4/6	6/-	6/-	12/-	18/-
200 to 250 " ..	3/6	5/3	7/-	7/-	14/-	21/-
250 to 300 " ..	4/-	6/-	8/-	8/-	16/-	24/-
300 to 350 " ..	4/6	6/9	9/-	9/-	18/-	27/-
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The North-Eastern and Midland Railways grant special reduced Bicycle rates for their programme of Cycling Tours.

GENERAL NOTES.

The best scenery is undoubtedly to be had in the Lake District and the Peak District of Derbyshire. Next to these are the Yorkshire Coast, and inland watering-places; Ilkley, and the western valleys or "dales." Northumberland is also good, while Cheshire from a cyclist's point of view is an ideal county—level roads—but the scenery consists more of quaint spots than of fine vistas.

The County of Durham and the southern parts of Lancashire and Yorkshire, on account of their collieries and manufactures, form districts avoided by most tourists, though in the midst of these places there are several pretty spots seldom visited by the average tourist.

Main Routes.—On Map I a plan is given of the recommended main routes through the North of England. Many of the manufacturing towns are approached by good enough roads, but they do not commend themselves to the tourist, and it would be confusing to give more than the leading lines.

Ferries.—The length of the ferry is given in brackets after the name in the route.

On the East Coast there are commodious ferries for vehicles every quarter of an hour between North and South Shields (1d.), and between Middlesbrough and Port Clarence (1d.), and at intervals of an hour between Hull and New Holland. There are ferries across the Ouse between Goole and Howden, and several other small ones across the same river at various points.

On the West Coast there is a vehicle ferry across Windermere at Bowness, and large steam ferries between Liverpool and Birkenhead (3d.), Seacombe, New Brighton, Eastham, &c. There is a footpath (Toll) along the railway bridge at Runcorn. The ferry on the Dee at Queen's Ferry is now superseded by a bridge.

Steamers ply regularly between Newcastle and Shields calling at intermediate piers, and there are services on Windermere, Ullswater, and Coniston Lake.

Tourist Approaches from the South.—The best road is undoubtedly the Great North Road from London to Doncaster, and this road should be chosen if at all convenient. The other main routes are hilly, and the surface is not particularly good.

Tourist Approaches from Scotland—The best road for the East Coast is the road by Berwick, as the more direct one by Carter Fell is excessively hilly and rough. For the West Coast the roads from the North to Carlisle are in fine order, but south of Carlisle there is the "barrier" of the Shap Fells, which are best crossed by train. To avoid these follow the Patterdale road to Windermere, for though there is a considerable amount of walking, it is not more than by Shap, and the scenery is ample compensation, as well as the greater frequency of places of refreshment.

Good steamers runs to the principal ports: Newcastle, Middlesbrough, Hull, Liverpool, &c.

Tourist Approaches from Ireland.—The ports at which the Irish Steamers arrive are:—Silloth, Barrow, Morecambe, Fleetwood, Liverpool, and Holyhead. From the first three there are good roads, but from Fleetwood it is best to train to Preston, or any other place out of the south of Lancashire. From Liverpool it is best to cross at once into Cheshire, or train north to Preston, or eastwards to Leeds, or thereabouts. There is a fine coast road from Holyhead to Chester.

EXPLANATION OF DIAGRAMS.

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

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

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

EXPLANATION OF LETTERPRESS.

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

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

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

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

Measurements.—The tabular form gives the distance from any one point to another, the number below the one name and opposite the other being the distance required. For clearness the furlongs have been put in the tables as $\frac{1}{4}$ ths. Places named in brackets, or in italics, are off the route.

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

Hotels or Inns.—It has been found difficult to decide whether certain small houses should be inserted or not. The tourist therefore should not expect much of some of them, especially those in the smaller towns in manufacturing districts, as they are the only accomodation available.

The Contour Road Book of England.

Principal Objects of Interest in some of the principal towns. (Some do not appear in the letterpress):—

Blackburn.—*See Route 207.*

Bolton.—*See Route 234.*

Bradford.—*See Route 87.*

Burnley.—*See Route 207.*

Carlisle.—*See Route 3.*

Chester.—*See Route 252.*

Derby.—*See Route 154.*

Halifax.—*See Route 238.*

Hartlepool.—Promenade, St. Hilda's Church, &c.

Hull.—*See Route 84.*

Leeds.—*See Route 87.*

Liverpool.—*See Route 261.*

Manchester.—Town Hall, Cathedral, Exchange, Infirmary.

Middlesborough.—Town Hall, Park, Museum.

Newcastle.—Castle, Museum, High Level Bridge, Jesmond Dene.

Preston.—*See Route 234.*

Rochdale.—*See Route 238.*

Scarborough.—*See Route 82.*

Sheffield.—*See Route 112.*

Sunderland.—*See Route 9.*

Whitby.—*See Route 51.*

York.—Minster, St. Mary's Abbey, City Walls, Clifford's Tower, Museum.

1

NEWCASTLE TO BERWICK.

Description.—Class I. The road is somewhat lumpy at first, but after Gosforth, has a magnificent surface all the way to Morpeth. The next section to Alnwick is good at first, but after Felton is not nearly so good, and some of the hills are pretty stiff. Dangerous descent to Felton Bridge. This is the only really steep one on the section. Northwards of Alnwick for nearly four miles is a bad piece of road. Particular care must be taken at the descent to Lion Bridge just outside Alnwick, and on the steep hills beyond it, but after these are passed it is a splendid road the whole way to Berwick, with only one steep hill at Belford, dangerous on the reverse journey.

Gradients.—At 9m. 1 in 24; 13m. 1 in 22; 15½m. 1 in 19; 20m. 1 in 25-22; 25m. 1 in 16 (dangerous); 25¼m. 1 in 13 (dangerous); 26½m. 1 in 25; 27¾m. 1 in 20; 28¾m. 1 in 23; 29¼m. 1 in 19; 31¾m. 1 in 24-20; 34¼m. 1 in 10 (dangerous); 34½ to 35¼m. 1 in 11-13-18 (dangerous); 37½m. 1 in 12-15; 44½m. 1 in 18; 48¾m. 1 in 13 (dangerous); 49¼m. 1 in 17; 50¾m. 1 in 19; 62m. 1 in 17.

Milestones.—Measured from Bigg Market, Newcastle. Beyond Morpeth, from Market Place, Morpeth. Beyond Alnwick, from Alnwick Market. Beyond Belford, from Berwick Bridge.

Measurements.

Newcastle,* G.P.O.

10¼ Stannington.*

14¾ 4½ Morpeth.* Town Hall.

25½ 14¾ 10¼ Felton Bridge.*

34 23¾ 19½ 8¾ Alnwick,* Market.

40½ 30¼ 25½ 15¾ 6½ North Charlton.*

48½ 38¾ 33¾ 23½ 14½ 8½ Belford,* Cross.

63½ 53¼ 48½ 38¾ 29½ 23 14¾ Berwick,* Town Hall.

Principal Objects of Interest.—Collieries at first. 4½m., Gosforth Park and Race Course. MORPETH: Castle (fine view), Mitford Castle. 27m., Nelson Monument. ALNWICK: magnificent Castle and gardens, Abbey, Hulne Abbey, Brizlee Tower. 35m., Malcolm's Cross. BELFORD: Bamborough Castle. Beal: road over sands to Holy Island. BERWICK: Walls, Old Bridge, Bell Tower. Charming scenery at Morpeth, Felton, and Alnwick.

Hotels or Inns at places marked*, and at Gosforth, Earsdon, Causeway Park, Newton, Warenford, Beal, Cheswick, Tweedmouth, and (Spital).

2 NEWCASTLE TO JEDBURGH.

Description.—Class II. This road is hilly for the first four miles, but has a very good surface nearly all the way to Kirkwhelpington; thereafter it is rather poor until near Otterburn, where the surface is much better. After Rochester the road degenerates very much, and a few miles beyond Byrness loose stones begin to be met with, which get worse and worse nearing Carter. The road is in a wretched state over Carter Fell, there being very little traffic. At the foot of the hill the surface improves, and is very good near Jedburgh. For the Diagram of the last part of the Road; see Route 6 of the Scotch volume. As a through route to Edinburgh this road is not recommended. The easiest road is by Berwick.

Gradients.—At 4m. 1 in 20; 22m. mostly 1 in 25; 26½ to 29½m. 1 in 20-25-17-20-23; 29¾m. 1 in 21-18; 37½m. 1 in 19-22; 39½m. 1 in 16; 45m. mostly 1 in 18.

Milestones.—Measured from Gallowgate, Newcastle.

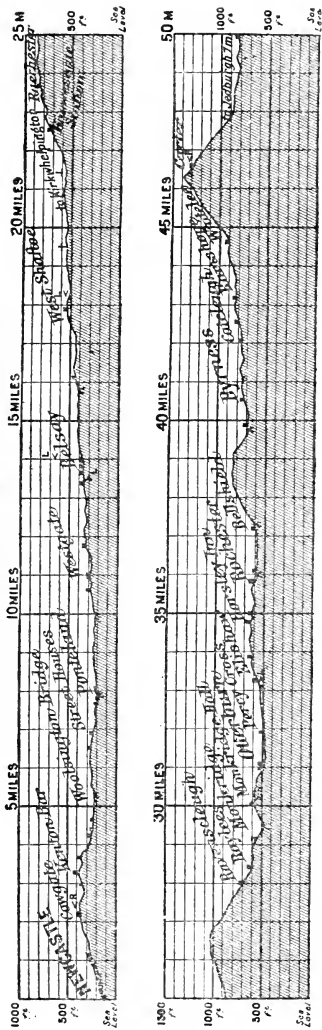
Measurements.

Newcastle,* G.P.O.						
8	Ponteland.*					
14	6	Belsay Inn.*				
(21½	13½	7½	Kirkwhelpington.*)			
31	23	17	9½	Otterburn.*		
34½	26½	20½	13½	3½	Horsley Inn.*	
57	49	43	35½	26½	22½	Jedburgh,* Market.

Principal Objects of Interest.—Ponteland: County Asylum. Belsay: Castle. 31½m., Percy Cross, and Battlefield of Chevy Chase, 1388. 34¾m., Roman Camp. 42m., Reservoir. JEDBURGH: Abbey, ruins. After Belsay this road passes through a considerable amount of moorland country, or the next thing to it.

Hotels or Inns at places marked*, and at Westgate, and Raylees. None between Horsley and Jedburgh.

ROUTE 2. NEWCASTLE TO JEDBURGH.



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.

3 NEWCASTLE TO CARLISLE.

Description.—Class III. Although this is the most direct route it is never used for through traffic between Newcastle and Greenhead. The usual road is by Haltwhistle, Routes 4, and 160. The surface is pretty fair between Newcastle and Chollerford, but after that in addition to many of the hills being exceedingly steep, what surface there is, is wretched, until nearing Greenhead. From Greenhead to Carlisle the surface is fair, but there are a number of very steep hills.

Gradients.—Westgate Road 1 in 15; 2 $\frac{1}{2}$ m. 1 in 14; 4m. 1 in 14; 4 $\frac{1}{2}$ m. 1 in 14; 8 $\frac{1}{2}$ m. 1 in 23; 9 $\frac{1}{2}$ m. 1 in 13; 11m. 1 in 10; 11 $\frac{1}{2}$ m. 1 in 19; 13m. 1 in 16; 14m. 1 in 23; 16 $\frac{1}{2}$ m. 1 in 20; 21m. 1 in 13-10-13-12-11; 22 $\frac{1}{2}$ m. 1 in 9-11-16; 23 $\frac{1}{2}$ m. 1 in 11; 24m. 1 in 14; 29m. 1 in 15-21; 31m. 1 in 21; 35m. 1 in 23-14-9; 35 $\frac{1}{2}$ m. 1 in 20; 37m. 1 in 13; 38 $\frac{1}{2}$ m. 1 in 10-9-8; 38 $\frac{3}{4}$ m. 1 in 9-17-15; 43m. 1 in 16-20-15; 44 $\frac{1}{2}$ m. 1 in 15; 46 $\frac{1}{2}$ m. 1 in 15-20; 49 $\frac{1}{2}$ m. 1 in 20; 56 $\frac{1}{2}$ m. 1 in 16-14. Nearly all dangerous.

Milestones.—In Northumberland, measured from foot of Westgate Hill; in Cumberland, from Market Pl., Carlisle.

Measurements.

Newcastle,* G.P.O.

7 $\frac{1}{2}$ Heddon-on-Wall.*

16 $\frac{3}{4}$ 9 $\frac{1}{4}$ Stagshaw Bank.*

21 $\frac{1}{2}$ 14 4 $\frac{3}{4}$ Chollerford.*

38 $\frac{1}{2}$ 31 21 $\frac{3}{4}$ 17 Greenhead.*

47 $\frac{1}{8}$ 39 $\frac{3}{8}$ 30 $\frac{3}{8}$ 25 $\frac{3}{8}$ 8 $\frac{3}{8}$ Brampton,* Market.

56 $\frac{3}{8}$ 49 $\frac{3}{8}$ 39 $\frac{3}{8}$ 35 $\frac{3}{8}$ 18 $\frac{3}{8}$ 9 $\frac{1}{2}$ Carlisle,* Market Place.

Principal Objects of Interest.—A moorland road most of the way. The point of special interest in the route is that the Roman Wall and Fosse follow the road at a short distance, and can be clearly seen at various points. BRAMPTON: Lanercost Priory, Naworth Castle. CARLISLE: Cathedral, Prison.

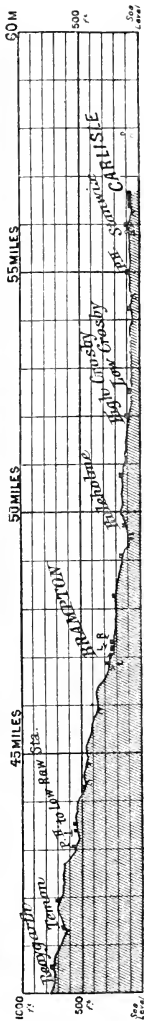
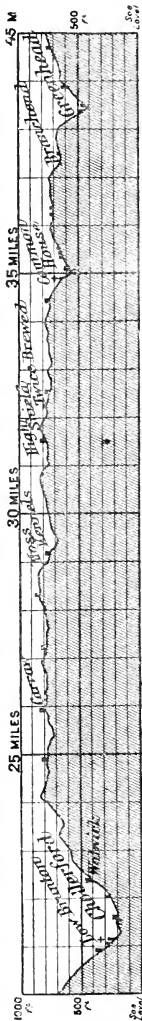
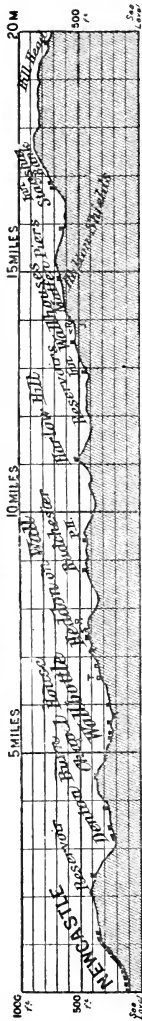
Hotels or Inns at places marked *, and at Walbottle, and Harlow Hill.

4 NEWCASTLE TO HALTWHISTLE.

Description.—Class II. The road is easy with fairly good surface to Blaydon, after which until near Stocksfield it is somewhat hilly, but with good surface. Thence to Haltwhistle is a magnificent and easy road. Care should be taken at the turn descending to Stocksfield.

Milestones.—Measured from Gateshead as far as Dilston; thereafter from Newcastle *via* Heddon-on-Wall.

ROUTE 3. NEWCASTLE TO CARLISLE.



(Route 4 continued)

Gradients.—At 5½m. 1 in 23-20; 10m. 1 in 15; 13m. 1 in 20-19; 35m. 1 in 21.

Measurements.

Newcastle,* G.P.O.

4½ Blaydon.

10½ 6 Prudhoe.*

(18¾ 14¼ 8¼ Corbridge.*)

21¾ 17¼ 11¼ 3¼ Hexham,* P.O.

28½ 24 18 10½ 6¾ Haydon Bridge.*

37¾ 32¾ 26¾ 19¾ 15¾ 8¾ Haltwhistle,* Town Hall.

Principal Objects of Interest.—Very pretty scenery on the Banks of the Tyne. Prudhoe: Castle. 13½m., Bywell Castle. 19m., Dilston Castle. HEXHAM: Abbey, Moot Hall, Keep, Battlefield 1464. Haltwhistle: Bellister Cas.

Hotels or Inns at places marked *, and at Stocksfield, Riding Mill, and Bardon Mill.

5**NEWCASTLE TO HEXHAM.**

Description.—Class III. Good surface but exceedingly hilly for the first five miles; thereafter easier, but very stiff if taken in the reverse direction.

Gradients.—At ¾m. 1 in 15; 2¾m. 1 in 14-16; 4m. 1 in 15; 4¾m. 1 in 15; 8¾m. 1 in 16; 9¾m. 1 in 17; 11m. 1 in 15-25; 16¾m. 1 in 20. The hills are straight, none really dangerous.

Milestones.—Measured from the foot of Westgate Hill, Newcastle,—tolerably correct.

Measurements.

Newcastle,* G.P.O.

7½ Heddon-on-Wall.*

16¾ 9¾ Corbridge.*

20½ 13 3¾ Hexham,* P.O.

Principal Objects of Interest.—Roman Wall, and Fosse. 2¾m., Benwell Tower. Pretty scenery at Denton Dene, Walbottle Dene, and at Corbridge.

Hotels or Inns where marked *, Walbottle, and Horsley.

6**NEWCASTLE TO SHOTLEY BRIDGE.**

Description.—Class II. At first the road is lumpy, but after Scotswood the surface is fine and the hills easy.

Gradients.—At 4¾m. 1 in 18; 9½m. 1 in 17; 12¾m. 1 in 24.

Measurements.

Newcastle,* G.P.O.

4¼ Derwent Bridge.

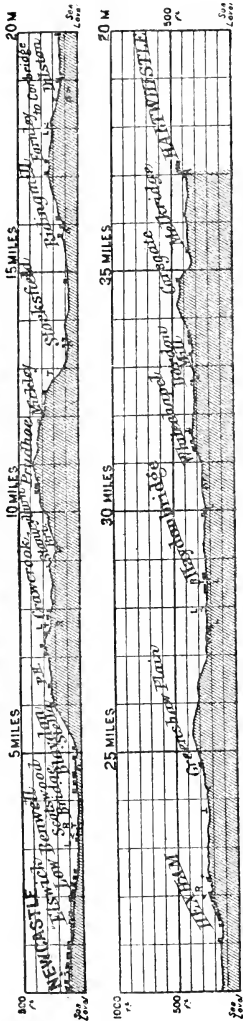
7½ 3¼ Rowlands Gill.*

12¾ 8¾ 5½ Ebchester.*

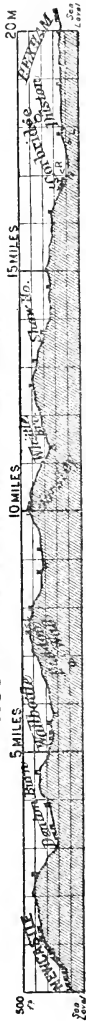
14½ 10¼ 7 1½ Shotley Bridge.*

Principal Objects of Interest.—7½m., Gibside, and Ornamental Column, Friarside. Charming scenery.

ROUTE 4. NEWCASTLE TO HALTWHISTLE.



ROUTE 5. NEWCASTLE TO HEXHAM.



ROUTE 6. NEWCASTLE TO SHOTLEY BRIDGE.



7 NEWCASTLE TO WOLSINGHAM.

Description.—Class III. The first 12 miles being through colliery district are rough, while the hills are exceedingly steep. The road is also very poor near Wolsingham.

Gradients.—At $\frac{3}{4}$ m.1/20; $1\frac{1}{2}$ m.1/15; $2\frac{3}{4}$ m.1/14; 4m.1/10; 5m.1/13; 6m.1/15; 7m.1/13; $7\frac{1}{4}$ m.1/10; $8\frac{3}{4}$ m.1/16; 10m.1/17; 13m.1/10; $14\frac{1}{4}$ m.1/10; $16\frac{1}{2}$ m.1/10; 17m.1/11; 21m.1/10; $22\frac{1}{2}$ m.1/10-20-12-11. Nearly all dangerous.

Measurements.

Newcastle,* G.P.O.
 $11\frac{1}{2}$ Annfield Plain.*
 14 $2\frac{3}{4}$ Lanchester.*
 $23\frac{1}{4}$ $12\frac{3}{8}$ $9\frac{1}{4}$ Wolsingham,* Town Hall.

Principal Objects of Interest.— $4\frac{1}{2}$ m., Ravensworth Cas., Lanchester; Church. $15\frac{3}{4}$ m., Coldpik Hall.

8 NEWCASTLE TO NORTHALLERTON.

Description.—Class I. Cross the Tyne by the High Level Bridge (Toll). The road is very lumpy as far as Birtley, and is crossed frequently by colliery lines. After that the surface is much better,—though pretty hilly—to Durham. The streets leading to the Market Place in Durham are steep and narrow. From Durham to Ferryhill is very hilly, but after that it is a magnificent road all the way to Northallerton. Care will be required at the hills at Chester-le-Street, Durham, Sunderland Bridge, & Ferryhill.

Gradients.—At $\frac{3}{4}$ m.1/26; $7\frac{1}{4}$ m.1/22; $9\frac{1}{2}$ m.1/18-12; 14m.1/20; $15\frac{1}{2}$ m.1/18; $16\frac{1}{4}$ m.1/21; 18m.1/13; 21m.1/13; $21\frac{3}{4}$ m.1/17.

Milestones.—Measured from south end of High Level Bridge to Sunderland Bridge; thereafter from Darlington Market. Beyond Darlington, from Northallerton Cross.

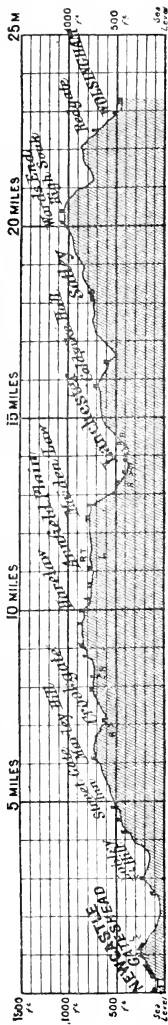
Measurements.

Newcastle,* G.P.O.
 $8\frac{1}{4}$ Chester-le-Street.*
 $14\frac{1}{2}$ $6\frac{1}{4}$ Durham,* Market Place.
 $21\frac{1}{4}$ 13 $6\frac{3}{4}$ Ferryhill.*
 $27\frac{3}{8}$ $19\frac{5}{8}$ $13\frac{3}{8}$ $6\frac{3}{8}$ Aycliffe.*
 $33\frac{3}{8}$ $24\frac{3}{8}$ $18\frac{5}{8}$ $11\frac{1}{8}$ $5\frac{1}{4}$ Darlington,* Clock.
 $41\frac{1}{4}$ 33 $26\frac{3}{4}$ 20 $13\frac{3}{8}$ $8\frac{1}{2}$ High Entercommon.*
 $49\frac{1}{4}$ 41 $34\frac{3}{4}$ 28 $21\frac{3}{8}$ $16\frac{1}{2}$ 8 Northallerton,* Cross.

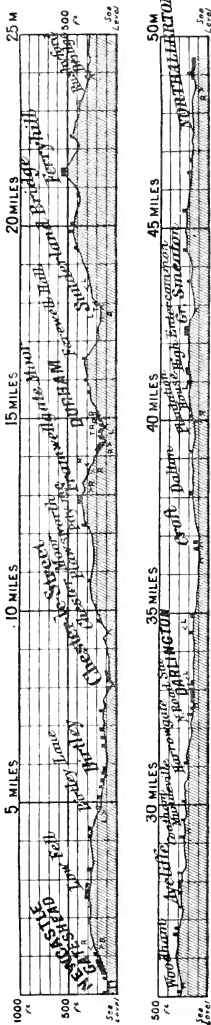
Principal Objects of Interest.—Birtley: Hall. Chester-le-Street: Church, Lambton & Lumley Castles. DURHAM: Cathedral, Castle, Finchale Abbey. Croft: Spa, "Hell Kettles." DARLINGTON: Ch., Public Park, Library. $47\frac{1}{4}$ m., Standard Hill, Battlefield, 1138. NORTHALLERTON: Church.

Hotels or Inns at places marked *, and at Birtley, Framwellgate, Sunderland Bridge, Aycliffe, Croft, & Gt. Smeaton.

ROUTE 7. NEWCASTLE TO WOLINGHAM.



ROUTE 8. NEWCASTLE TO NORTHALLERTON.



9 NEWCASTLE TO STOCKTON.

Description.—Class I. & II. A lumpy road, owing to heavy traffic, all the way to Sunderland. Between Sunderland and Stockton the surface generally is good, but there are some stiff hills between Ryton and Sheraton, and several will require to be taken carefully. The road is a little rough near Seaton and Castle Eden.

Gradients.—At 17m. 1 in 16-21; 17½m. 1 in 17; 20¼m. 1 in 15; 24m. 1 in 14; 25½m. 1 in 20.

Milestones.—Measured from Gateshead. Between Sunderland and Sheraton, from Sunderland Pier; after Sheraton, from Market House, Stockton.

Measurements.

Newcastle,* G.P.O.

2¼ Felling.*

7 4½ West Boldon.*

11½ 9½ 4½ Sunderland,* Station.

(18¼ 16 11¼ 6½ Seaham,* Harbour.)

24½ 22¼ 17½ 12½ 9¼ Castle Eden,* Inn.

33¼ 31 26½ 21½ 18 8¼ Wolviston.*

38½ 35½ 31½ 26½ 22½ 13½ 4½ Stockton,* Town Clock,

Principal Objects of Interest.—SUNDERLAND: Town Hall, Bridge, Monkwearmouth Church, Roker, Hilton Castle, 18m., Dalton Tower. 20m., Hawthorne Dene. Castle Eden: Hall, and Dene, very pretty. Wolviston: Wynyard Park.

10 BERWICK TO WOOLER.

Description.—Class II. The surface is good the whole way to Wooler, and only two of the hills are really steep.

Gradients.—At 1½m. 1 in 17; 5¼m. 1 in 13; 8¾m. 1 in 20; 13m. 1 in 17-24-20; 16¾m. 1 in 10.

Milestones.—At first, measured from Berwick Bridge; after Scremerston, from Morpeth.

Measurements.

Berwick,* Town Hall.

5½ Ancroft.*

(10 4½ Lowick,* Inn.)

13½ 8½ 5½ Doddington,* P.O.

16½ 11½ 8½ 2¼ Wooler Station.

16½ 11½ 8½ 3 ¼ Wooler,* Cross.

Principal Objects of Interest.—Ancroft: Church. Doddington: Peel, Dod Well. WOOLER: Castle, Kettles Camp, Chillingham Castle, Cheviot, Yeavinger Bell; numerous charming walks in vicinity.

Hotels or Inns at places marked*.

11 BERWICK TO YETHOLM.

Description.—Class III. The road has a fair surface as far as Flodden, but some of the hills are very steep; thereafter the road is poor, with short steep hills, but improving in quality near Yetholm.

Gradients.—At 2m. 1 in 17; 3m. 1 in 21; 4m. 1 in 14; 5m. 1 in 16. The other hills are mostly short.

Milestones.—Measured from Tweedmouth.

Measurements.

Berwick,* Town Hall.

10½ Etal.*

11¾ 1½ Ford* Bridge.

19½ 8½ 7¾ Mindrum Mill.

28¼ 18 12½ 9½ Yetholm,* P.O.

Principal Objects of Interest.—Etal: Castle. 13½m., Flodden Battlefield, 1513.

12 WOOLER TO KELSO.

Description.—Class III. As far as Akeld the road is good, but after that it is hilly—and rough beyond Kirknewton—with rather poor surface until nearing Kelso, when the road improves.

Gradients.—At 8m. 1 in 12; 13m. 1 in 20; 20m. 1 in 15 (dangerous).

Measurements.

Wooler.*

5¾ Kirknewton.

10¾ 5¼ Mindrum Mill.

20¾ 14¾ 9½ Kelso,* Square.

Principal Objects of Interest.—2m., Battlefield, Homildon Hill, 1402. Kelso: Abbey, Floors Castle.

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

13 ALNWICK TO MORPETH.

Description.—Class III. This route by Warkworth is a fair county road, undulating, and rather narrow. The descent near Morpeth is dangerous. Alnmouth* is 1m. distant at 3¼m.

Gradients.—At 1¼m. 1 in 20; 2m. 1 in 16; 22m. 1 in 11 (dangerous).

Measurements.

Alnwick,* Market Place.

7½ Warkworth,* Cross.

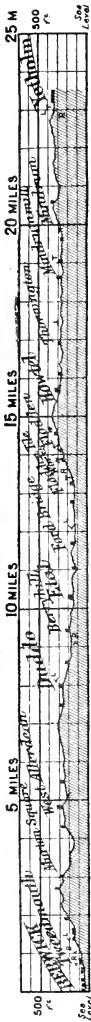
14¼ 7½ Widdrington.*

23½ 16 8½ Morpeth,* Town Hall.

Principal Objects of Interest.—Warkworth: Castle. Collieries near Morpeth. MORPETH: as Route 1.

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

ROUTE 11. BERWICK TO YETHOLM.



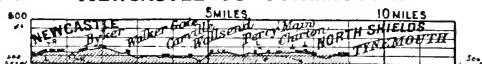
ROUTE 12. WOOLER TO KELSO.



ROUTE 13. ALNWICK TO MORPETH. (By Warkworth.)



14 NEWCASTLE TO TYNEMOUTH.



Description.—Class I. The first few miles are rather lumpy, but the rest of the road has good surface. For North Shields Ferry turn to the right at 6 $\frac{3}{4}$ m.

Gradients.—At Wallsend 1 in 14 (dangerous).

Measurements.

Newcastle, * G.P.O.

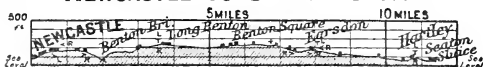
4 $\frac{1}{2}$ Wallsend, * Church.

7 $\frac{3}{4}$ 3 $\frac{1}{4}$ North Shields, * Church (or Ferry).

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

Principal Objects of Interest.—Numerous Manufactories, &c., of all kinds. Tynemouth: Castle, and Priory.

15 NEWCASTLE TO SEATON SLUICE.



Description.—Class III. The surface is only fairly good, as the road runs through colliery district.

Gradients.—At Benton Br. 1 in 10, both sides (dangerous).

Measurements.

Newcastle, * G.P.O.

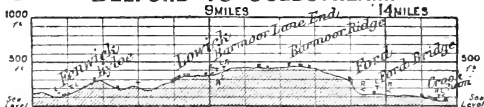
8 Earsdon.*

10 $\frac{5}{8}$ 2 $\frac{5}{8}$ Hartley.*

11 $\frac{1}{4}$ 3 $\frac{1}{4}$ $\frac{5}{8}$ Seaton Sluice.*

Principal Objects of Interest.—2m., Jesmond Dene. Earsdon: Church. Hartley: Obelisk, Seaton Delaval Cas.

16 BELFORD TO COLDSTREAM.



First 4 miles as Route 1; the last 5 miles as Route 20.

Description.—Class III. A fairly good cross country road, but with dangerous descent at Ford.

Gradients.—At 5 $\frac{1}{4}$ m. 1 in 24; 13 $\frac{1}{2}$ m. 1 in 12 (dangerous).

Measurements.

Belford, * Cross.

8 $\frac{1}{4}$ Lowick, * Inn

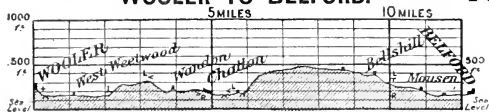
13 $\frac{5}{8}$ 5 $\frac{3}{8}$ Ford Bridge.

20 $\frac{7}{8}$ 12 $\frac{5}{8}$ 7 $\frac{1}{4}$ Coldstream, * Market.

Principal Objects of Interest.—Ford: Castle. 14m., Flodden Battlefield, 1513. 17 $\frac{3}{4}$ m., King's Stone.

WOOLER TO BELFORD.

17



Description.—Class III. The surface is fair, but the hills are very steep.

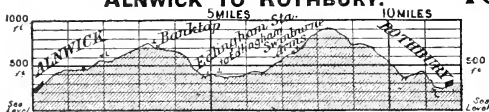
Gradients.—At $\frac{1}{2}$ m. 1 in 10; $2\frac{1}{2}$ m. 1 in 12; $3\frac{1}{2}$ m. 1 in 14; 6m. 1 in 13; $9\frac{1}{2}$ m. 1 in 13.

Measurements.—From Wooller, * Cross. $4\frac{1}{2}$ m. Chatton.* $12\frac{3}{8}$ m. Belford, * Cross.

Principal Objects of Interest.—Chatton: Chillingham Castle to S. Belford: Hall.

ALNWICK TO ROTHBURY.

18



Description.—Class III. The surface is fair at first, but soon becomes very rough, while all the hills are dangerously steep. The better road is going by side roads *via* Long Framlington and Newton, or by Routes 1 and 19.

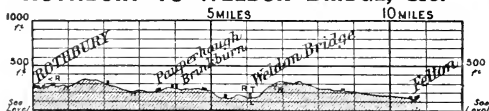
Gradients.—1 in 11 out of Alnwick, then 1 in 19-17. At $4\frac{1}{2}$ m. 1 in 9-11; $6\frac{1}{2}$ -8m. 1 in 13-19-23-10; 9m. 1 in 12; 10m. 1 in 10-16-12; 11m. 1 in 10-14.

Measurements.—Fr. Alnwick, * Market. $11\frac{3}{8}$ m. Rothbury. *

Principal Objects of Interest.—Moorland road, but commanding fine views. 11m., Cragside.

ROTHBURY TO WELDON BRIDGE, &C.

19



Description.—Class III. A good undulating road to Weldon Bridge. The continuation to Felton is a fair country road.

Gradients.—At $3\frac{1}{2}$ m. 1 in 17; $5\frac{1}{2}$ m. 1 in 13; $6\frac{1}{2}$ m. 1 in 14.

Measurements.—From Rothbury.* $6\frac{1}{2}$ m. Weldon Bri.* $10\frac{1}{8}$ m. Felton Bridge.*

Principal Objects of Interest.—1m., Cragside, Rievers' Well. 4m., Brinkburn Priory.

Hotels or Inns at places marked.*

20 ALNWICK TO COLDSTREAM.

Description.—Class II. There is a dangerous descent out of Alnwick with a correspondingly steep ascent on the other side; thereafter the road—though somewhat hilly—has a good surface, and nearing Wooler becomes very fine; this continues all the way to Coldstream. Wooler lies on the hill to the west of the road.

Gradients.—At $\frac{1}{2}$ and $\frac{3}{4}$ m. 1 in 14 (dangerous); $2\frac{1}{2}$ m. 1 in 19; 3m. 1 in 17; $7\frac{1}{2}$ m. 1 in 21; 8m. 1 in 21; 9m. 1 in 25. To Wooler town 1 in 12.

Milestones.—After Wooler, measured from Morpeth.

Measurements.

Alnwick,* Market Place.

$7\frac{1}{4}$ Eglingham.*

$17\frac{3}{8}$ $10\frac{1}{8}$ Wooler,* Station (or Cross).

23 $15\frac{1}{4}$ $5\frac{3}{8}$ Milfield.*

$30\frac{1}{8}$ $22\frac{7}{8}$ $12\frac{1}{4}$ $7\frac{1}{8}$ Cornhill.*

$31\frac{3}{8}$ $24\frac{3}{8}$ $14\frac{1}{4}$ $8\frac{3}{8}$ $1\frac{1}{2}$ Coldstream,* Market.

Principal Objects of Interest.— $2\frac{1}{2}$ m., Hulne Abbey. WOOLER: Castle, Kettles Camp, Cheviot, Yeavinger Bell. $24\frac{1}{4}$ m., Battlefield of Flodden, 1513.

Hotels or Inns at places marked *, Akeld, and Pallinsburn.

21 MORPETH TO WOOLER.

Description.—Class II. The surface is good between Morpeth and Weldon Bridge, but beyond that—until near Bridge of Aln—the surface is very poor; thereafter the road is very good, with easy gradients. The descent to Weldon Bridge is dangerous.

Gradients.—At $5\frac{1}{2}$ m. 1 in 13-25; 8 to 9m. 1 in 20-13-20-14 (dangerous); $9\frac{1}{2}$ m. 1 in 19; $10\frac{3}{8}$ m. 1 in 18; 17m. 1 in 23; $31\frac{1}{4}$ m. 1 in 12.

Milestones.—Measured from Clock Tower, Morpeth.

Measurements.

Morpeth,* Town Hall.

$9\frac{1}{4}$ Weldon Bridge.*

$15\frac{3}{8}$ $6\frac{1}{8}$ Swinburne Arms.

$19\frac{1}{4}$ 10 $3\frac{3}{8}$ Bridge of Aln Inn.*

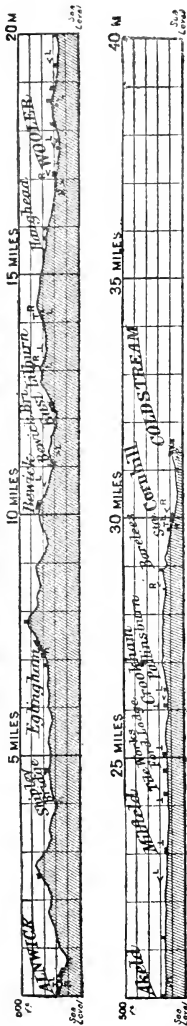
$22\frac{1}{4}$ $13\frac{1}{4}$ $7\frac{1}{4}$ $3\frac{1}{4}$ Powburn.*

$31\frac{1}{4}$ 22 $15\frac{3}{8}$ 12 $8\frac{3}{8}$ Wooler,* Station (or Cross).

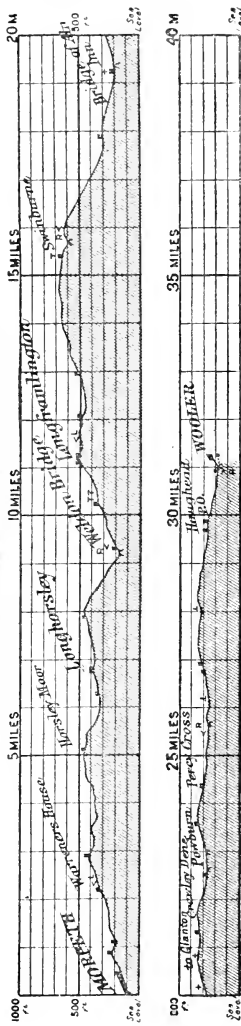
Principal Objects of Interest.—Prettyscenery at Weldon Bridge. $24\frac{1}{4}$ m., Percy Cross. $24\frac{3}{8}$ m., Battlefield, 1463, and Percy's Leap. WOOLER: as above.

Hotels or Inns at places marked *, and at Longhorsley, Longframlington, and (Glanton). None at Swinburne.

ROUTE 20. ALNWICK TO COLDSTREAM.



ROUTE 21. MORPETH TO WOOLER.



22 MORPETH TO ELSDON.

Description.—Class III. The surface is tolerable as far as Harwood Gate, but the road is narrow and excessively undulating; thereafter it is a loose stony road, with a rough and very dangerous descent to Elsdon.

Gradients.—At 5m. 1 in 19; 10m. 1 in 17; 11m. 1 in 16; 13m. 1 in 19; 18 to 19m. 1 in 13-18-16-13-11 (dangerous).

Measurements.

Morpeth,*	Town Hall.
9½	Longwitton.
13½	4½ Harwood Gate.
19½	10½ 6 Elsdon.*

Principal Objects of Interest.—2m., Old Mitford Castle (ruin). 9½m., Longwitton: Hall, & Dene. 11½m., Rothley "Castle." Elsdon: Castle, Mote Hills.

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

23 MORPETH TO TYNEMOUTH.

Description.—Class II. The road is lumpy as far as Blyth, and somewhat soft between Blyth and Hartley, but after that it is a splendid road to Tynemouth.

Gradients.—At ½m. 1 in 20-15-13 (dangerous); 6¾m. 1 in 11; and 7m. 1 in 12 (both dangerous).

Milestones.—Measured from Morpeth Bridge.

Measurements.

Morpeth,*	Town Hall.
6¼	Bedlington,* Cross.
10¾	4½ Blyth.*
15	8¾ 4½ Hartley.*
17¾	11½ 7½ 2½ Whitley.*
20	13¾ 9¼ 5 2½ Tynemouth.*

Principal Objects of Interest.—Collieries as far as Blyth. Fine rocky coast Hartley to Tynemouth. 14m., Seaton Delaval Hall. TYNEMOUTH: Cas., Priory, Tyne Piers.

24 MORPETH TO NORTH SHIELDS.

Description.—Class II. This is a good road on the whole, but the colliery traffic makes it rough in parts.

Gradients.—At ½m. 1 in 13; 5m. 1 in 14 both sides (dangerous); 12m. 1 in 12 both sides (dangerous); 17m. 1 in 14.

Milestones.—Measured from Christ Church, N. Shields.

Measurements.

Morpeth,*	Town Hall.
5	Hartford Bridge.
10	5 Seaton Delaval,* Station.
13	8 3 Earsdon.*
16½	11½ 6½ 3½ North Shields,* Christ Church.
16½	11½ 6½ 3½ Tynemouth.*

Principal Objects of Interest.—Collieries at intervals all the way. 10m., Seaton Delaval Hall. **TYNEMOUTH:** as above.

Hotels or Inns at places marked *.

25 ROTHBURY TO BELLINGHAM.

Description.—Class III. The road is pretty good as far as Hepple, but from there to Elsdon is both steep and rough. For the next 3 miles the surface is good, but thereafter to Bellingham is a soft, stony, and very poor road.

Gradients.—At 1 $\frac{3}{4}$ m. 1 in 12 (dangerous); 7 $\frac{1}{4}$ m. 1 in 16; 9 $\frac{1}{2}$ m. 1 in 11; 11 $\frac{1}{2}$ m. 1 in 10; 14m. 1 in 15; 17m. 1 in 13; 18 $\frac{1}{2}$ m. 1 in 20; 19 $\frac{1}{2}$ m. 1 in 21; 21 $\frac{1}{2}$ -23m. 1 in 18-14-10-14-18.

Measurements.

Rothbury.*

2 Thropton.*

11 $\frac{1}{4}$ 9 $\frac{1}{4}$ Elsdon.*

14 $\frac{1}{2}$ 12 $\frac{1}{2}$ 3 $\frac{1}{2}$ Otterburn.*

23 $\frac{3}{8}$ 21 $\frac{3}{8}$ 11 $\frac{3}{8}$ 8 $\frac{1}{2}$ Bellingham,* Town Hall.

Principal Objects of Interest.—Hepple: Peel. Elsdon: Castle, Mote Hills. Otterburn: Battlefield of Chevy Chase, 1388. Moorland road over to Bellingham. Bellingham: Church, Hareshaw Linn.

Hotels or Inns at places marked *.

26 CORBRIDGE TO ROCHESTER.

Description.—Class III. There is almost nothing attractive in this route. The hills are unpleasantly steep, and the surface is very poor nearly the whole way. Nearly all the hills are dangerously steep.

Gradients.—At 1 $\frac{1}{2}$ m. 1 in 7-23-14-13-11-14; 4 $\frac{1}{2}$ m. 1 in 14-13; 7 $\frac{1}{2}$ m. 1 in 15; 8 $\frac{1}{2}$ m. 1 in 16; 9m. 1 in 18; 12m. 1 in 12; 13m. 1 in 13; 14-16m. 1 in 11 and 1 in 16; 16 $\frac{1}{4}$ m. 1 in 10; 19m. 1 in 13; 20 $\frac{1}{4}$ m. 1 in 16.

Milestones.—Measured from Corbridge Market.

Measurements.

Corbridge.*

2 $\frac{1}{2}$ Stagshaw Bank.*

11 $\frac{1}{2}$ 8 $\frac{1}{2}$ Tone Pit Inn.*

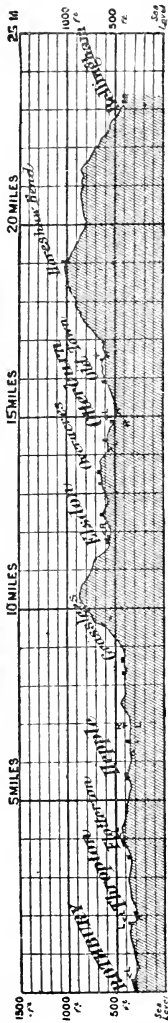
16 $\frac{3}{8}$ 13 $\frac{1}{2}$ 4 $\frac{1}{2}$ West Woodburn.*

23 $\frac{3}{8}$ 20 $\frac{1}{4}$ 12 $\frac{1}{4}$ 7 $\frac{1}{4}$ Horsley Inn * (Rochester).

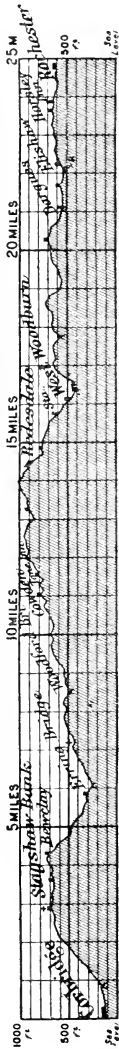
Principal Objects of Interest.—2 $\frac{1}{2}$ m., Site of Roman Wall, and Fosse. 10m., Reservoir. 14 $\frac{1}{2}$ m., Old Ironworks.

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

ROUTE 25. ROTHBURY TO BELLINGHAM.



ROUTE 26. CORBRIDGE TO ROCHESTER.



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.

27 HEXHAM TO BELLINGHAM.

Description.—Class III. This road has a fair surface, but is narrow and undulating, with some stiff hills. There is another road between Chollerford and Wark, but the route given here is the best.

Gradients.—At $2\frac{1}{2}$ m. 1 in 21-10-17; 4m. 1 in 16; $9\frac{1}{4}$ m. 1 in 13; $12\frac{3}{8}$ m. 1 in 15; $13\frac{1}{2}$ m. 1 in 8 (dangerous); $14\frac{1}{2}$ m. 1 in 19; $15\frac{1}{2}$ m. 1 in 22.

Milestones.—Measured from Hexham Market.

Measurements.

Hexham,* P.O.

$5\frac{1}{4}$ Chollerford.*

$11\frac{7}{8}$ $6\frac{5}{8}$ Wark.*

$17\frac{1}{4}$ 12 $5\frac{3}{8}$ Bellingham,* Town Hall.

Principal Objects of Interest.— $4\frac{3}{4}$ m., Site of Roman Wall. Rather pretty scenery near Wark. Wark: Spa, Chipchase Castle. Bellingham: Church, Hareshaw Linn.

28 HEXHAM TO ROTHBURY.

Description.—Class III. Though pretty steep in parts this is a fairly good road as far as Cambo, but beyond that it is soft and rough, with some very long and very steep hills. There are several turns on these hills which make them dangerous, notably at $15\frac{3}{8}$ m., $17\frac{1}{4}$ m., and within a mile of Rothbury. Scots Gap Station is 1m. east of Cambo.

Gradients.—At $2\frac{1}{2}$ m. 1 in 21-10-17; 4m. 1 in 16; $6\frac{1}{4}$ m. 1 in 19; $6\frac{3}{4}$ m. 1 in 17; $12\frac{3}{8}$ m. 1 in 16-20; $15\frac{3}{8}$ m. 1 in 16 (dangerous); $15\frac{1}{4}$ m. 1 in 13-22 (dangerous); 18m. 1 in 11 (dangerous); $18\frac{3}{4}$ m. 1 in 14; 21m. 1 in 19; $23\frac{1}{4}$ m. 1 in 16-20; $23\frac{3}{8}$ m. 1 in 15; 25m. 1 in 18-20-25-13; $26\frac{1}{4}$ m. 1 in 11-10; $27\frac{1}{2}$ m. 1 in 12-16-11-17; $29\frac{1}{2}$ m. 1 in 12-20; $30\frac{1}{2}$ m. 1 in 20-10-14-11-9-10 (dangerous); 31m. 1 in 11; $31\frac{1}{2}$ m. 1 in 12.

Milestones.—Measured from Hexham Market.

Measurements.

Hexham,* P.O.

$4\frac{1}{8}$ Wall.*

$12\frac{1}{2}$ $8\frac{3}{8}$ Little Bavington.

19 $14\frac{7}{8}$ $6\frac{1}{2}$ Cambo.

$21\frac{3}{8}$ $17\frac{1}{4}$ $8\frac{7}{8}$ $2\frac{3}{8}$ Harwood Gate.

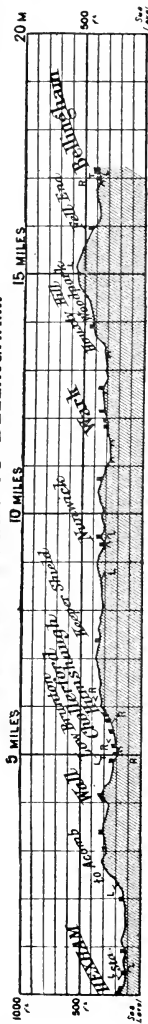
$25\frac{3}{8}$ $21\frac{1}{4}$ $12\frac{7}{8}$ $6\frac{3}{8}$ 4 Ewesley Station.

32 $27\frac{7}{8}$ $19\frac{1}{2}$ 13 $10\frac{3}{8}$ $6\frac{3}{8}$ Rothbury.*

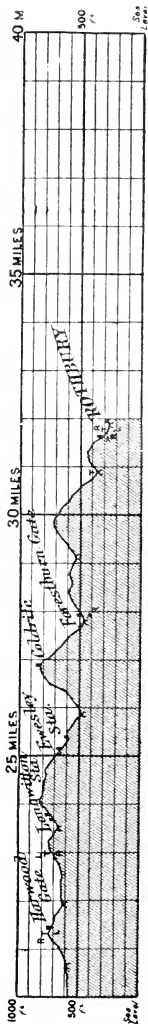
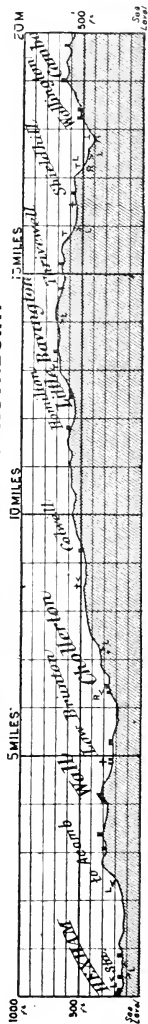
Principal Objects of Interest.— $4\frac{3}{4}$ m., Site of Roman Wall, and Fosse. $8\frac{1}{2}$ m., Swinburn Castle. 23m., Rothley Imitation Castle. Rothbury: Craigside Castle. Very dreary road between Rothley and Rothbury.

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

ROUTE 27. HEXHAM TO BELLINGHAM.



ROUTE 28. HEXHAM TO ROTHBURY.



29

HEXHAM TO ALSTON.

Description.—Class II. A good road as far as Whitfield Inn, with easy gradients, but Staward Bank—though not very steep—doubles back on itself three times and makes some dangerously sharp turns. From Whitfield to Alston is a wretched piece of road, grass-grown, and with loose stones for several miles on the summit. There is a more direct road to Cartsbog by keeping to right at 6m. on next route; but it is very steep.

Gradients.—At 7m. 1 in 21; 8½m. 1 in 20; 11½m. 1 in 19 (dangerous turns); 14½m. 1 in 14. Ascent to summit, mostly 1 in 24, but 1 in 20 in parts. Descent to Alston, mostly 1 in 28.

Milestones.—At first, from Gateshead; near Haydon Bridge, from Alston Town Hall.

Measurements.

Hexham, * P.O.			
(...)	Haydon Bridge.*		
10	3½	Cartsbog Inn.*	
14½	7½	4½	Whitfield Inn.*
23½	16½	13½	9½ Alston,* Town Hall.

Principal Objects of Interest.—8m., Langley Castle, ruin. Pretty scenery up to Whitfield, but beyond that dreary moorland. Alston: Cross, Natrass Gill.

30

HEXHAM TO WEARHEAD.

Description.—Class III. The surface is rather poor, and the hills are exceedingly steep as far as Branchend; thereafter the hills are not nearly so steep, but the surface is very lumpy. Beyond Allenheads it is a wretched road, all loose stones, and dangerously steep. The best road is by Route 29 to Langley, thence as shown by the dotted line. Distance 2½m. further.

Gradients.—At 1m. 1 in 13 (dangerous); 2½m. 1 in 13; 8½m. 1 in 15; 13¾m. 1 in 20. Ascent from Allenheads, mostly 1 in 13. Descent at first, 1 in 14-17; then 1 in 11 (dangerous).

Milestones.—Continuation of those near Langley.

Measurements.

Hexham, * P.O.			
10½	Allendale,* Market.		
18½	7½	Allenheads,* P.O.	
22½	11½	4½	Wearhead.*

Principal Objects of Interest.—Allendale, and Allenheads: Lead Mines, and Smelting Mill. Dreary moorland for a considerable part of the way.

Hotels or Inns at places marked *, and at Catton, and Cowshill.

31 SOUTH SHIELDS TO BLAYDON.

Description.—Class I. & III. Paved streets through South Shields at first; thereafter fair surface, but apt to be bumpy nearly all the way. To reach Newcastle keep straight on at 9m., and cross High Level Bridge (Toll).

Gradients.—At 9½m. 1 in 13-18; 12m. 1 in 19.

Milestones.—Measured from end of Commercial Road, South Shields.

Measurements.

South Shields,* Town Hall.

7½ Felling.*

9 1½ Gateshead.*

(9¾ 2¾ — Newcastle,* G.P.O.)

13¼ 5¾ 4¼ 4¼ Derwent Bridge.

14¾ 7¾ 5¾ 6¼ 1¾ Blaydon.*

Principal Objects of Interest.—Manufacturing district.

32 DURHAM TO SUNDERLAND.

Description.—Class I. The road has a fairly good surface, but there are a number of stiff hills; it is also very lumpy near Sunderland.

Gradients.—At ½m. 1 in 17; 5¼m. 1 in 20; 7m. 1 in 15; 10m. 1 in 20; 11m. 1 in 17.

Milestones.—Measured from Sunderland Infirmary.

Measurements.

Durham,* Market Place.

6¾ Houghton-le-Spring,* Church.

12¾ 6½ Sunderland,* Station.

Principal Objects of Interest.—Collieries most of the way. Houghton: Church, Hall. SUNDERLAND: see Route 9.

Hotels or Inns at places marked *, and at Carrville, West and East Rainton, and Rainton Bridge.

33 DURHAM TO STOCKTON.

Description.—Class I. Narrow and steep descent from Durham Market to Elvet, then rather lumpy till past Coxhoe, when the surface improves, and thereafter is very fine.

Gradients.—At ¾m. 1 in 16; 2¼m. 1 in 14 (dangerous).

Milestones.—Measured from Elvet Bridge.

Measurements.

Durham,* Market Place.

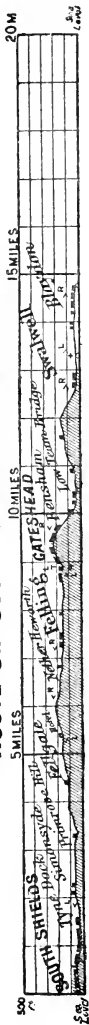
5¾ Coxhoe.*

10½ 4¾ Sedgfield,* Market.

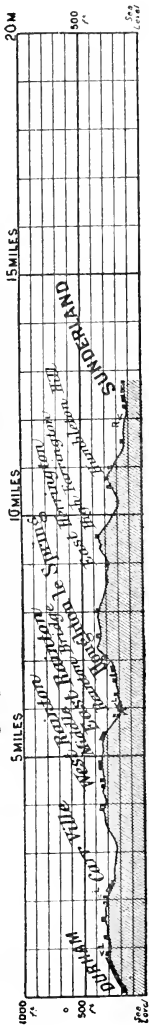
19¾ 13¾ 8¾ Stockton,* Town Clock.

Principal Objects of Interest.—Coxhoe: Hall. 9½m., County Asylum. Sedgfield: Church. 14m., Grindon Ch. Thorp Thewles: Wynyard Park.

ROUTE 31. SOUTH SHIELDS TO BLAYDON.



ROUTE 32. DURHAM TO SUNDERLAND.



ROUTE 33. DURHAM TO STOCKTON.



34 DURHAM TO BOWES.

Description.—Class II. Good surface, but hilly to Sunderland-Bridge, then rather poor surface till past West Auckland on account of heavy traffic; thereafter it is a very good road to Barnard Castle. Fair surface to Bowes, but rather steep.

Gradients.—At $\frac{3}{4}$ m. 1 in 18; $2\frac{1}{2}$ m. 1 in 21; $3\frac{1}{2}$ m. 1 in 13; $8\frac{1}{2}$ m. 1 in 16-18; $10\frac{1}{4}$ m. 1 in 18; 15m. 1 in 19; $18\frac{1}{2}$ m. 1 in 15; 21m. 1 in 16; 26m. 1 in 12-20 (dangerous).

Milestones.—Measured from New Elvet, Durham, and from Bishop Auckland, Cross.

Measurements.

Durham,* Market Place.

$6\frac{1}{2}$ Spennymoor.*

$10\frac{3}{4}$ $4\frac{1}{2}$ Bishop Auckland,* Cross.

$14\frac{1}{2}$ 8 $3\frac{1}{2}$ West Auckland,* P.O.

$19\frac{1}{2}$ $13\frac{3}{4}$ $8\frac{1}{2}$ $5\frac{3}{4}$ Staindrop.*

$25\frac{1}{2}$ $19\frac{3}{4}$ $14\frac{1}{2}$ $11\frac{3}{4}$ 6 Barnard Castle,* Town Hall.

$29\frac{1}{4}$ $23\frac{3}{4}$ $19\frac{1}{2}$ $15\frac{3}{4}$ $10\frac{1}{4}$ $4\frac{1}{2}$ Bowes,* P.O.

Principal Objects of Interest.—Collieries at intervals as far as West Auckland. $8\frac{1}{2}$ m., Westerton Tower. BISHOP AUCKLAND: Castle. West Auckland: Tower, Brusselton. Staindrop: Raby Cas. $22\frac{1}{2}$ m., Streatlam Cas. BARNARD CASTLE: Cas., Bowes Museum, Egglestone Abbey, Rokeby.

Hotels or Inns at places marked *, & Sunderland Bridge.

35 DURHAM TO SHOTLEY BRIDGE, &c.

Description.—Class III. A fairly good road, with comparatively easy hills to Lanchester; thence fairly good surface, but with precipitous hills to Shotley Bridge, after which the road is rough, joining Route 47 at Carterwayhead.

Gradients.—Out of Durham 1 in 17; $3\frac{1}{2}$ m. 1 in 15; 5m. 1 in 17; 9m. 1 in 10; $11\frac{1}{2}$ m. 1 in 12; $12\frac{1}{2}$ m. 1 in 13; $14\frac{1}{2}$ m. 1 in 9-15, then mostly 1 in 12; $16\frac{1}{2}$ m. 1 in 13; 17m. 1 in 11, then 1 in 17. These last hills are all dangerous.

Milestones.—From Framwellgate Bridge, Durham.

Measurements.

Durham,* Market Place.

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

16 $7\frac{1}{2}$ Shotley Bridge.*

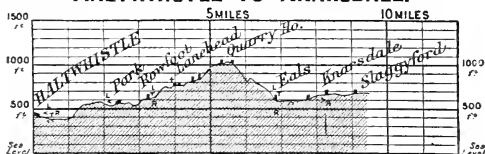
$18\frac{3}{4}$ $10\frac{1}{4}$ $2\frac{1}{2}$ Carterwayhead.

$31\frac{1}{4}$ $23\frac{3}{4}$ $15\frac{1}{4}$ $12\frac{3}{4}$ Hexham,* P.O.

Principal Objects of Interest.—Witton Gilbert: Ushaw College. Lanchester: Church. Ironworks, Collieries, and Coke Ovens between Leadgate and Shotley Bridge.

Hotels or Inns at places marked *, and at Leadgate, Blackhill, and Consett.

36 HALTWHISTLE TO KNARSDALE.



Description.—Class III. After the first mile this is a very rough road with precipitous hills to Eals; thereafter better surface.

Gradients.—At 1½m. 1 in 7; 3m. 1 in 10; 5m. 1 in 9; 5½ to 7m. 1 in 9-10. All very dangerous.

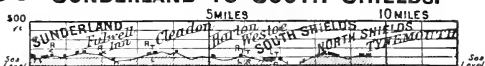
Measurements.

Haltwhistle, * Town Hall.

8½ Knarsdale.

Principal Objects of Interest.—1m., Bellister Castle. 3¼m., Featherstone Castle.

37 SUNDERLAND TO SOUTH SHIELDS.



Description.—Class II. A fairly good road, but lumpy near Sunderland and Shields. Ferry to N. Shields (¾m.).

Milestones.—Measured from Monkwearmouth.

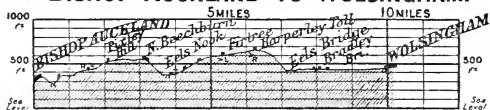
Measurements.

Sunderland, * Station.

7½ South Shields, * Town Hall.

8½ 1½ North Shields, * Christ Church.

38 BISHOP AUCKLAND TO WOLSINGHAM.



Description.—Class III. The road has a fairly good surface, but the hills are very stiff. By turning to the left at 1½m. an undulating road leads to Witton (4½m.).

Gradients.—At ½m. 1 in 11, both sides (dangerous); 2m. 1 in 14; 3¼m. 1 in 12-15; 4½m. 1 in 17; 7m. 1 in 17-11.

Measurements.

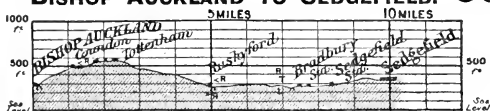
Bishop Auckland, * Cross.

6¼ Harperley Toll.

10 3¼ Wolsingham, * Town Hall.

Hotels or Inns at places marked *.

BISHOP AUCKLAND TO SEDGEFIELD. 39



Description.—Class III. An undulating road with only fair surface.

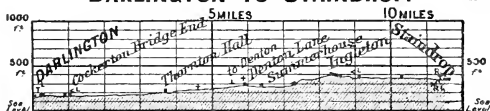
Gradients.—At $\frac{1}{2}$ m. 1 in 18; $2\frac{3}{4}$ m. 1 in 13.

Measurements.

Bishop Auckland.*	5	Rushyford.
10	5	Sedgefield,* Market.

Principal Objects of Interest.— $\frac{1}{2}$ m., Bishop's Castle. Sedgefield: Church.

DARLINGTON TO STAINDROP. 40



Description.—Class III. A fairly good road and with easy gradients.

Milestones.—Measured from Bondgate, Darlington.

Measurements.

Darlington,* Town Clock.	11½	Staindrop.*
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Principal Objects of Interest.— $4\frac{3}{4}$ m., Walworth Castle. Staindrop: Raby Castle.

MARKET WEIGHTON TO BROUGH. 41



Description.—Class III. An undulating road, but with very poor surface; nearing Brough it is soft.

Gradients.—At $1\frac{1}{4}$ m. 1 in 19; $5\frac{1}{2}$ m. 1 in 23; $6\frac{1}{4}$ m. 1 in 17; $7\frac{1}{4}$ m. 1 in 25; 8m. 1 in 20.

Milestones.—Measured from South Cave, Market House.

Measurements.

Market Weighton.*	7½	South Cave,* Market House.
10½	3	Brough.*

Principal Objects of Interest.—North Newbald: Church. South Cave: Castle. Brough: Castle.

Hotels or Inns at places marked.*

42

DURHAM TO ALSTON.

Description.—Class II. The road has a good surface as far as Brancepeth, but after that till near Wolsingham the traffic of the numerous collieries makes it very bumpy. Thence to Wearhead the surface is good, but after that it becomes rough and very steep—very bad for several miles on the summit—until nearing Nenthead, whence the road has a tolerable surface, but with some steep hills.

Gradients.—At $\frac{1}{2}$ m. 1 in 16 (dangerous); $8\frac{1}{2}$ m. 1 in 15; $9\frac{1}{4}$ m. 1 in 12; $12\frac{1}{2}$ m. 1 in 17-14-11; 22m. 1 in 20; $31\frac{1}{2}$ m. 1 in 19-17; $32\frac{1}{2}$ m. 1 in 10; $35\frac{1}{2}$ m. 1 in 8 (dangerous); 36-37m. 1 in 9-12 (dangerous); 38m. 1 in 10; $41\frac{1}{2}$ m. 1 in 10.

Milestones.—Measured from Market Place, Durham; after Wearhead, from Alston Cross.

Measurements.

Durham, * Market Place.

7 Willington, * Inn.

$9\frac{3}{4}$ $2\frac{3}{4}$ Crook, * Church.

12 5 $2\frac{1}{4}$ Harperley Toll.

$15\frac{3}{4}$ $8\frac{3}{4}$ 6 $3\frac{3}{4}$ Wolsingham, * Town Hall.

$21\frac{1}{4}$ $14\frac{1}{4}$ $11\frac{1}{2}$ $9\frac{1}{4}$ $5\frac{1}{2}$ Stanhope.*

$30\frac{5}{8}$ $23\frac{5}{8}$ $20\frac{7}{8}$ $18\frac{5}{8}$ $14\frac{7}{8}$ $9\frac{3}{8}$ Wearhead.

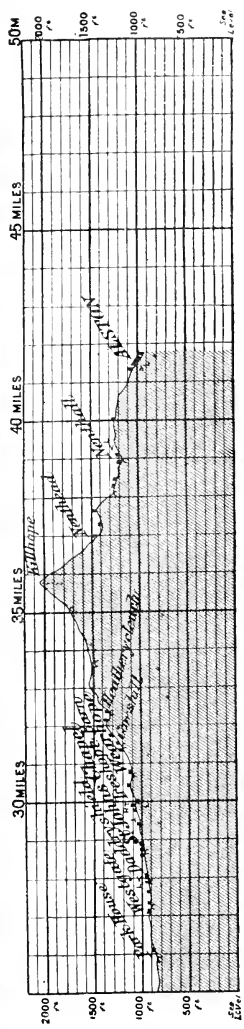
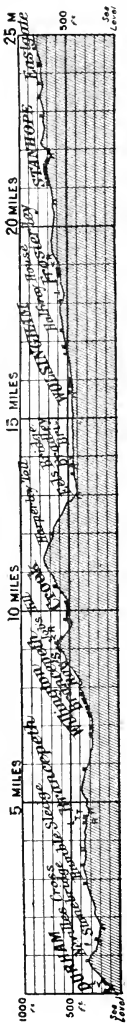
37 30 $27\frac{1}{4}$ 25 $21\frac{1}{4}$ $15\frac{3}{4}$ $6\frac{3}{8}$ Nenthead.

$41\frac{5}{8}$ $34\frac{5}{8}$ $31\frac{7}{8}$ $29\frac{5}{8}$ $25\frac{7}{8}$ $20\frac{3}{8}$ 11 $4\frac{5}{8}$ Alston, * Town Hall.

Principal Objects of Interest.— $\frac{1}{2}$ m., Neville's Cross, Battlefield, 1346. $4\frac{1}{2}$ m., Brancepeth: Church, Castle. $13\frac{3}{4}$ m., Bradley Hall. Stanhope: Castle. Numerous charming places in the vicinity. Lead Mines between Stanhope and Alston. Desolate moorland road from Cowshill to near Alston. ALSTON: Cross, Natrass Gill.

Hotels or Inns at places marked *, and at Brancepeth, Frosterley, Eastgate, Westgate, and Cowshill.

ROUTE 42. DURHAM TO ALSTON.



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.

43 BARNARD CASTLE TO ALSTON.

Description.—Class III. & II. The first part of the road to Middleton is pretty good, but there are a number of short hills. Beyond Middleton the road is more level, and has a good surface as far as High Force Hotel, but after that it degenerates, and is very loose and stony—a wretched road for about eight miles—until nearing Ashgill, when the surface gradually improves, and is fairly good on the descent to Alston.

Gradients.—At $\frac{3}{4}$ m. 1 in 15-20; 3m. 1 in 13; $4\frac{1}{2}$ m. 1 in 12; 10m. 1 in 11; 15m. 1 in 23; 18m. 1 in 18-14-21; 21m. 1 in 22; $25\frac{1}{2}$ m. 1 in 14; 26m. 1 in 21 to 1 in 27. Descent to Alston 1 in 14-10 (dangerous).

Milestones,—Measured from Alston Town Hall.

Measurements.

Barnard Castle.*

$6\frac{1}{2}$ Romalldkirk.*

$10\frac{1}{2}$ $4\frac{3}{8}$ Middleton in Teesdale.*

$15\frac{1}{2}$ 11 $4\frac{5}{8}$ High Force Hotel.*

$17\frac{7}{8}$ $11\frac{1}{4}$ $7\frac{1}{4}$ $2\frac{3}{4}$ Langdon Beck Inn.*

$32\frac{1}{2}$ 28 22 $17\frac{3}{8}$ $14\frac{5}{8}$ Alston,* Town Hall.

Garrigill is $3\frac{3}{4}$ m. from Alston Town Hall.

Principal Objects of Interest.—Fine views and picturesque scenery at first. $13\frac{3}{4}$ m., Bow Leys Beck. 15m., High Force. Bleak moorland thereafter. $31\frac{1}{4}$ m., Natrass Gill. ALSTON: Cross.

Hotels or Inns at places marked *, and at Cotherstone, and Mickleton.

44 HARTLEPOOL TO DURHAM.

Description.—Class III. The road has a good surface throughout, but is pretty hilly between Thornley Hall and Durham.

Gradients.—At 3m. 1 in 23; $4\frac{1}{2}$ m. 1 in 20; $12\frac{3}{4}$ m. 1 in 14; $13\frac{1}{2}$ m. 1 in 11; 16m. 1 in 15; $16\frac{1}{2}$ m. 1 in 13.

Measurements.

Hartlepool.*

$4\frac{1}{8}$ Hart.

$12\frac{3}{8}$ $8\frac{1}{2}$ Halfway House.*

$18\frac{1}{2}$ $14\frac{3}{8}$ $5\frac{7}{8}$ Durham,* Market Place.

Principal Objects of Interest.—Collieries near South Wingate. DURHAM: Castle, Cathedral, &c.

Hotels or Inns at places marked*.

45 HARTLEPOOL TO SEDGEFIELD.

Description.—Class III. A fairly level and moderately good road all the way. There is a more direct road to Sedgefield by Wynyard Station, but this route has the better surface.

Gradients.—At $11\frac{1}{4}$ m. 1 in 13.

Measurements.

Hartlepool.*

$2\frac{1}{2}$ West Hartlepool,* Station.

(... .. Seaton Carew.*)

9 $6\frac{3}{4}$ $5\frac{3}{4}$ Wolviston.*

$17\frac{1}{2}$ $15\frac{1}{4}$ $14\frac{1}{4}$ $8\frac{1}{2}$ Sedgefield,* Market.

Principal Objects of Interest.—Seaton Carew: fine beach. Flat uninteresting country. $10\frac{1}{2}$ m., Wynyard Park. 14m., Grindon Church. Sedgefield: Church.

Hotels or Inns at places marked*.

46 DARLINGTON TO RICHMOND.

Description.—Class III. A very fair road, but with some steep gradients. Very good surface near Scotch Corner.

Gradients.—At $2\frac{3}{4}$ m. 1 in 15; 9m. 1 in 17; 11m. 1 in 17; 12m. 1 in 22.

Milestones.—Measured from outside Darlington.

Measurements.

Darlington,* Town Clock.

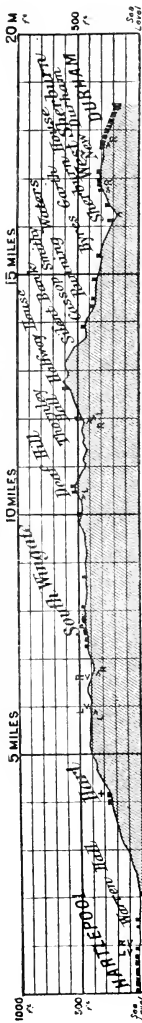
$8\frac{1}{2}$ Scotch Corner.*

$12\frac{1}{2}$ $4\frac{3}{8}$ Richmond,* Cross.

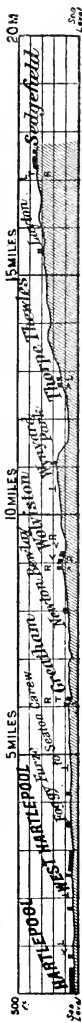
Principal Objects of Interest.—Richmond: Cas., Easby Abbey, &c. The situation of Richmond is very fine.

Hotels or Inns at places marked*, and at Stapleton, and Barton.

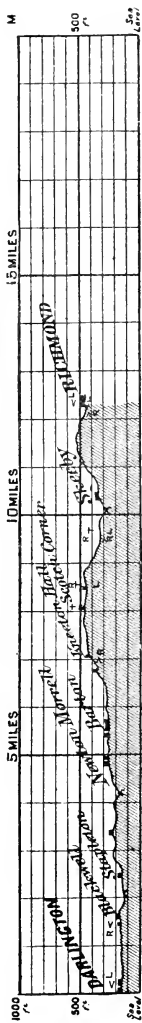
ROUTE 44. HARTLEPOOL TO DURHAM.



ROUTE 45. HARTLEPOOL TO SEDGEFIELD.



ROUTE 46. DARLINGTON TO RICHMOND.



47 DARLINGTON TO CORBRIDGE.

Description.—Class III. A fairly good road for the first few miles, but after that it is poor nearly the whole way to Corbridge. The surface is rough—but with occasional good stretches—to Witton; after that it becomes much worse, and has some long and stiff hills, with soft surface. After Ridingsmill the road is good.

Gradients.—At 6½m. 1/17-13; 7¾m. 1/14; 9½m. 1/13; 11¾m. 1/15; 14m. 1/10-13-8 (dangerous); 15½m. 1/10; 20½m. 1/13; 24½m. 1/12; 25½m. 1/15; 25¾m. 1/14; 29m. 1/9 (dangerous); 29¾m. 1/10-13; 34½m. 1/10; 35½m. 1/17; 36½m. 1/18; 38m. 1/10 (dangerous); 40¾m. 1/13.

Milestones.—Measured from Darlington, Market Place.

Measurements.

Darlington,* Town Clock.

10½ West Auckland,* P.O.

15¼ 4½ Witton-le-Wear.*

18¾ 7¾ 3½ Harperley Toll.

21 10¾ 5¾ 2¾ Towlaw.

29½ 18¾ 14¼ 11½ 8½ Allensford.

31½ 21¼ 16¾ 13½ 10¾ 2¾ Carterwayheads.

41¾ 30¾ 26¾ 23 20¾ 11¾ 9½ Corbridge.*

Principal Objects of Interest.—9m., Brusselton Tower. Collieries near West Auckland, dreary moorland thereafter. 24½m., Butsfield Abbey. Pretty scenery at Ridingsmill.

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

48 SALTBURN TO THIRSK.

Description.—Class III. A fairly good road, but pretty hilly to Guisborough; thence fine surface to Stokesley, after which the road is not quite so good. Route 53 is joined at Tontine Inn. The other road to Guisborough by Skelton crosses the Toll Bridge at Saltburn.

Gradients.—At 3½m. 1 in 13; 4½m. 1 in 13.

Milestones.—Measured from Guisborough, Town Hall.

Measurements.

Saltburn,* Zetland Hotel.

6½ Guisborough,* Town Hall.

11¾ 5½ Ayton,* P.O.

14¾ 8½ 3 Stokesley,* Town House.

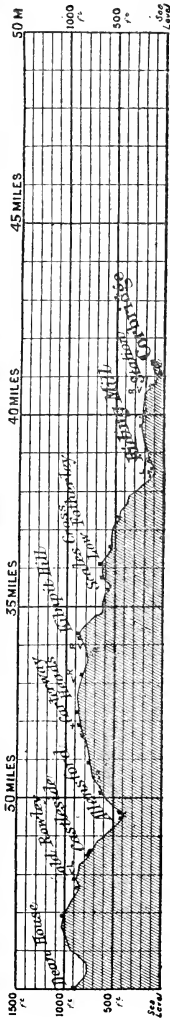
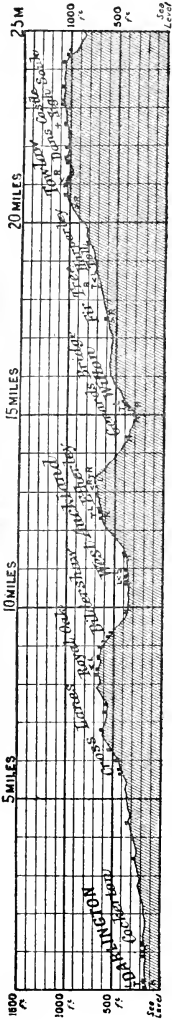
23 16¾ 11¼ 8¼ Tontine Inn.*

34¼ 28½ 22½ 19½ 11¼ Thirsk,* Cross.

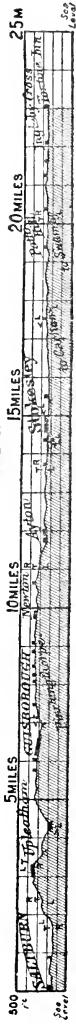
Principal Objects of Interest.—Pretty country at first. Guisborough: Priory. 9m., Roseberry Topping. Flat country after Stokesley.

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

ROUTE 47. DARLINGTON TO CORBRIDGE.



ROUTE 48. SALT BURN TO THIRSK. (Last 12m. as Route 53.)



49 REDCAR TO YARM.

Description.—Class III. A fine level road at first, but after Ormesby it is undulating, with poor surface.

Gradients.—At 10m. 1 in 13; 14½m. 1 in 11; 15m. 1 in 17-11 (both dangerous).

Measurements.

	Redcar,* P.O.
8½	Ormesby,* Inn.
16½	8½ Yarm,* Town Hall.

Principal Objects of Interest.—Sm., Ormesby Hall.

Hotels or Inns where marked *; Lazenby, & High Leven.

50 MIDDLESBROUGH TO SALTBURN.

Description.—Class III. This is a good road with easy undulations. The direct road to Ormesby is shown in Route 51; it is rather rough.

Gradients.—At 11½m. 1 in 16 (maximum).

Measurements.

	Middlesbrough,* P.O.
4½	Ormesby,* Inn.
(12½	8½ Redcar,* P.O.) (Route 49).
14½	10½ 6 Saltburn,* Zetland Hotel.

Principal Objects of Interest.—Ormesby: Hall. Pretty district round Saltburn.

Hotels or Inns at places marked *; Lazenby, and Marske.

51 STOCKTON TO WHITBY.

Description.—Class III. The surface is good as far as Guisborough, but after that it is a moderate road, with loose stones nearly all the way. The direct road from Middlesbrough is poor, the best is by Route 52 to Marton.

Gradients.—At 14½m. 1/20; 15 to 16½m. 1/20-16-13-10 (dangerous turn); 16¾m. 1/11; 18½m. 1/12; 20 & 21½m. 1/10; 24m. 1/23; 29½m. 1/25; 30¾m. 1/12; 31½m. 1/15; 32m. 1/14; 34m. 1/10, mostly 1/17. Ormesby Bank 1/21-12 (dangerous).

Milestones.—Measured from Stockton, Market House.

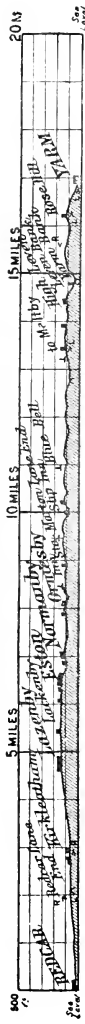
Measurements.

	Stockton,* Town Clock.
...	Middlesbrough,* P.O.
...	3½ Ormesby,* Inn.
13	9¼ 6½ Guisborough,* Town Hall.
22¾	19 15¾ 9¾ Scaling Dam.*
34½	30¾ 27¾ 21½ 11½ Whitby,* Bridge.

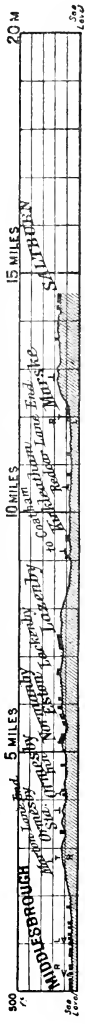
Principal Objects of Interest.—Marton: Capt. Cook's birthplace. Guisborough: Priory. 18m., Danby Beacon. WHITBY: Abbey, Mulgrave Castle. Charming district.

Hotels or Inns at places marked *; and at Marton, Skate Beck, and Skelder.

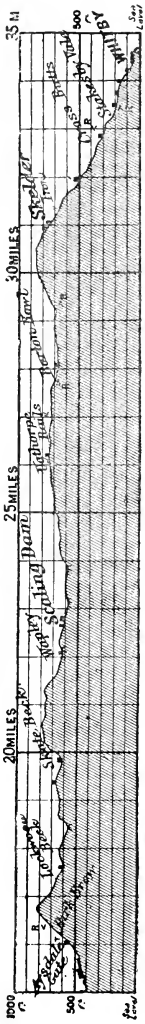
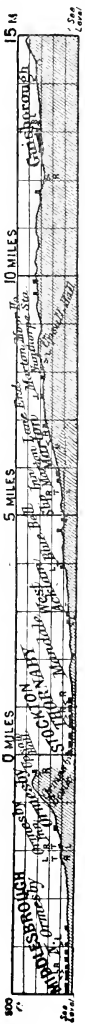
ROUTE 49. REDCAR TO YARM.



ROUTE 50. MIDDLESBROUGH TO SALTBURN.



ROUTE 51. MIDDLESBROUGH AND STOCKTON AND STOCKTON TO WHITBY.



52 MIDDLESBROUGH TO HELMSLEY.

Description.—Class III. There are two roads to Stokesley, but that by Marton is the better. The road has a good surface as far as Broughton, but after that it is very poor almost the whole way to Helmsley. The surface is good at one or two points, but the greater portion of the road is rough and hilly. To Stokesley by Acklam, 9½m.

Gradients.—Clay Hill 1 in 15-9-8 (dangerous); 14¼m. 1 in 15-12-16-20; 24m. 1 in 9-12 (dangerous); 28½m. 1 in 13-12-14.

Measurements.

Middlesbrough, * P.O.				
(... Stockton, * Town Clock. Route 51).				
9½	9½	Stokesley, * Bridge.		
17	17½	7½	Chopgate, * Inn.	
29½	29¼	19½	12½	Helmsley, * Market Place.

Principal Objects of Interest.—Roseberry Topping is very prominent. 27m. to Rievaulx Abbey (ruin), and Terrace. Helmsley: Castle.

Hotels or Inns at places marked *, Marton, and Spout.

53 MIDDLESBROUGH TO BROUGHBRIDGE.

Description.—Class II. A fairly good road from Middlesbrough to Stockton, then a splendid road to Yarm. After Yarm, until past Jeator, the surface is only fair, but after that it is a fine road the whole way to Broughbridge. Between Thirsk and Topcliffe it is not very good.

Gradients.—Mount Bank 1 in 16.

Milestones.—Somewhat irregular. At first, measured from Stockton Market House, then (south of Yarm), from Yarm Town Hall for a few miles, after which they are measured from Thirsk, Cross. After Topcliffe, from Broughbridge (Bridge).

Measurements.

Middlesbrough, * P.O.				
3¾	Thornaby, * Town Hall.			
4½	¾	Stockton, * Town Clock.		
8½	4½	4¾	Yarm, * Town Hall.	
17½	13¾	13½	8½	Tontine Inn. *
28¾	25	24½	20½	11½ Thirsk, * Cross.
32½	29½	29	24½	15½ 4½ Topcliffe, * Cross.
39½	36½	35½	31½	22¾ 11½ 6¾ Broughbridge, * High St.

Principal Objects of Interest.—Ironworks and Engineering works at Stockton. Yarm: Church. 18m., Mount Grace Priory. THIRSK: Church. BROUGHBRIDGE: The Devil's Arrows, Battlefield 1321, Column.

Hotels or Inns at places marked *, and at Black Swan, Ingleby, Jeator House, South Kilvington, and Dishforth.

54 MIDDLESBROUGH TO REETH.

Description.—Class II. & III. Rather lumpy road at first to Stockton, then magnificent surface to Yarm; thereafter the road is fairly good to Richmond, though somewhat rough nearing Entercommon. From Richmond the surface is good almost the whole way to Reeth, but there is a very sharp turn at Eddy's Bridge.

Gradients.—At Worsall Bridge $1/13$ both sides (dangerous); Staindale Bridge $1/20$; $16\frac{3}{4}$ m. $1/16$; to Richmond 1 in 12.

Milestones.—Measured from Market House, Stockton; after Yarm, from Catterick Bridge Station.

Measurements.

Middlesbrough,* P.O.	} Route 53.									
$3\frac{3}{8}$ Thornaby,* Town Hall.										
$4\frac{1}{8}$ $\frac{3}{4}$ Stockton,* Town Clock.										
$8\frac{1}{4}$ $4\frac{7}{8}$ $4\frac{3}{8}$ Yarm,* Town Hall.										
$16\frac{1}{4}$ $12\frac{1}{8}$ $12\frac{3}{8}$ 8 Entercommon.*										
$25\frac{1}{2}$ $22\frac{3}{8}$ $21\frac{5}{8}$ $17\frac{1}{4}$ $9\frac{1}{4}$ Catterick Bridge Station.*										
$29\frac{1}{2}$ $26\frac{3}{8}$ $25\frac{5}{8}$ $21\frac{1}{4}$ $13\frac{3}{8}$ 4 Richmond,* Cross.										
$40\frac{1}{2}$ $37\frac{1}{8}$ $36\frac{5}{8}$ $32\frac{1}{4}$ $24\frac{1}{4}$ 15 11 Reeth,* Market Place.										

Principal Objects of Interest.—STOCKTON: as Route 53. Yarm: Church. RICHMOND: as Route 46. $33\frac{3}{8}$ m., Ellerton Abbey. Charming scenery from Brompton to near Reeth.

Hotels or Inns at places marked*, and at Scorton, Brompton, and Grinton.

55 MIDDLESBROUGH TO BARNARD CASTLE.

Description.—Class II. The road has a good surface after getting clear of Stockton, but there is a short section a few miles out which is apt to be somewhat rough.

Gradients.—At 24m. 1 in 10 (dangerous); 25 & 27m. 1 in 24.

Milestones.—Measured from Market House, Stockton; after Darlington, from the Market House there; beyond Winston, from Barnard Castle, Cross.

Measurements.

Middlesbrough,* P.O.										
$3\frac{3}{8}$ Thornaby,* Town Hall.										
$4\frac{1}{8}$ $\frac{3}{4}$ Stockton,* Town Clock.										
$11\frac{1}{4}$ $7\frac{7}{8}$ $7\frac{1}{4}$ Sadberge.*										
$15\frac{1}{4}$ $11\frac{7}{8}$ $11\frac{1}{4}$ 4 Darlington,* Town Clock.										
$20\frac{5}{8}$ $17\frac{1}{4}$ $16\frac{3}{8}$ $9\frac{3}{8}$ $5\frac{3}{8}$ Piercebridge.*										
$25\frac{3}{8}$ $21\frac{5}{8}$ 21 $13\frac{3}{8}$ $9\frac{3}{8}$ $4\frac{3}{8}$ Winston.*										
$31\frac{3}{8}$ $27\frac{5}{8}$ 27 $19\frac{3}{8}$ $15\frac{3}{8}$ $10\frac{3}{8}$ 6 Barnard Castle,* Cross.										

Principal Objects of Interest.—DARLINGTON: Church, Public Library, Park. BARNARD CASTLE: Castle, Bowes Museum, "The Flats," Egglestone Abbey, Rokeby, &c.

Hotels or Inns at places marked*, and at Long Newton.

56 RICHMOND TO STAINDROP.

Description.—Class III. A very hilly road, with very poor surface most of the way. Rather better surface near Winston.

Gradients.—At $\frac{1}{2}$ m. 1 in 21; $1\frac{1}{2}$ m. 1 in 12; $4\frac{1}{2}$ m. 1 in 11; 12m. 1 in 16.

Milestones.—Measured from Richmond Cross.

Measurements.

Richmond,* Cross.

$4\frac{3}{4}$ Leeming Lane.

$12\frac{1}{4}$ $7\frac{1}{2}$ Winston.*

$15\frac{1}{2}$ $10\frac{3}{8}$ $2\frac{3}{8}$ Staindrop*.

Principal Objects of Interest.—Staindrop: Raby Castle. Hotels or Inns at places marked*, and at Gilling.

57 RICHMOND TO HAWES.

Description.—Class III. The main route to Hawes by Redmire and Askrigg is very rough and steep as far as Redmire, but after that it is much better. The best road to Halfpenny House is by Downholme, and this Route may be extended to Wensley, joining Route 61. For the first five miles this road has a good surface, but after that it is rather poor, though certainly better and easier than the other.

Gradients.—By Redmire—At $\frac{1}{2}$ m. and $1\frac{1}{4}$ m. 1 in 9 (dangerous); 3m. 1 in 17-10-13; 5m. 1 in 12; 10m. 1 in 8-9-12 (very dangerous); $12\frac{1}{2}$ m. 1 in 15; 18m. 1 in 10.

By Downholme— $5\frac{1}{2}$ m. 1 in 14-18; $9\frac{1}{4}$ m. 1 in 9 (dangerous); $12\frac{1}{2}$ m. 1 in 17.

Milestones.—Measured from Richmond Bridge.

Measurements.

Richmond,* Cross.

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

$18\frac{3}{8}$ $7\frac{1}{4}$ Askrigg,* Cross.

$19\frac{7}{8}$ $8\frac{3}{4}$ $1\frac{1}{2}$ Bainbridge,* P.O.

$23\frac{3}{4}$ $12\frac{3}{4}$ $5\frac{1}{2}$ 4 Hawes (Route 61)

By Downholme—Richmond,* Cross.

$9\frac{1}{2}$ Bellerby.*

$11\frac{3}{8}$ $1\frac{3}{4}$ Leyburn,* Town Hall.

$12\frac{1}{4}$ $3\frac{1}{8}$ $1\frac{3}{8}$ Wensley.*

Principal Objects of Interest.—Fine views of Swaledale and Wensleydale, but moorland road to near Redmire. Redmire: Bolton Castle. Aysgarth: Falls. Fine scenery in Wensleydale.

Hotels or Inns at places marked*, and at Halfpenny House and Slip Inn.

58

REETH TO BROUGH.

Description.—Class III. A mountainous road. There are a few miles with tolerable surface at the Reeth end, but after Arkengarthdale Inn the road is very rough, and with precipitous hills till within a few miles of Brough, when the Bowes-Brough road is joined. Thence the road is of rather better surface, but it is pretty loose. The shorter road by Barras Station is mostly 1 in 10 (dangerous).

Gradients.—At $1\frac{1}{2}$ m. 1/10; $2\frac{1}{2}$ m. 1/10; $3\frac{1}{2}$ m. 1/12-14; 6m. 1/9 (dangerous turn); 9m. 1/17; 11m. 1/10; $11\frac{3}{4}$ m. 1/10; $12\frac{1}{2}$ m. 1/11; 16m. 1/13; $19\frac{1}{2}$ m. 1/13; 21m. 1/13; 22m. 1/15.

Measurements.

Reeth,* Market Place.

$3\frac{5}{8}$ Arkengarthdale Inn.*

$11\frac{3}{4}$ $7\frac{3}{4}$ Tan Hill.

($16\frac{3}{4}$ $13\frac{1}{8}$ $5\frac{3}{8}$ Barras Station.)

($20\frac{3}{4}$ $17\frac{1}{8}$ $9\frac{3}{4}$ 4 Brough.*)

$22\frac{3}{4}$ $19\frac{1}{8}$ $11\frac{5}{8}$... Brough.*

Principal Objects of Interest.—A very dreary moorland road almost the whole way. 4m., Smelting Mill.

Hotels or Inns at places marked *, and at Longthwaite, Bay Horse, and Slip Inn.

59

REETH TO KIRKBY STEPHEN.

Description.—Class III. The road has rather a poor surface, though with easy gradients, as far as Muker: but after that the hills are pretty steep, and the surface not nearly so good. After passing Cathole Inn the road gets worse and worse, and is rough all the way to Nateby—with a precipitous hill—after which the surface is good to Kirkby Stephen.

Gradients.—At $\frac{1}{4}$ m. 1 in 13; $3\frac{3}{4}$ m. 1 in 17; $10\frac{1}{2}$ m. 1 in 8-15; 12m. 1 in 12; $14\frac{1}{2}$ m. 1 in 9-18-10 (dangerous); 18m. 1 in 10; 19m. 1 in 8-12; $19\frac{1}{2}$ m. to 21m. 1 in 9-8-10 (dangerous).

Measurements.

Reeth,* Market Place.

9 Muker.*

$12\frac{1}{4}$ $3\frac{1}{4}$ Cathole Inn.*

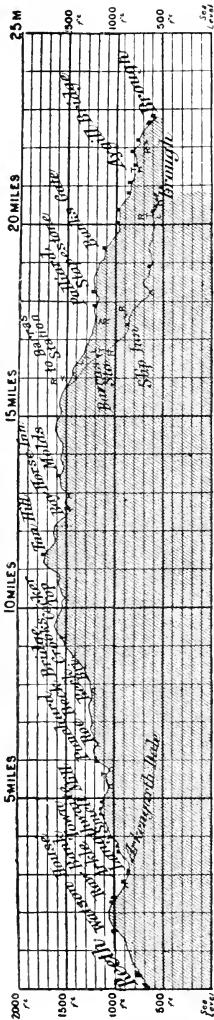
$21\frac{1}{2}$ $12\frac{1}{2}$ $9\frac{1}{4}$ Nateby.*

$22\frac{3}{4}$ $13\frac{3}{4}$ $10\frac{1}{2}$ $1\frac{1}{4}$ Kirkby Stephen.*

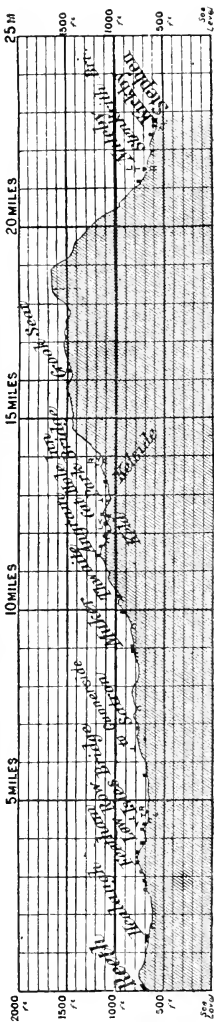
Principal Objects of Interest.—The scenery in the valley for the first part of the journey is rather attractive, but after Kelside it is dreary moorland. Fine view of the Eden valley from the hill above Nateby.

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

ROUTE 58. REETH TO BROUGH.



ROUTE 59. REETH TO KIRKBY STEPHEN.



60 NORTHALLERTON TO RICHMOND.

Description.—Class III. The road has a good surface throughout, and no bad hills except the short one at Butt Wath Bridge.

Gradients.—At 15m. 1 in 23.

Measurements.

Northallerton,* Cross.

6½	Langton.*				
10½	4½	Scorton.*			
12½	5½	1½	Catterick Bridge Station.*		
12½	6½	2½	½	Brompton on Swale.*	
16½	9½	5½	4	3½	Richmond,* Cross.

Principal Objects of Interest.—Bolton: Jenkins Monument. 14½m. Easby Abbey. RICHMOND: Castle, Museum, &c. Richmond Castle is finely situated.

Hotels or Inns at places marked *, and at Yafforth, and (North Ellerton).

61 NORTHALLERTON TO HAWES.

Description.—Class III. The road has a good surface between Northallerton and Bedale, but after that, although the surface is very fair in parts, it is not really a good road. There is rather a rough mile between Aikber and Constable Burton. After Leyburn the road is much more hilly and with rather poor surface to Bainbridge, whence the surface is much better to Hawes.

Gradients.—At 7¾m. 1 in 19; 15m. 1 in 15; 18½m. 1 in 20; 20¼m. 1 in 13; 22m. 1 in 17; 23½m. 1 in 13. Temple Bank 1 in 12 (dangerous); 26m. 1 in 15; 26¾m. 1 in 13; 31¾m. 1 in 15.

Measurements.

Northallerton,* Cross.

6¾	Leeming Bar.*						
8½	1¾	Bedale,* Cross.					
18¾	12¾	10½	Leyburn,* Town Hall.				
26	19½	17½	7¼	Palmer Flatt Hotel.*			
26½	20¼	18½	7½	½	Aysgarth.*		
31¾	25	23¼	12½	5¾	4¾	Bainbridge,* P.O.	
35¾	29	27¼	16½	9¾	8¾	4	Hawes,* Market House.

Principal Objects of Interest.—An interesting route. BEDALE: Church, Snape Castle. Leyburn: "Leyburn Shawl." Wensley: Church, Bolton Castle. Aysgarth: Falls. Hawes: Buttertubs Pass, Hardrow Force.

Hotels or Inns at places marked *, and at Ainderby, Morton, Crakehall, Hawnby, Wensley, and West Witton.

62 THIRSK TO MASHAM.

Description.—Class II. Good surface throughout.

Gradients.—At 12½m. 1 in 24; 14m. 1 in 13 (dangerous).

Milestones.—At first, measured from Boroughbridge Bridge, afterwards from Masham, Cross.

Measurements.

Thirsk,* Cross.

7 Sinderby Lane End.*

14½ 7½ Masham.*

Principal Objects of Interest.—Flat country. Masham: Church, Hackfall.

Hotels or Inns at places marked *, and at Thirsk Station, Carlton Miniott, and Busby Stoop.

63 THIRSK TO PATELEY BRIDGE.

Description.—Class II. & III. Fine surface between Thirsk and Ripon, but after Studley it is a poor road.

Gradients.—At 10½m. 1 in 23; 13m. 1 in 18; 14¾m. 1 in 17; 16m. 1 in 13 and 1 in 10; 17m. 1 in 17-13; 17½m. 1 in 16; 18¾m. 1 in 19; 19¾m. 1 in 12; 20m. 1 in 10; 21m. 1 in 20; 21½m. 1 in 11; 23¾m. 1 in 12. These last are dangerous.

Milestones.—After Ripon, measured from Ripon, Cross.

Measurements.

Thirsk,* Cross.

7¼ Baldersby Gate.

11½ 4¼ Ripon,* Cross.

23 15¾ 11½ Pateley Bridge.*

Principal Objects of Interest.—RIPON: Cathedral. 14¼m., Studley Poyal, and Fountains Abbey. Pateley Bridge: Raven's Gill, Goyden Pot, Brimham Rocks, &c.

Hotels or Inns at places marked *, and at Carlton, Busby Stoop, (Baldersby), and Risplith.

64 THIRSK TO HELMSLEY.

Description.—Class III. A fairly good road to the foot of the rough and precipitous Sutton Bank; thereafter tolerable surface, but improving near Helmsley.

Gradients.—Sutton Bank 1 in 8 (very dangerous); 9m. 1 in 16; 9½m. 1 in 9; 11m. 1 in 8; 12½m. 1 in 12 (all dangerous).

Measurements.

Thirsk,* Cross.

6½ Hambledon Hotel.*

(11¼ 4¾ Rievaulx.)

13¾ 6¾ 3 Helmsley,* Market Place.

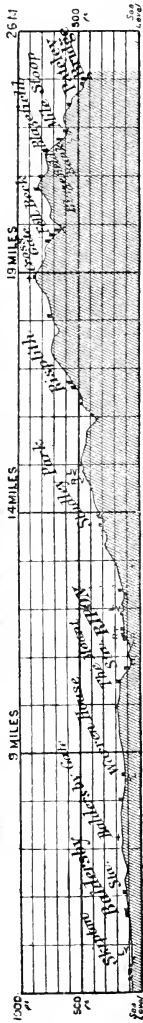
Principal Objects of Interest.—Fine view from the summit. Rievaulx: Abbey. Helmsley: Castle.

Hotels or Inns at places marked *, and at Scawton

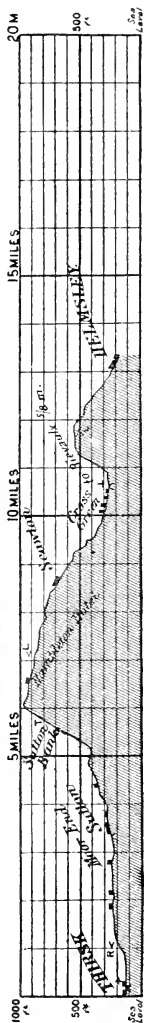
ROUTE 62. THIRSK TO MASHAM.



ROUTE 63. THIRSK TO PATELEY BRIDGE. (First 4m. as Route 62.)



ROUTE 64. THIRSK TO HELMSLEY.



65

RIPON TO LEYBURN.

Description.—Class III. The surface is only moderate, and there are a number of short hills of varying gradient. There are several good stretches as far as East Witton, but after that the surface is rather poor.

Gradients.—At $6\frac{1}{2}$ m. 1 in 15; $13\frac{3}{4}$ m. 1 in 13; $14\frac{3}{4}$ m. 1 in 10; $18\frac{1}{2}$ m. 1 in 14. To Leyburn 1 in 12.

Measurements.

Ripon,* Cross.

$9\frac{3}{4}$ Masham,* Cross.

$18\frac{1}{4}$ $8\frac{7}{8}$ Middleham,* Cross.

$21\frac{1}{8}$ $11\frac{3}{4}$ $2\frac{3}{8}$ Wensley; or,

$20\frac{1}{2}$ $11\frac{1}{8}$ $2\frac{1}{4}$ Leyburn,* Town Hall.

Principal Objects of Interest.— $1\frac{1}{2}$ m., Bishop's Palace. Tanfield: Marmion Castle. Masham: Church, Hackfall. $14\frac{1}{4}$ m., Jervaulx Abbey. Middleham: Castle, Coverham Abbey. Leyburn: "Leyburn Shawl." Wensley: Church.

Hotels or Inns at places marked *, and at West Tanfield, East Witton, and Cover Bridge.

66

BOROUGHBRIDGE TO BARNARD CASTLE.

Description.—Class I. This is one of the best stretches of road in the district. Magnificent surface and a dead level road all the way to Catterick Bridge; after which it has an ordinary surface to Greta; thereafter to Barnard Castle is only fair, with several short hills. From Greta to Bowes is fairly good, but rather steep.

Gradients.—At $32\frac{1}{2}$ m. 1 in 20; $3\frac{1}{2}$ m. 1 in 20. To Bowes at 35 m. 1 in 14.

Milestones.—Measured from Boroughbridge Bridge as far as Scotch Corner; thereafter from Scotch Corner.

Measurements.

Boroughbridge.*

$6\frac{5}{8}$ Baldersby Gate. (To Ripon Route 63.)

$9\frac{7}{8}$ $3\frac{1}{4}$ Sinderby Lane End.* (To Masham Route 62.)

$16\frac{1}{4}$ $9\frac{5}{8}$ $6\frac{3}{8}$ Leeming Bar.* (To Bedale Route 61.)

$23\frac{5}{8}$ 17 $13\frac{3}{4}$ $7\frac{3}{8}$ Catterick Bridge Station.* (Route 60.)

$27\frac{1}{4}$ $20\frac{1}{2}$ $17\frac{1}{4}$ $10\frac{7}{8}$ $3\frac{1}{2}$ Scotch Corner.* (Route 46.)

$30\frac{3}{4}$ $30\frac{1}{8}$ $26\frac{7}{8}$ $20\frac{1}{2}$ $13\frac{1}{8}$ $9\frac{5}{8}$ Greta Bridge Hotel.*

40 $33\frac{3}{8}$ $30\frac{1}{8}$ $23\frac{3}{4}$ $16\frac{3}{8}$ $12\frac{3}{4}$ $3\frac{1}{4}$ Barnard Castle,* Cross.

$42\frac{3}{8}$ $35\frac{3}{4}$ $32\frac{1}{2}$ $26\frac{1}{8}$ $18\frac{3}{4}$ $15\frac{1}{4}$ $5\frac{5}{8}$ Bowes,* P.O.

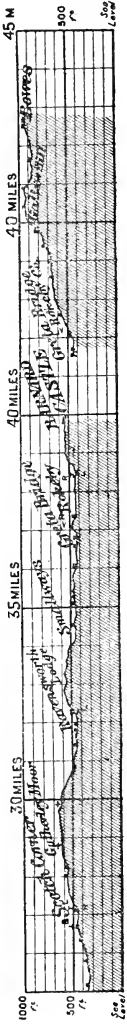
Principal Objects of Interest.—A somewhat monotonous road until near the pretty Greta Bridge. BARNARD CAS.: Castle, Bowes Museum, Egglestone Abbey, Rokeby, &c. Bowes: Dotheboys Hall.

Hotels or Inns at places marked *, and at Londonderry, Leeming, Catterick, and Smallway.

ROUTE 65. RIPON TO LEYBURN, &C.



ROUTE 66. BOURGHEBRIDGE TO BARNARD CASTLE, &C.



67 WHITBY TO SALTBURN.

Description.—Class III. Taken as a whole this is a bad road on account of the almost precipitous hills. The surface is tolerable, but apt to be soft, as far as Sandsend; thereafter the road is pretty rough, but with several good stretches, notably near Hinderwell and Brotton.

Gradients.—Nearly all very dangerous. At $1\frac{1}{4}$ m. $1/13$; $1\frac{1}{2}$ m. $1/9$; $2\frac{1}{4}$ m. $1/10$; $3\frac{1}{2}$ m. $1/7$ - $12/10$; 5m. $1/15$; $7\frac{1}{2}$ m. $1/10$; $10\frac{3}{4}$ m. & 11m. $1/7$; 12m. $1/8$; $12\frac{1}{4}$ m. $1/10$; $13\frac{3}{4}$ m. $1/16$; $14\frac{1}{2}$ m. $1/9$; $15\frac{1}{2}$ m. $1/9$; 16m. $1/12$; 17m. $1/12$; 18m. $1/9$; 19m. $1/9$; $19\frac{1}{2}$ m. $1/10$. Dangerous turns at 16m., 17m., and $19\frac{1}{2}$ m.

Measurements.

Whitby, * Bridge.

$3\frac{1}{8}$ Sandsend.*

$9\frac{3}{8}$ $6\frac{1}{4}$ Hinderwell,* P.O.

($11\frac{1}{8}$ 8 $1\frac{3}{4}$ Staithes.*)

$14\frac{5}{8}$ $11\frac{1}{2}$ $5\frac{1}{4}$... Loftus,* Town Hall.

$19\frac{3}{4}$ $16\frac{5}{8}$ $10\frac{3}{8}$... $5\frac{1}{8}$ Saltburn,* Zetland Hotel.

Principal Objects of Interest.—Sandsend: Mulgrave Castle and woods. Magnificent cliff scenery at Staithes and other places on the coast. The road also dips down into some charmingly wooded valleys.

Hotels or Inns at places marked *, and at Lythe, Ellerby, Brotton, Easington, (Runswick), and Skinningrove.

68 WHITBY TO MALTON.

Description.—Class II. The road has a good surface as far as Sleights, but after that it is rough for nearly ten miles—plenty loose stones—after which the surface improves. Between Pickering and Malton it is a magnificent level road.

Gradients.—At $1\frac{1}{4}$ m. 1 in 12; $3\frac{3}{4}$ m. 1 in 10; $4\frac{1}{2}$ m. 1 in 17-14-9-7; 8m. 1 in 14; $8\frac{3}{4}$ m. 1 in 17-15; $9\frac{1}{2}$ m. 1 in 15; $10\frac{1}{2}$ m. 1 in 12-15; $12\frac{3}{4}$ m. 1 in 8 (dangerous turn); $13\frac{1}{2}$ m. 1 in 20; $14\frac{1}{2}$ m. 1 in 12; 15m. 1 in 14; 17m. 1 in 14-21-18. Mostly dangerous.

Milestones.—Measured from Whitby,—tolerably correct to Pickering; thereafter from Malton Bridge.

Measurements.

Whitby,* Bridge.

$12\frac{5}{8}$ Saltersgate Inn.*

$20\frac{7}{8}$ $8\frac{1}{4}$ Pickering.*

$29\frac{1}{4}$ $21\frac{5}{8}$ $8\frac{3}{8}$ Malton,* Cross.

Principal Objects of Interest.—Pretty scenery as far as Sleights. $6\frac{3}{4}$ m. Silhoe Cross, (Goathland and Falling Foss 2m. to west). Moorland road. Pickering: Castle, Church. Old Malton: Church.

Hotels or Inns where marked *; at Ruswarp, and Sleights.

69 SCARBOROUGH TO WHITBY.

Description.—Class III. The road has a good surface to Cloughton, but beyond that, until near Hawsker, the gradients are very trying, while the surface is soft. Good road thereafter. There is a better road to Cloughton by Scalby, $\frac{2}{3}$ m. longer. Whitby to Robin Hood's Bay,* $6\frac{2}{3}$ m.

Gradients.—At $\frac{3}{4}$ m. 1 in 12; $2\frac{1}{4}$ m. 1 in 13; $5\frac{1}{2}$ m. 1 in 13-9-13; $6\frac{1}{4}$ and $9\frac{3}{4}$ m. 1 in 11; 10m. 1 in 14; 11m. 1 in 11; $13\frac{1}{4}$ m. 1 in 14; 16m. 1 in 13; $19\frac{3}{4}$ m. 1 in 12 (all dangerous).

Measurements.

Scarborough,* Site of Bar.

$4\frac{7}{8}$ Cloughton.*

$8\frac{3}{8}$ $3\frac{1}{2}$ Falcon Inn.*

$16\frac{5}{8}$ $11\frac{3}{4}$ $8\frac{1}{4}$ High Hawsker.

$20\frac{3}{8}$ $15\frac{1}{2}$ 12 $3\frac{3}{4}$ Whitby,* Bridge.

Principal Objects of Interest.—Cloughton: Hayburn Wyke. Whitby: Abbey. Charming district round Whitby.

Hotels or Inns at places marked *, and Flask.

70 SCARBOROUGH TO DRIFFIELD.

Description.—Class II. Cross the Valley Bridge. This is the best road to Driffield. It is mostly in good condition, but several short stretches are somewhat rough.

Gradients.—At $\frac{3}{4}$ m. 1/15; 3m. 1/20; $8\frac{1}{4}$ m. and 10m. 1/10 (dangerous); 12m. 1/21; 21m. 1/19.

Milestones.—Measured from Scarborough Old Town Hall.

Measurements.

Scarborough,* Bar.

$9\frac{1}{2}$ Hunmanby,* Cross.

$18\frac{1}{4}$ $8\frac{3}{4}$ Kilham,* Church.

$24\frac{1}{8}$ $15\frac{3}{8}$ $6\frac{5}{8}$ Driffield,* Market Place.

Principal Objects of Interest.—Hunmanby: Castle, Hall. Driffield: Church, Museum, Kirkburn Church.

Hotels or Inns where marked *; Ruston, and N. Burton.

71 SCARBOROUGH TO DRIFFIELD.

Description.—Class III. A very good road to Staxton, then very rough and hilly till near Driffield. This Route to Spital House, with No. 74, is the easiest road to Malton.

Gradients.—The principal are $8\frac{1}{4}$ m. 1 in 7 (very dangerous); 13m. 1 in 14; $15\frac{1}{4}$ m. 1 in 11; $16\frac{1}{2}$ m. 1 in 9 (dangerous).

Measurements.

Scarborough,* Bar.

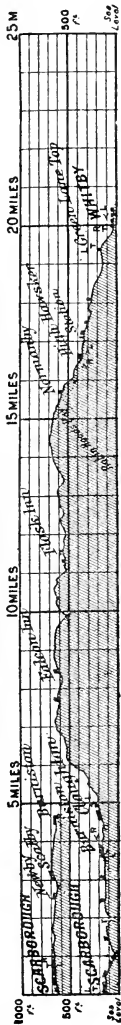
$7\frac{1}{8}$ Spital House. (To Malton Route 74.)

$15\frac{5}{8}$ $8\frac{1}{2}$ Langtoft.*

$21\frac{3}{4}$ $14\frac{3}{8}$ $6\frac{1}{2}$ Driffield,* Market Place.

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

ROUTE 69. SCARBOROUGH TO WHITBY.



ROUTE 70. SCARBOROUGH TO DRIFFIELD. (By Hammanby.)



ROUTE 71. SCARBOROUGH TO DRIFFIELD. (By Foxholes.)



72 SCARBOROUGH TO BRIDLINGTON.

Description.—Class III. The surface is fairly good throughout, but some of the hills are stiff. Going through Hunmanby adds $1\frac{1}{2}$ m. For Filey ($7\frac{1}{2}$ m.) keep to left at $6\frac{1}{2}$ m.

Gradients.— $\frac{1}{2}$ m. $1/15$; 3m. $1/20$; 11m. $1/15$ $11\frac{1}{4}$ & $15\frac{1}{2}$ m. $1/20$.

Milestones.—Measured from Old Town Hall, Scarborough'.

Measurements.

Scarborough, * Site of Bar.

$11\frac{3}{8}$ Dotterell Inn.*

$16\frac{3}{8}$ 5 Bridlington, * Market Place.

$17\frac{3}{4}$ $6\frac{3}{8}$ $1\frac{3}{8}$ Bridlington Quay.*

Principal Objects of Interest.— $1\frac{1}{2}$ m., Oliver's Mount. $5\frac{1}{2}$ m., Gristhorpe Bay. BRIDLINGTON: see Route 83.

Hotels or Inns where marked *; Plough, and Hunmanby.

73 SCARBOROUGH TO HELMSLEY.

Description.—Class II. & III. The road is very steep at first, but the surface is good as far as Snainton, thereafter it is fairly good but undulating.

Gradients.—At $1\frac{3}{4}$ m. 1 in 14; 3m. 1 in 15-27; $10\frac{1}{2}$ m. 1 in 12; $14\frac{3}{4}$ m. 1 in 22; 21m. 1 in 17; 25m. 1 in 21.

Measurements.

Scarborough, * Site of Bar.

$9\frac{3}{8}$ Snainton, * P.O.

$17\frac{1}{2}$ $8\frac{1}{2}$ Pickering.*

$25\frac{1}{4}$ $15\frac{1}{4}$ $7\frac{3}{4}$ Kirkby Moorside, * Market Place.

$31\frac{3}{8}$ 22 $13\frac{1}{2}$ $6\frac{1}{2}$ Helmsley, * Market Place.

Principal Objects of Interest.— $4\frac{1}{2}$ m., Forge Valley. Ayton: Castle. PICKERING: Church, Castle. Kirkby Moorside: Lastingham Church to N. $26\frac{3}{4}$ m. Kirkdale Church and Cavern. Helmsley: Castle, Rievaulx Abbey.

Hotels or Inns at places marked *, and at West Ayton, Wykeham, Brompton, Thornton Dale, and Wrelton.

74 MALTON TO FLAMBOROUGH.

Description.—Class III. Level road and fairly good surface to Flixton, then rather poor.

Gradients.—19m. $1/10-12$, dangerous; 21m. $1/19$; $27\frac{1}{4}$ m. $1/21$.

Milestones.—Measured from Hunmanby Cross.

Measurements.

Malton, * Cross.

$11\frac{7}{8}$ Sherburn.*

$16\frac{3}{8}$ $4\frac{1}{2}$ Spital House, (For Scarborough, Route 71).

$21\frac{3}{8}$ $9\frac{1}{2}$ 5 Hunmanby, * Cross.

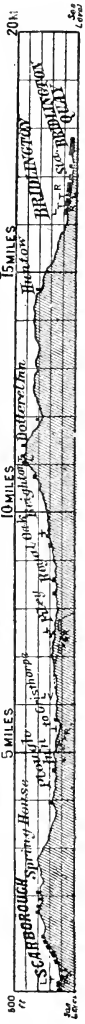
$24\frac{1}{4}$ $12\frac{3}{8}$ $7\frac{7}{8}$ $2\frac{7}{8}$ Dotterell Inn.*

$31\frac{1}{4}$ $19\frac{3}{8}$ $14\frac{7}{8}$ $9\frac{7}{8}$ 7 Flamborough.*

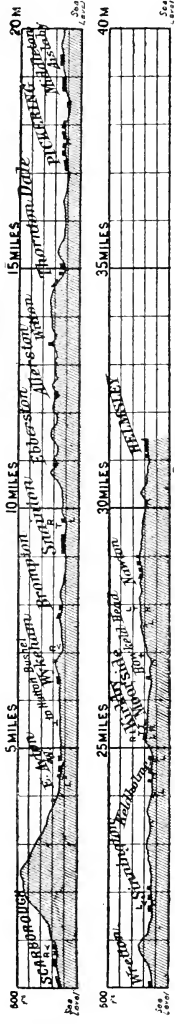
Principal Objects of Interest.—Hunmanby: Castle, Hall. Fine cliff scenery at Flamborough Head.

Hotels or Inns where marked *; Rillington, & Staxton.

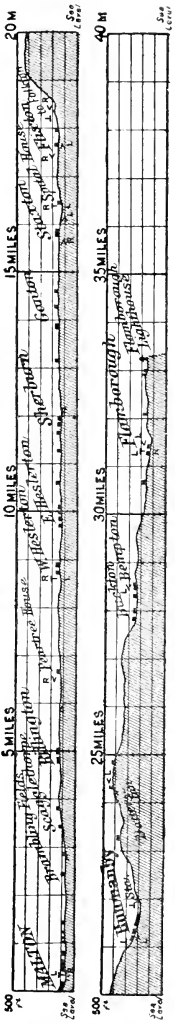
ROUTE 72. SCARBOROUGH TO BRIDLINGTON QUAY.



ROUTE 73. SCARBOROUGH TO HELMSLEY.



ROUTE 74. MALTON TO FLAMBOROUGH.



75 MALTON TO DRIFFIELD.

Description.—Class III. A very hilly, poor road, with bad surface to Sledmere; thereafter rather better.

Gradients.—At 2m. 1 in 15; 2½m. 1 in 16; 3¼m. 1 in 24; 5m. 1 in 10; 5½m. 1 in 10-15; 6½m. 1 in 23; 8¼m. 1 in 13-16; 10½m. 1 in 16; 14½m. 1 in 25. Several are dangerous.

Measurements.

Malton,* Cross.

11½ Sledmere,* P.O.

19½ 7½ Driffield,* Market Place.

Principal Objects of Interest.—Sledmere: Park. 13m., Sledmere Stoop. DRIFFIELD: Church, Museum.

Hotels or Inns at places marked*, and at North Grimston, Garton, and Little Driffield.

76 BEVERLEY TO BRIDLINGTON.

Description.—Class III. A perfectly level road the whole way, but with poor surface.

Milestones.—Measured from Bridlington, by Barmston.

Measurements.

Beverley,* Cross.

8½ Brandsburton.*

24½ 15½ Bridlington Quay.*

Principal Objects of Interest.—Flat, uninteresting country. BRIDLINGTON QUAY: Spa and Promenade, Priory Ch.

Hotels or Inns at places marked*, Leven, and Beeford.

77 HULL TO DRIFFIELD.

Description.—Class I. & II. For the first few miles out of Hull the road is lumpy owing to heavy traffic; it is then a fine road to Beverley; thereafter the road has a very fine surface all the way to Driffield.

Milestones.—Measured from Wilberforce Monument, Hull.

Measurements.

Hull,* Wilberforce Monument.

8¾ Beverley,* Cross.

22 13¼ Driffield,* Market Place.

Principal Objects of Interest.—BEVERLEY: Minster, St. Mary's Church, North Bar. DRIFFIELD: Church, Museum.

Hotels or Inns at places marked*, and at Dunswell, Woodmansey, Leckonfield, Scarborough, and Cranswick.

78 HULL TO KILNSEA.

Description.—Class II. & III. A fair road to Hedon; thereafter rather poor, and beyond Patrington pretty rough.

Measurements.

Hull,* Wilberforce Monument.

6½ Hedon.*

16 9¾ Patrington,* Market Place.

24½ 18¾ 8¾ Kilnsea.*

[over.

ROUTE 75. MALTON TO DRIFFIELD.



ROUTE 76. BEVERLEY TO BRIDLINGTON.



ROUTE 77. HULL TO DRIFFIELD.



ROUTE 78. HULL TO KILNSEA.



Milestones.—Measured from Hull, North Bridge.

Principal Objects of Interest.—Hedon: Church. Patrington: Church. Flat uninteresting country.

Hotels or Inns at places marked *, and at Thorngumbald, Keyingham, and Ottringham.

79

HULL TO HORNSEA.

Description.—Class III. The road has a moderate surface throughout, and no hills worth speaking of.

Milestones.—Measured from Witham, Hull.

Measurements.

Hull,* Wilberforce Monument.

7 $\frac{5}{8}$ Sproatley.*

12 $\frac{1}{2}$ 5 $\frac{1}{2}$ Aldbrough.*

18 $\frac{3}{4}$ 11 $\frac{1}{2}$ 6 $\frac{5}{8}$ Hornsea.*

Principal Objects of Interest.—Sproatley: Burton Constable Hall. Hornsea: Mere.

80

HULL TO SELBY.

Description.—Class II. With the exception of a few patches between Howden and Selby, this is a good road throughout.

Gradients.—At 5m. 1/20; 9 and 9 $\frac{1}{2}$ m. 1/17; 13m. 1/20.

Milestones.—Measured from Cogan St., Hull,—irregular.

Measurements.

Hull,* Wilberforce Monument.

4 $\frac{3}{4}$ Hessle.*

13 $\frac{1}{4}$ 8 $\frac{7}{8}$ South Cave,* Market House.

15 $\frac{7}{8}$ 11 $\frac{1}{2}$ 2 $\frac{5}{8}$ North Cave,* P.O.

26 21 $\frac{5}{8}$ 12 $\frac{3}{4}$ 10 $\frac{1}{2}$ Howden,* Town Hall.

36 $\frac{3}{4}$ 32 $\frac{3}{8}$ 23 $\frac{1}{2}$ 20 $\frac{7}{8}$ 10 $\frac{3}{4}$ Selby,* Cross.

Principal Objects of Interest.—HOWDEN: Church, Palace. 29m., to Wressle Castle. Hemingbrough: Church. SELBY: Abbey Church.

Hotels or Inns at places marked *, and at Welton, El-loughton, Newport, Gilberdyke, Loftsome Bridge, and Hemingbrough.

81

HULL TO NORTH CAVE, &C.

Description.—Class III. A fairly good road, but hilly. The branch to South Cave is rather better.

Gradients.—At 6 $\frac{3}{4}$ m. 1 in 22; 7m. 1 in 20; 10 $\frac{3}{4}$ m. & 11 $\frac{1}{4}$ m. 1 in 17; 11 $\frac{3}{4}$ m. 1 in 9-15 (dangerous). To South Cave 1 in 13.

Milestones.—Measured from Market Place, Hull.

Measurements.

Hull,* Wilberforce Monument.

14 $\frac{1}{2}$ North Cave,* P.O.

12 $\frac{1}{4}$ South Cave,* Market House.

Hotels or Inns at places marked *, and at Anlaby and Ripplingham.

82 YORK TO SCARBOROUGH.

Description.—Class I. This road has generally a fine surface throughout, except on the steep hills, and a short section near Rillington. From Malton to Scarborough, by Routes 74 and 71, is more level, and only $1\frac{1}{2}$ m. further.

Gradients.—Whitwell Hill $1/15-12$ (dangerous); $13\frac{1}{4}$ m. $1/17$; $15\frac{3}{4}$ m. $1/15$; 32 m. $1/27-15$; Stepney Hill $1/14$, dangerous.

Milestones.—Measured from Monk Bar, York.

Measurements.

York, * St. Michael's Church.					
$10\frac{3}{4}$	Barton Hill.*				
18	$7\frac{1}{4}$	Malton,* Cross.			
$27\frac{1}{2}$	$16\frac{3}{4}$	$9\frac{1}{2}$	Yedingham.*		
$32\frac{1}{2}$	$21\frac{3}{8}$	$14\frac{1}{8}$	$4\frac{5}{8}$	Brompton.*	
40	$29\frac{1}{4}$	22	$12\frac{1}{2}$	$7\frac{1}{8}$	Scarborough,* Site of Bar.

Principal Objects of Interest.— $\frac{1}{2}$ m., Monk Bar. Whitwell: Kirkham Abbey. $14\frac{1}{2}$ m., Castle Howard to N. Malton: Old Malton Church. Ayton: Castle. $35\frac{1}{2}$ m., Forge Valley. SCARBOROUGH: Castle, Spa, Oliver's Mount, &c.

Hotels or Inns at places marked *, and at Windmill Inn, Lobster House Inn, Whitwell, Welburn, Rillington, Snainton, Wykeham, and West Ayton.

83 YORK TO BRIDLINGTON, &c.

Description.—Class II. The road is a little rough at first, but after Grimston has a fine surface as far as Garrowby, whence it is rather poor till nearing Wetwang. Beyond that the road is good, with slight undulations all the way to Bridlington. To Flamborough is a fairly good road.

Gradients.—At $13\frac{1}{2}$ m. $1/14-8-10$ (dangerous); $14\frac{1}{2}$ m. $1/25$.

Milestones.—Measured from Ouse Bridge, York; after Garrowby, from Driffield Church; beyond Driffield, from Bridlington, Market.

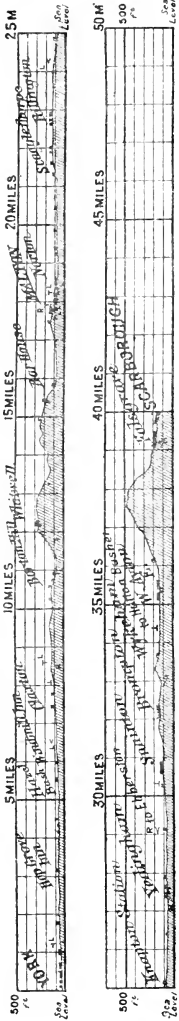
Measurements.

York,* St. Michael's Church.					
8	Stamford Bridge.*				
$18\frac{3}{4}$	$10\frac{3}{4}$	Fridaythorpe.*			
$28\frac{3}{4}$	$20\frac{3}{4}$	10	Driffield,* Market Place.		
$40\frac{5}{8}$	$32\frac{5}{8}$	$21\frac{7}{8}$	$11\frac{7}{8}$	Bridlington,* Market.	
$44\frac{3}{4}$	$36\frac{3}{4}$	26	16	$4\frac{1}{8}$	Flamborough.*

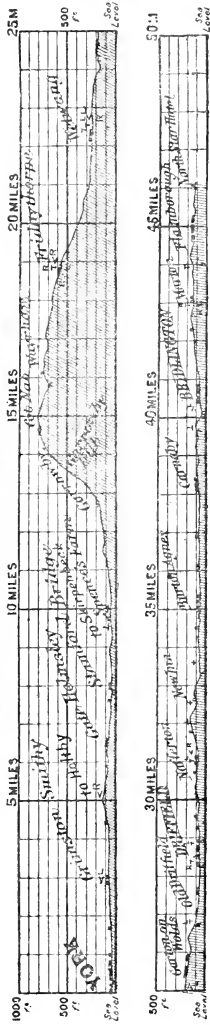
Principal Objects of Interest.— $\frac{1}{2}$ m., Walmgate Bar. 8m., Stamford Bridge, Battlefield, 1066. DRIFFIELD: Church. BRIDLINGTON: Priory Church, Promenade at Bridlington Quay. Flamborough Head.

Hotels or Inns at places marked *, and at Grimston, Gate Helmsley, Wetwang, Garton, Nafferton, & Burton Agnes.

ROUTE 82. YORK TO SCARBOROUGH.



ROUTE 83. YORK TO BRIDLINGTON.



84

YORK TO HULL.

Description.—Class I. The road is somewhat rough at first, but after Grimston has a fine surface to Market Weighton; thereafter the road is a little rough near Arras, after which it has good surface till near Hull.

Gradients.—At 20½m. 1/17-20; 23½m. 1/24; 28½m. 1/25.

Milestones.—Measured from Ouse Bridge, York; after Beverley, from Wilberforce Monument, Hull.

Measurements.

York,* St. Michael's Church.

11½ Barmby Moor.*

(13¼ 1¼ Pocklington.*)

19¼ 7¼ 6½ Market Weighton,* Market Place.

29½ 18 16½ 10¼ Beverley,* Cross.

38¼ 26¼ 25½ 19 8¼ Hull,* Wilberforce Monument.

Principal Objects of Interest.—½m., Walmgate Bar. 17m., to Londesborough Hall. BEVERLEY: Minster, St. Mary's Church, North Bar. HULL: Wilberforce Monument, Holy Trinity Church, Museum.

Hotels or Inns at places marked*, and at Grimston, Kexby Bridge, Wilberfoss, Canal Head, Hayton, and Shipton.

85

YORK TO DONCASTER.

Description.—Class II. Only a fairly good road to Selby; thereafter the surface is much better and almost dead level.

Milestones.—After Selby, measured from Doncaster Br.

Measurements.

York,* St. Michael's Church.

14¼ Selby,* Cross.

20¾ 6½ Hut Green. (Route 130.)

27¼ 13 6½ Askern.*

34¾ 19¾ 13¾ 6½ Doncaster,* Town Clock.

Principal Objects of Interest.—SELBY: Abbey Church. Askern: Spa. DONCASTER: St. Georges' Ch., Race Course.

Hotels or Inns at places marked*, and at Fulford, Burn, Chapel Haddesley, and Whitley.

86

SELBY TO THORNE.

Description.—Class III. A fairly good road on the whole, though somewhat loose at one or two points.

Milestones.—Measured from Bawtry.

Measurements.

Selby,* Cross.

7¾ Snaith,* Market Place.

14¼ 7½ Thorne,* Market Place.

Hotels or Inns at places marked*, and at Camblesforth, Carlton, and New Bridge.

87 YORK TO BRADFORD.

Description.—Class III. As far as Tadcaster the road is very lumpy on account of heavy traffic, but beyond that, excepting the paving at York, Leeds, Armley, and Bradford, it is a fine road right on to Bradford.

Gradients.—At 11m. 1 in 22; 19½m. 1 in 24; 32m. 1 in 22.

Milestones.—Measured from Ouse Bridge, York, to Tadcaster; thereafter from Briggate, Leeds.

Measurements.

York, * St. Michael's Church.

9½ Tadcaster.*

23¼ 14¼ Leeds, * Briggate.

33 23½ 9¼ Bradford, * Town Hall.

Principal Objects of Interest.—¾m., Micklegate Bar. 1½m., Tyburn. 13m., Hazelwood Hall. 14m., Bramham Park. LEEDS: Town Hall, Municipal Buildings, Free Library. BRADFORD: Tn. Hall, Free Library, Lister Park.

Hotels or Inns at places marked *, and at Dringhouses, Street Houses, Kiddal Lane End, Seacroft, Armley, Bramley, Stanningley, and Thornbury.

88 YORK TO OTLEY.

Description.—Class II. As above to Tadcaster; thereafter it is a fairly good road to Collingham, then rather poorer until past Harewood, when the surface improves greatly, and is smooth all the way to Otley.

Gradients.—At 7½m. 1/20; 11½m. 1/14-13-19 (dangerous).

Milestones.—Measured from Tadcaster.

Measurements.

York, * St. Michael's Church.

9½ Tadcaster.*

16¼ 6¼ Collingham.* (Routes 89 & 118.)

20¾ 10¾ 4¼ Harewood.*

25¼ 16¼ 9½ 5¾ Pool.*

29 19½ 12¼ 8¾ 3¼ Otley, * Market.

Principal Objects of Interest.—As above to Tadcaster. Boston Spa: Spa. Harewood: Harewood House and Cas. Beautiful scenery in Wharfedale.

Hotels or Inns at places marked *, and at Boston Spa.

89 YORK TO WETHERBY, &c.

Description.—Class II. A fairly good road.

Gradients.—At 12½m. 1 in 17.

Measurements.

York, * St. Michael's Church.

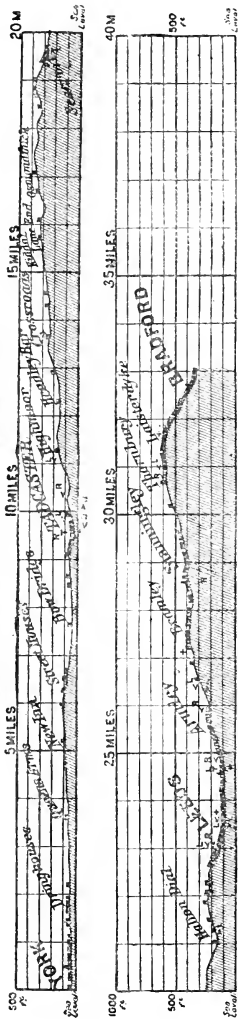
13¾ Wetherby.*

15¾ 2 Collingham.*

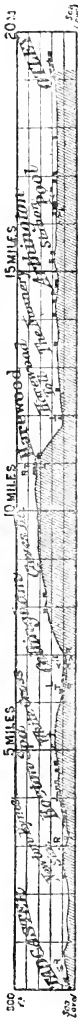
Principal Objects of Interest.—¾m., Micklegate Bar. 7¼m., Marston Moor to N., Battlefield, 1644.

Hotels or Inns at places marked *. and at Long Marston.

ROUTE 87. YORK TO BRADFORD.



ROUTE 88. YORK TO OTLEY. (As above to Tadcaster.)



ROUTE 89. YORK TO WETHERBY, & C.



90 YORK TO PATELEY BRIDGE.

Description.—Class II. & III. As far as Ripley this is a fairly good road, though rough at several points; after that it is not nearly so good, and there are some pretty steep hills.

Gradients.—At 17 $\frac{3}{4}$ m. 1 in 19; 24 $\frac{1}{2}$ m. 1 in 12-15; 25 $\frac{1}{2}$ m. 1 in 13-22; 26m. 1 in 24; 27m. 1 in 16; 26 $\frac{1}{2}$ m. 1 in 18; 28 $\frac{3}{4}$ m. 1 in 20; 31m. 1 in 20; 32m. 1 in 10; 33m. 1 in 12. Care will be required on several of these hills.

Milestones.—Measured from Sampson Square, York, to Green Hammerton; after which they are from Knaresborough. Beyond that place from the Crown Inn, Knaresborough.

Measurements.

York,*	St. Michael's Church.				
10	Green Hammerton.*				
18	8	Knaresborough.*			
(21 $\frac{3}{8}$)	11 $\frac{3}{8}$)	3 $\frac{3}{8}$)	Harrogate,*	Cross Roads).	
23	13	5	4	Ripley,*	Cross.
33 $\frac{1}{4}$	23 $\frac{1}{4}$	15 $\frac{1}{4}$	14 $\frac{1}{4}$	10 $\frac{1}{4}$	Pateley Bridge.*

Principal Objects of Interest.—KNARESBOROUGH: Cas., Church, Dropping Well, Eugene Aram's Cave. Charming scenery. Ripley: Castle, Grounds, Church. Summer Bridge: Brimham Rocks. Pateley Bridge: Beverley Hall, Ravensgill, Eagle Hall. The scenery of the Nidd Valley, up which the road passes, is exceedingly fine.

Hotels or Inns at places marked *, and at Skip Bridge, Flaxby, Burnt Yates, and Summer Bridge.

91 YORK TO NORTHALLERTON.

Description.—Class I. After passing Clifton this is a magnificent road the whole way to Northallerton. Paving in Thirsk. If going on to Northallerton, note to turn to the left into Thirsk across the Bridge; keep straight on if going to Yarm.

Milestones.—Measured from York Minster.

Measurements.

York,*	St. Michael's Church.				
5 $\frac{5}{8}$	Shipton.*				
13 $\frac{1}{4}$	7 $\frac{5}{8}$	Easingwold.*			
23 $\frac{3}{4}$	18 $\frac{1}{8}$)	10 $\frac{1}{2}$)	Thirsk,*	Cross.	
32 $\frac{1}{2}$	16 $\frac{7}{8}$)	19 $\frac{1}{4}$)	8 $\frac{3}{4}$)	Northallerton,*	Cross.

Principal Objects of Interest.— $\frac{3}{8}$ m., Bootham Bar. 1 $\frac{1}{4}$ m., Mother Shipton's Stone. THIRSK: Church. NORTHALLERTON: Church.

Hotels or Inns at places marked *, and at Skelton, Cross Lanes, Griffin, and Thornton-le-street.

92 YORK TO RIPON.

Description.—Class II. A fairly good road to Green Hammerton, then somewhat undulating to Boroughbridge; thereafter fine surface to Ripon.

Gradients.—At 16½m. 1 in 20; 17m. 1 in 20; 18½m. 1 in 22.

Milestones.—Measured from Sampson Square, York; after Boroughbridge, from New Bridge, Ripon.

Measurements.

York,* St. Michael's Church.

10 Green Hammerton.*

17½ 7½ Boroughbridge.*

24½ 14½ 6½ Ripon,* Town Hall.

Principal Objects of Interest.—Aldborough: Museum. Boroughbridge: Battlefield, 1321, Devil's Arrows. RIPON: Cathedral, Fountains Abbey.

Hotels or Inns at places marked *, and at Poppleton, Skip Bridge, Little Ouseburn, Kirkby Hill, and Hewick Bridge.

93 YORK TO HELMSLEY.

Description.—Class II. Although the latter portion of the road is pretty steep it has good surface throughout.

Gradients.—At 14½m. 1 in 19-10; 15¼m. 1 in 20; 16½m. 1 in 16; 17½m. 1 in 17-13; 20¾m. 1 in 13-10 (dangerous); 21¾m. 1 in 15-20; 22¾m. 1 in 13; 23¾m. 1 in 20-18-11.

Milestones.—Measured from Bootham Bar, York,—variable.

Measurements.

York,* St. Michael's Church.

11 Stillington.*

18¾ 7¾ Gilling.*

24½ 13½ 5½ Helmsley,* Cross.

Principal Objects of Interest.—¾m., Bootham Bar. Sutton: Church. Gilling: Castle. 12¼m., Marton Abbey. Helmsley: Castle, Rievaulx Abbey.

Hotels or Inns at places marked *, and at Wiggington, and Oswaldkirk.

94 HARROGATE TO FERRYBRIDGE.

Description.—Class II. A very fair road to Spofforth, then somewhat rough till near Wetherby, when it becomes good, and is a fine road thereafter.

Gradients.—At 2½m. 1/23; 3½m. 1/18; 7½m. 1/22; 10¼m. 1/22; 13m. 1/13; 15¾m. 1/24-17; 16¾m. 1/18; 18½m. 1/20.

Milestones.—Measured from Ferrybridge.

Measurements.

Harrogate,* Cross Roads.

9 Wetherby.*

16¾ 7¾ Aberford,* P.O.

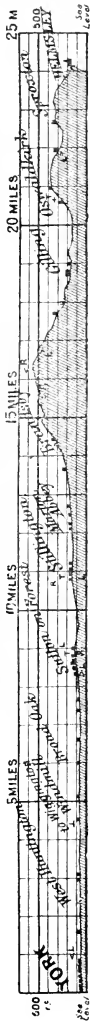
25¼ 16½ 9¾ Ferrybridge.*

[over.]

ROUTE 92. YORK TO RIPON.



ROUTE 93. YORK TO HELMSLEY.



ROUTE 94. HARROGATE TO FERRYBRIDGE.



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

(Route 94 continued)

Principal Objects of Interest.—Spofforth: Cas. Bramham: Park. 14m., Battlefield, 1408. Brotherton: Battlefield, 1461. Ferrybridge: Fryston Hall, Church.

Hotels or Inns at places marked *, and at Spofforth, Hungate Nook, and Brotherton.

95**ILKLEY TO AYSGARTH.**

Description.—Class III. Main Route.—From Ilkley the road has a very good surface all the way to Buckden, but between Addingham and Linton there are a number of steep and rather dangerous hills. Particular care will need to be taken at the very short steep hill just before Bolton Bridge. Beyond Buckden it is a wretched road over the hill to Bishop Dale, until the foot of Kidstones Bank is reached, when it becomes a fair road to Aysgarth. This is the only proper road to Wensleydale, from the south.

Keighley to Addingham.—Good surface, but very steep.

Gradients.—At 4½ and 5m. 1 in 13 (dangerous); 7m. 1 in 16; 8m. 1 in 13; 8½m. 1 in 10; 10½m. 1 in 16; 11½m. 1 in 11-14; 15½m. 1 in 14; 16½m. 1 in 18; 19½m. 1 in 12; 20¾ and 21½m. 1 in 15; 26m. 1 in 16; 27m. 1 in 10-8 (dangerous turns); 28½m. 1 in 8 (dangerous); 29½m. 1 in 10; 32¼m. 1 in 19; 33m. 1 in 11-20; 33¾m. 1 in 10; 34½ and 35¼m. 1 in 13.

Keighley Branch.—Silsden Bank 1 in 16-15-17; descent between 1 in 22-17.

Measurements.

Keighley.*

... Ilkley.*

10¼ 5¾ Bolton Bridge,* Hotel.

19½ 14¾ 9¼ Linton,* Guide Post.

26½ 21¾ 16¼ 7 Kettlewell.*

39¾ 34¾ 29¾ 20¼ 13¾ Palmer Flatt,* or (Aysgarth).*

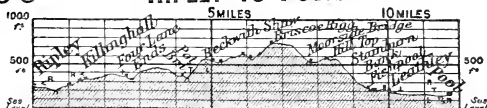
40¾ 36 30¾ 21¾ 14¾ 1¼ Carperby.*

Principal Objects of Interest.—6m., Bolton Abbey, Woods, The Strid, Cavendish Memorial. Barden: Tower. Linton: Falls. 18½m., Kilnsey Crag, Dowka Bottom Cave. Kettlewell: Caves. Buckden: Falls. Aysgarth: Falls, and fine scenery. The whole valley of the Wharfe, from Ilkley to Buckden, abounds in romantic scenery. Fine view of Wharfedale from above Cray.

Hotels or Inns at places marked *, and at Steeton, Silsden, Addingham, Burnsall, Kilnsey, Buckden, Street Head, and Thoraby.

96

RIPLEY TO POOL.



Description.—Class III. The first few miles at each end are good, but the rest is very rough and steep.

Gradients.—At 3m. 1 in 13; 4m. 1 in 17; 4½m. 1 in 9 (dangerous turn); 6m. 1 in 18; 6½m. 1 in 15; 7½m. 1 in 12 (dangerous); 8¾m. 1 in 10 (dangerous).

Measurements.

Ripley, * Cross.

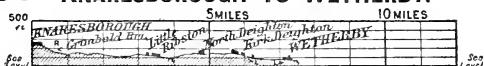
5 Beckwith Shaw. *

11¾ 6¾ Pool. *

Principal Objects of Interest.—Moorland road.

97

KNARESBOROUGH TO WETHERBY.



Description.—Class II. A good road with easy gradients.

Gradients.—At ½m. 1 in 17.

Milestones.—Measured from Knaresborough.

Measurements.

Knaresborough. *

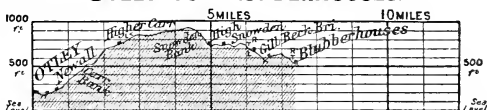
7¾ Wetherby. *

Principal Objects of Interest.—1m., Eugene Aram's cave. 3½m., Ribston Hall.

Hotels or Inns at places marked *, and at Kirk Deighton.

98

OTLEY TO BLUBBERHOUSES.



Description.—Class III. This is a poor road, very steep, and rough in the higher parts.

Gradients.—At 1m. 1 in 9 (dangerous); 1¾m. 1 in 12; 4¾m. 1 in 8 (dangerous); 6½m. 1 in 13; 7¼m. 1 in 7 (dangerous).

Measurements.

Otley, * Market.

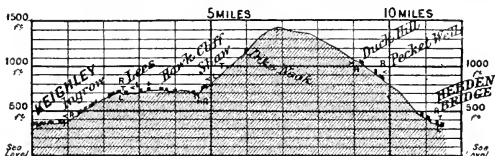
7¾ Blubberhouses. *

Principal Objects of Interest.—Mostly moorland.

Hotels or Inns at places marked.*

KEIGHLEY TO HEBDEN BRIDGE.

99



Description.—Class II. A very lumpy road at first but improving near Shaw; after that it is a very stony road, and rather rough approaching Hebden Bridge.

Gradients.—At $1\frac{1}{2}$ m. 1 in 15; $5\frac{1}{2}$ m. 1 in 13 (dangerous turn); $6\frac{1}{2}$ m. 1 in 15; $9\frac{1}{2}$ m. 1 in 17; 10m. 1 in 11-14 (dangerous).

Measurements.

Keighley, * Market Place.

$4\frac{7}{8}$ Shaw.*

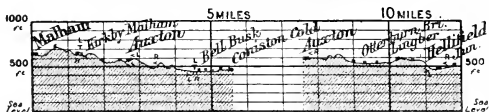
$11\frac{3}{8}$ $6\frac{1}{2}$ Hebden Bridge.*

Principal Objects of Interest.—Manufacturing district at both ends, dreary moorland between.

Hotels or Inns at places marked*, and at Lees, and Pecket Well.

MALHAM TO CONISTON, &c.

100



Description.—Class III. A fair road, but with numerous short, and very steep hills. From Aukton to Hellifield is rather soft.

Gradients.—At $\frac{3}{4}$ m. 1 in 13, and other steep gradients, but not above 1 in 12.

Measurements.

Malham.*

$2\frac{3}{8}$ Aukton.

$5\frac{1}{2}$ $2\frac{3}{8}$ Coniston Cold.*

$6\frac{3}{8}$ $3\frac{3}{4}$ Hellifield.*

Principal Objects of Interest.—Malham: Cove and Tarn.

Hotels or Inns at places marked*, and at Bell Busk.

102 SKIPTON TO KNARESBOROUGH.

Description.—Class II. The surface is good as far as Bolton Bridge, but after that it is very rough and steep to Blubberhouses; thereafter the road is a little better, and improves very much near Harrogate.

Gradients.—At $\frac{1}{4}$ m. 1/21; $2\frac{3}{4}$ m. 1/13; 3m. 1/21; $3\frac{3}{4}$ m. 1/15; $6\frac{1}{4}$ m. 1/11 (dangerous); $7\frac{1}{2}$ m. 1/15-13; $11\frac{1}{4}$ m. 1/15; 13m. 1/10; (dangerous); $14\frac{1}{4}$ m. 1/18; $14\frac{3}{4}$ m. 1/14; $17\frac{1}{2}$ m. 1/20; $19\frac{3}{4}$ m. 1/17; $20\frac{3}{4}$ m. 1/13-15; $24\frac{1}{4}$ m. 1/16; $24\frac{3}{4}$ m. 1/21.

Milestones.—Measured from Market Place, Skipton.

Measurements.

Skipton.*				
5 $\frac{3}{4}$	Bolton Bridge,* Hotel.			
12 $\frac{1}{2}$	6 $\frac{3}{4}$	Blubberhouses.*		
(22 $\frac{1}{2}$)	16 $\frac{3}{4}$	9 $\frac{5}{8}$	Harrogate,* Crossroads.)	
22	16 $\frac{1}{4}$	9 $\frac{1}{2}$	High Harrogate.*	
25	19 $\frac{3}{4}$	12 $\frac{1}{2}$	3	Knaresborough.*

Principal Objects of Interest.—Bolton Bridge: as Route 95. Pretty scenery at Bolton Bridge, and Blubberhouses. HARROGATE: Spa. KNARESBOROUGH: see Route 90.

Hotels or Inns at places marked *, and Kettleing Head.

103 SKIPTON TO KENDAL.

Description.—Class II. The road has a fine surface as far as Settle, after that there is a steep hill, but the surface on it is fairly good: it is then a fine road to Ingleton. Thence to Kendal the surface is good, but the road is pretty hilly.

Gradients.—At $6\frac{1}{2}$ m. 1/18; $9\frac{1}{2}$ m. 1/13; $17\frac{3}{4}$ m. 1/17-14-12 (dangerous); $18\frac{1}{2}$ m. 1/13-17; $32\frac{1}{2}$ m. 1/20; 33m. 1/17; $37\frac{3}{4}$ m. 1/10 (dangerous); $39\frac{3}{4}$ m. 1/15; $42\frac{1}{2}$ m. 1/18.

Milestones.—Measured from Skipton, Town Hall,—tolerably correct; beyond Kirkby Lonsdale, from the Market Place there. Near Kendal, from Kendal Market Place.

Measurements.

Skipton.*						
6 $\frac{3}{4}$	Coniston Cold,* (for Malham, Route 100.).					
15 $\frac{3}{4}$	9 $\frac{1}{2}$	Settle,* Town Hall.				
22 $\frac{1}{4}$	15 $\frac{3}{8}$	6 $\frac{3}{8}$	Clapham,* Bridge.			
26 $\frac{3}{8}$	20 $\frac{1}{4}$	10 $\frac{3}{8}$	4 $\frac{3}{8}$	Greet Bridge,* (Ingleton,* $\frac{1}{2}$ m.).		
33 $\frac{3}{8}$	26 $\frac{3}{8}$	17 $\frac{1}{4}$	10 $\frac{3}{8}$	6 $\frac{1}{2}$	Kirkby Lonsdale,* Market Place.	
46	39 $\frac{3}{8}$	30 $\frac{1}{8}$	23 $\frac{3}{8}$	19 $\frac{3}{8}$	12 $\frac{3}{8}$	Kendal.*

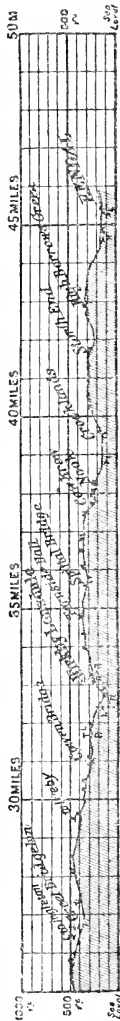
Principal Objects of Interest.—Coniston, for Malham Cove and Tarn. SETTLE: Victoria Cave. Giggleswick: Ebbing and flowing well. Clapham: Ingleborough, and Cave. Ingleton: Falls, Yorda's Cave. Interesting neighbourhood.

Hotels or Inns at places marked *, and at Gargrave, Helli-field, Long Preston, Giggleswick, Cross Street, and Nook.

ROUTE 102. SKIPTON TO KNARESBOROUGH.



ROUTE 103. SKIPTON TO KENDAL.



104 SKIPTON TO KETTLEWELL.

Description.—Class III. This is a good road throughout as regards surface, but it is pretty hilly. There are numerous steep and slightly dangerous hills.

Gradients.—At $\frac{1}{2}$ m. 1 in 13-11-13; $3\frac{1}{4}$ m. 1 in 15; $3\frac{1}{2}$ m. 1 in 22; $5\frac{1}{4}$ m. 1 in 11; $5\frac{3}{4}$ m. 1 in 12; $6\frac{1}{2}$ m. 1 in 20; $8\frac{3}{4}$ m. 1 in 12; $9\frac{1}{4}$ m. 1 in 12-15; 11m. 1 in 22; $14\frac{1}{4}$ m. 1 in 12.

Measurements.

Skipton.*

$8\frac{3}{4}$ Linton,* Guide Post.

$9\frac{3}{8}$ $\frac{7}{8}$ Grassington.*

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

$15\frac{3}{8}$ $7\frac{1}{8}$ $6\frac{1}{4}$ $3\frac{1}{4}$ Kettlewell.*

Principal Objects of Interest.—Rilstone: Norton Tower. Coniston: Dowkabottom Cave. $12\frac{3}{4}$ m., Kilnsey Crag. Fine scenery in Wharfedale, but rather bleak beyond Coniston.

Hotels or Inns at places marked *, and at Cracoe, Catchall Inn, Linton, and Grassington.

105 BRADFORD TO DONCASTER.

Description.—Class I. This is a rather bumpy road for the first 11 miles, but with some fairly good sections between the numerous townships. Paving in Wakefield. For a few miles out of Wakefield it is not very good, but the remainder is a fine road to Doncaster.

Gradients.—At $\frac{1}{4}$ m. 1 in 16; 4m. 1 in 17; $11\frac{1}{4}$ m. 1 in 22; $17\frac{1}{2}$ m. 1 in 23; $23\frac{1}{4}$ m. 1 in 22; $27\frac{1}{4}$ m. 1 in 20.

Milestones.—Measured from Town Hall, Bradford; after Wakefield, from Wakefield Cathedral. Beyond Redhouse, from Doncaster Guildhall.

Measurements.

Bradford,* Town Hall.

$6\frac{1}{4}$ Gildersome Street.*

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

$14\frac{1}{8}$ $7\frac{7}{8}$ $3\frac{3}{8}$ Wakefield,* Cathedral.

20 $13\frac{3}{4}$ $9\frac{1}{4}$ $5\frac{1}{4}$ Wragby.*

$27\frac{3}{4}$ $21\frac{1}{2}$ 17 $13\frac{5}{8}$ $7\frac{3}{4}$ Hampole.*

$34\frac{1}{8}$ $27\frac{7}{8}$ $23\frac{3}{8}$ 20 $14\frac{1}{8}$ $6\frac{3}{8}$ Doncaster,* Town Clock.

Principal Objects of Interest.—Manufacturing district to Wakefield, then colliery district for some distance. WAKEFIELD: Cathedral, Bridge and Chantry, Battlefield, 1460. $19\frac{1}{2}$ m., Nostell Priory. 27m., Little John's Well. DONCASTER: St. Georges' Church, Race course.

Hotels or Inns at places marked *, and at Dudley Hill, Westgate Hill, Tong Lane End, Bruntcliff, Morley, Tingley, East Ardsley, Carr Gate, Ackworth Moor Top, and Bodles Inn.

106 BRADFORD TO COLNE.

Description.—Class III. The road has a fairly good surface, but the almost precipitous hills after Wilsden render it very trying. Bad surface near Toller Hill.

Gradients.—At $3\frac{1}{2}$ m. 1 in 15; $4\frac{1}{2}$ m. 1 in 11; 6m. 1 in 8; 9m. 1 in 10; $9\frac{1}{2}$ m., $10\frac{1}{4}$ m., $10\frac{1}{2}$ m., and $11\frac{1}{2}$ m. 1 in 11; 13m. 1 in 15-8-11; 16m. 1 in 9-15. (All dangerous).

Measurements.

Bradford,* Town Hall.

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

13 $3\frac{3}{8}$ Toller Hill.

$19\frac{3}{8}$ $9\frac{1}{4}$ $6\frac{3}{8}$ Colne.*

Principal Objects of Interest.—Manufacturing district. Haworth: home of the Brontës.

Hotels or Inns where marked*; Flappet Spring, & Stanbury.

107 BRADFORD TO SKIPTON.

Description.—Class I. As far as Keighley the road is somewhat rough through heavy traffic, and is paved at Bingley and Keighley. Beyond that it is a very fine smooth road with easy grades.

Milestones.—Measured from Bradford Exchange, and from Skipton Bridge.

Measurements.

Bradford,* Town Hall.

$5\frac{7}{8}$ Bingley.*

$10\frac{1}{4}$ $4\frac{3}{8}$ Keighley,* Market Place.

$19\frac{1}{2}$ $13\frac{3}{8}$ $9\frac{1}{4}$ Skipton.*

Principal Objects of Interest.—Lister's Mill. $3\frac{1}{2}$ m., Saltaire. KEIGHLEY: Devonshire Park. Kildwick: Church. SKIPTON: Castle, Church.

Hotels or Inns at places marked*, and at Shipley, Stock Bridge, Utley, Steeton, Eastburn, and Kildwick.

108 LEEDS TO SKIPTON.

Description.—Class II. Paved to Kirkstall; after that the surface is good though the hills are fairly stiff.

Gradients.—At $3\frac{1}{2}$ m. 1 in 17; $4\frac{1}{2}$ m. 1 in 15; 6m. 1 in 13-17; $7\frac{1}{2}$ m. 1 in 18-16; $8\frac{1}{2}$ m. 1 in 22; $10\frac{1}{2}$ m. 1 in 19.

Measurements.

Leeds,* Briggate.

$6\frac{3}{4}$ Calverley.*

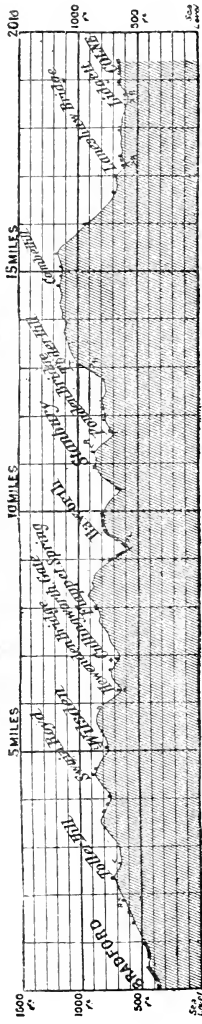
$11\frac{1}{8}$ $4\frac{3}{8}$ Shipley.*

$14\frac{1}{4}$ $7\frac{1}{2}$ $3\frac{1}{8}$ Bingley.*

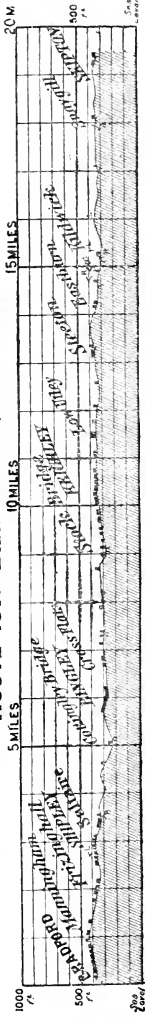
Principal Objects of Interest.—Kirkstall: Abbey ruins. Calverley: Old Hall. $11\frac{3}{4}$ m., Saltaire. Bingley: as above.

Hotels or Inns at places marked*, and at Whitecote, Greengates, and Saltaire.

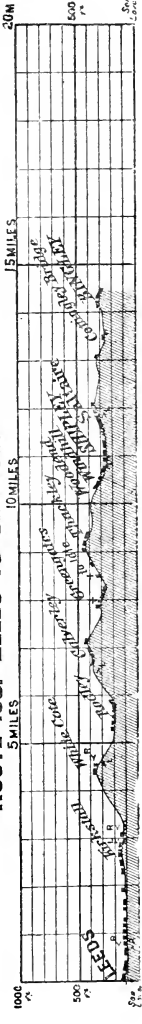
ROUTE 106. BRADFORD TO COLNE.



ROUTE 107. BRADFORD TO SKIPTON.



ROUTE 108. LEEDS TO SKIPTON. (Last 13m. as Route 107.)



109 BRADFORD TO BOROUGHBIDGE.

Description.—Class II. The first four or five miles are rather bumpy, but after White Cross it is a fine road the whole way to Harrogate, with one dangerous hill; thence to Boroughbridge is only fairly good. The more direct road to Pool is very steep.

Gradients.—At 6m. 1 in 20-16-12 (dangerous); 6½m. 1 in 25; 19¾m. 1 in 12 (dangerous); 24m. 1 in 16; 26m. 1 in 19.

Milestones.—Measured from Bradford Exchange, to Otley. After Harrogate, from Boroughbridge.

Measurements.

Bradford,* Town Hall.					
3½	Shipley,* Market Place.				
(13½	10¾	Ilkley.* Route 115).			
10½	7	Otley.*			
21½	18	11	Harrogate,* Crossroads.		
24¾	21½	14½	3½	Knaresborough.*	
31½	28¾	21¾	10¾	7¼	Boroughbridge.*

Principal Objects of Interest.—1½m., Lister's Mill and Park. Menston: Asylum. HARROGATE: Spa. KNARESBOROUGH: see Route 90. BOROUGHBIDGE: see Route 92.

Hotels or Inns at places marked *, and at White Cross, Menston, Pool, Pannal, Starbeck, Ferrensby, and Minskip.

110 LEEDS TO MARKET WEIGHTON.

Description.—Class II. A good road throughout, but a little rough just beyond Selby.

Gradients.—At ¾m. 1 in 23; 3m. 1 in 17; 6¼m. 1 in 22.

Milestones.—Measured from Kirkgate, Leeds; irregular after Selby.

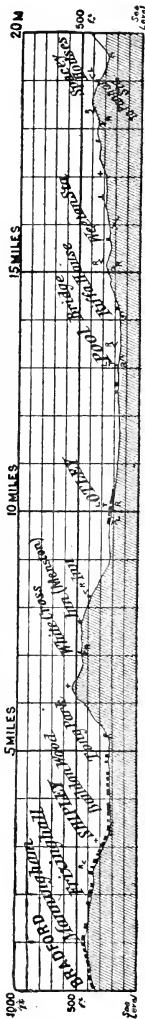
Measurements.

Leeds,* Briggate.					
6½	Garforth Bridge.*				
10½	4¾	Pointer Inn.*			
16½	10½	6½	Hambleton.		
20¾	14½	10¼	4½	Selby,* Cross.	
28¾	22½	18¼	12½	8	Bubwith.*
35½	29	24½	18½	14¾	6¾ Holme.*
39¾	33½	29¼	23½	19	11 4½ Market Weighton.*

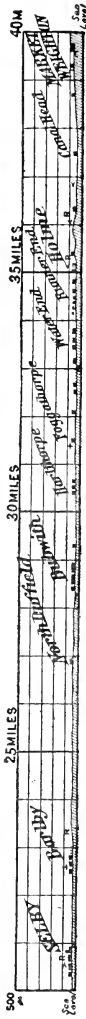
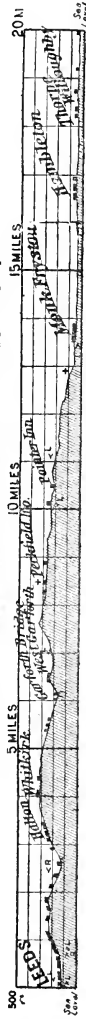
Principal Objects of Interest.—Whitkirk: Church. Selby: Abbey Church.

Hotels or Inns at places marked *, and at Halton, Thorpe Willoughby, North Duffield, and Canal Head.

ROUTE 109. BRADFORD TO BOROUGHBIDGE.



ROUTE 110. LEEDS TO MARKET WEIGHTON.



111 LEEDS TO DONCASTER.

Description.—Class I. The road is lumpy at first owing to heavy traffic, but after Oulton has a good surface all the way to Doncaster. The surface is specially good between Pontefract and Doncaster.

Gradients.—At 3½m. 1 in 21; 13m. 1 in 21; 18½m. 1 in 23.

Milestones.—Measured from Pontefract, Cross.

Measurements.

Leeds,* Briggate.

5½ Oulton.*

13½ 8 Pontefract,* Cross.

27½ 22¾ 14¾ Doncaster,* Town Clock.

Principal Objects of Interest.—Methley: Hall. Pontefract: Castle, ruins, and grounds. DONCASTER: St. George's Church, Race Course.

Hotels or Inns at places marked *, and at John o' Gaunts, Methley, Houghton, and East Hardwick.

112 LEEDS TO SHEFFIELD.

Description.—Class I. Although the road passes through numerous townships the surface is not bad; in fact, it is rather good to Barnsley. Between Barnsley and Sheffield it is a poor, and very hilly road, with a dangerous hill at Chapeltown.

Gradients.—At 3m. 1 in 16; 6m. 1 in 21; 12¾m. 1 in 18; 18½m. 1 in 25; 21m. 1 in 15-18; 21¾m. 1 in 22; 24½m. 1 in 24; 25½m. 1 in 13; 26½m. 1 in 11 (dangerous); 27¾m. 1 in 18; 29½m. 1 in 16; 30m. 1 in 23; 32m. 1 in 21.

Milestones.—Measured from Leeds, ½m. S. of Bridge.

Measurements.

Leeds,* Briggate.

8¾ Wakefield,* Cathedral.

19 10½ Barnsley.*

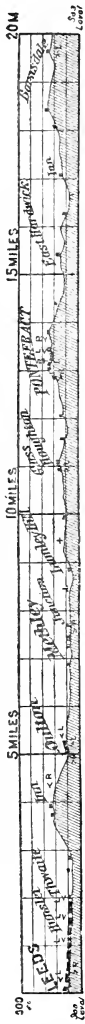
26¾ 17¾ 7¾ Chapeltown.*

32¾ 24 13¾ 6¾ Sheffield,* Market.

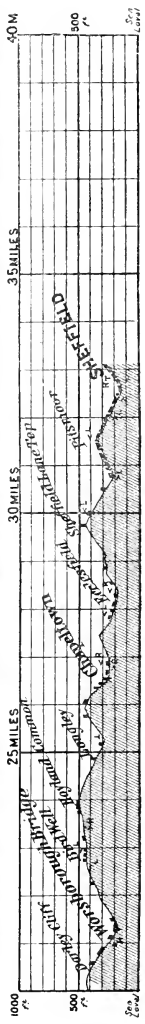
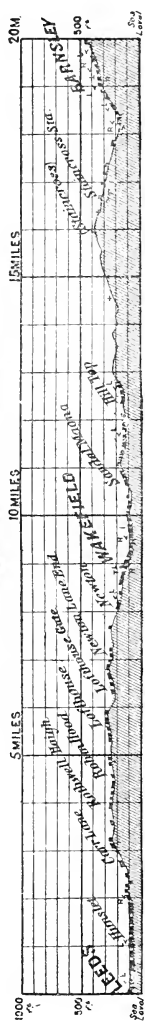
Principal Objects of Interest.—Collieries to near Wakefield. WAKEFIELD: Cathedral, Bridge, and Chantry, Battlefield 1460. 11m., Sandal Castle. BARNSELY: Public Park, Wentworth Castle. 30¾m., Workhouse. SHEFFIELD: Town Hall, Museum, Free Library.

Hotels or Inns at places marked *, and at Rothwell Haigh, Robinhood, Lofthouse, Lofthousegate, Newton Lane End, Sandal, Hilltop, Staincross, Worsborough Bridge, Bird Well, Hayland Common, and Ecclesfield.

ROUTE 111. LEEDS TO DONCASTER. (Last 8 miles as Route 140.)



ROUTE 112. LEEDS TO SHEFFIELD.



113 LEEDS TO HUDDERSFIELD.

Description.—Class I. A fairly good road throughout, but the hills are steep, and it is paved in parts. The other road to Birstal by Morley is steeper.

Gradients.—At 2 $\frac{3}{4}$ m. 1 in 17; 4m. 1 in 15; 6 $\frac{1}{4}$ m. 1 in 16; 7 $\frac{1}{4}$ m. 1 in 15; 8 $\frac{1}{2}$ m. 1 in 18; 9m. 1 in 15; 10 $\frac{3}{4}$ m. 1 in 17.

Milestones.—Measured from Huddersfield, Market Place.

Measurements.

Leeds, * Briggate.

7 Birstal, * Station.

15 $\frac{1}{2}$ 8 $\frac{1}{2}$ Huddersfield, * Market Place.

Principal Objects of Interest.—Manufacturing district.

Hotels or Inns at places marked *, and numerous others.

114 LEEDS TO ELLAND.

Description.—Class II. Tolerable surface as far as Birstal; after that it is better, but nearing Brighouse it is rough; thence good to Elland.

Gradients.—At 3 $\frac{1}{2}$ m. 1 in 15; 4 $\frac{3}{4}$ m. 1 in 18; 5 $\frac{3}{4}$ m. 1 in 13; 6 $\frac{1}{4}$ m. 1 in 15; 6 $\frac{3}{4}$ m. 1 in 14-23; 8m. 1 in 15; 9m. 1 in 15; 10 $\frac{3}{4}$ m. 1 in 16; 12 $\frac{1}{2}$ m. 1 in 12-10 (dangerous).

Milestones.—Measured from Old Municipal Boundary, Leeds.

Measurements.

Leeds, * Briggate.

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

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

16 $\frac{1}{2}$ 8 $\frac{1}{2}$ 3 $\frac{1}{2}$ Elland, * Bridge.

Principal Objects of Interest.—Manufacturing district, densely populated.

Hotels or Inns at places marked *, and numerous others.

115 LEEDS TO ILKLEY.

Description.—Class II. Paved to Kirkstall, thereafter the road has a good surface. The best road to Ilkley is the next Route.

Gradients.—At 4 $\frac{1}{2}$ m. 1 in 15; 6 $\frac{3}{4}$ m. 1 in 24; 7 $\frac{3}{4}$ m. 1 in 20.

Milestones.—Measured from Royal Exchange, Leeds.

Measurements.

Leeds, * Briggate.

7 $\frac{1}{4}$ Rawdon.*

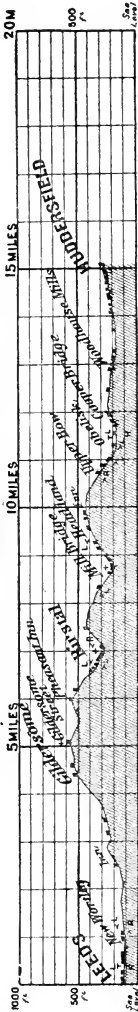
12 $\frac{3}{8}$ 5 $\frac{3}{8}$ Burley.*

16 $\frac{3}{8}$ 9 $\frac{1}{8}$ 3 $\frac{1}{4}$ Ilkley, * Crescent Hotel.

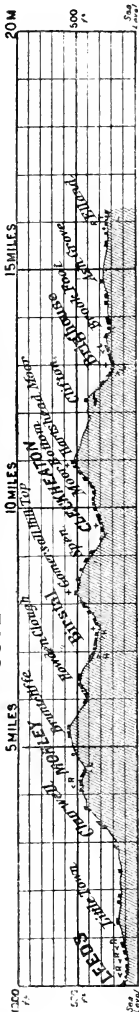
Principal Objects of Interest.—3 $\frac{3}{8}$ m., Kirkstall Abbey. Rawdon: Baptist College. Menston: Asylum. Ilkley: interesting neighbourhood, with fine scenery.

Hotels or Inns at places marked *, and at Horsforth, Henshaw, Guiseley, and Menston.

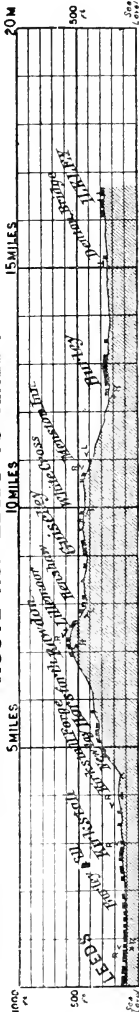
ROUTE 113. LEEDS TO HUDDERSFIELD.



ROUTE 114. LEEDS TO ELLAND.



ROUTE 115. LEEDS TO ILKLEY.



116 LEEDS TO SKIPTON.

Description.—Class I. After Headingley it is a fine road to Addingham; thereafter it is a little rough, but improves nearing Skipton.

Gradients.—At 21m. $1/13-23$; $23\frac{1}{2}$ m. $1/21$; $24\frac{1}{2}$ m. $1/20$.

Measurements.

Leeds, * Briggate.

$11\frac{1}{4}$ Otley, * Market.

$17\frac{1}{2}$ $6\frac{1}{4}$ Ilkley, * Crescent Hotel.

$26\frac{5}{8}$ $15\frac{3}{8}$ $9\frac{1}{8}$ Skipton, *

Principal Objects of Interest.—Ilkley: interesting neighbourhood, with fine scenery. Skipton: Castle.

Hotels or Inns at places marked*, and at Headingley, Dyneley Arms, Burley, and Addingham.

117 LEEDS TO RIPON.

Description.—Class I. A splendid road to Harrogate; thereafter fairly good, but rather steep to Ripley: after which it is more level, but the surface is not very good.

Gradients.—At $2\frac{1}{2}$ m. $1/25$, 7m. $1/17$; $8\frac{1}{2}$ m. $1/12-16$ (dangerous); 11m. $1/20$; $13\frac{3}{4}$ m. $1/11$ (dangerous); 16m. $1/13$; $17\frac{1}{4}$ m. $1/12$.

Measurements.

Leeds, * Briggate.

8 Harewood, *

15 7 Harrogate, * Crossroads.

19 11 4 Ripley, * Cross.

$26\frac{5}{8}$ $18\frac{5}{8}$ $11\frac{5}{8}$ $7\frac{5}{8}$ Ripon, * Town Hall.

Principal Objects of Interest.—Harewood: House, and Castle. Harrogate: Spa. Ripley: Castle, Grounds, Ch. Ripon: Cathedral, Fountains Abbey. Pretty scenery.

Hotels or Inns at places marked*, and at Chapeltown, Harewood Bri., Little Wonder, Killinghall, & S. Stainley.

118 LEEDS TO NORTHALLERTON.

Description.—Class I. Fine surface, but hilly road to Collingham; thereafter more level, but not quite so good.

Gradients.—At 4m. 1 in 17; 6m. 1 in 18; $7\frac{3}{4}$ m. 1 in 19.

Measurements.

Leeds, * Briggate.

$12\frac{3}{8}$ Wetherby, *

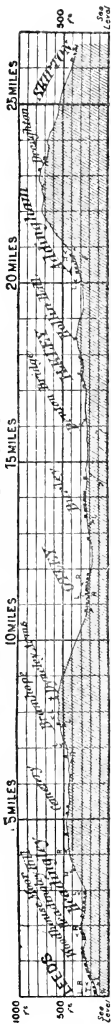
$24\frac{5}{8}$ $12\frac{1}{4}$ Boroughbridge, * High Street.

$43\frac{1}{2}$ $31\frac{1}{8}$ $18\frac{7}{8}$ Northallerton, * Cross.

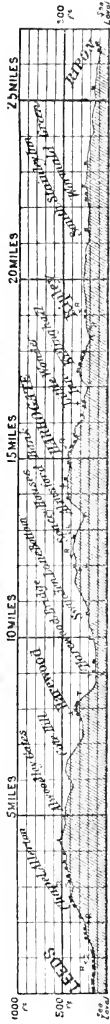
Principal Objects of Interest.— $3\frac{1}{2}$ m., Roundhay Park. BOROUGHBRIDGE: Battlefield, 1321, Devil's Arrows. NORTHALLERTON: Church, Battle of the Standard, 1138.

Hotels or Inns at places marked*, and at Roundhay, Wellington, Collingham, Deighton Bar, Walshford, Dishforth, Asenby, Topcliffe, Busby Stoop, Sand Hutton, Newsham, and South Otterington.

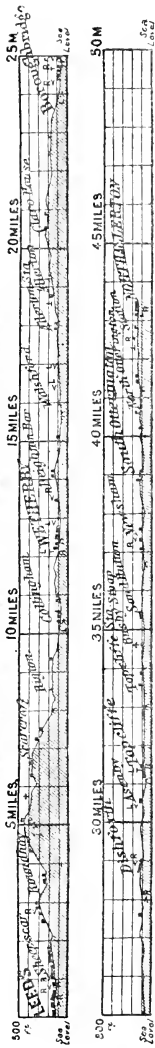
ROUTE 116. LEEDS TO SKIPTON.



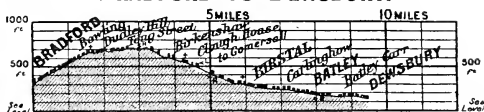
ROUTE 117. LEEDS TO RIPON.



ROUTE 118. LEEDS TO NORTHALLERTON.



119 BRADFORD TO DEWSBURY.



Description.—Class II. A very bumpy road, as it goes through numerous townships.

Gradients.—At $\frac{3}{4}$ m. 1 in 16; $3\frac{1}{2}$ m. 1 in 17; 5m. 1 in 24.

Measurements

Bradford,* Town Hall.

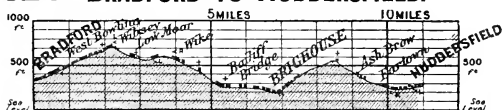
4 Birkenshaw.*

$6\frac{1}{4}$ $2\frac{1}{4}$ Birstal,* Station.

$9\frac{1}{2}$ $5\frac{1}{2}$ $3\frac{1}{4}$ Dewsbury,* Market Place.

Principal Objects of Interest.—Manufacturing district, densely populated. DEWSBURY: Church, Cross.

120 BRADFORD TO HUDDERSFIELD.



Description.—Class I. After Wibsey the road has a tolerably good surface, but the hills are very stiff.

Gradients.—At 5m. 1 in 21; $7\frac{1}{4}$ m. 1 in 14 (dangerous); 9m. 1 in 17.

Milestones.—Measured from Town Hall, Bradford.

Measurements.

Bradford,* Town Hall.

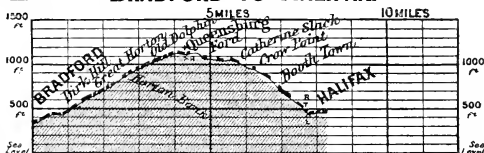
4 Wike.*

$6\frac{3}{4}$ $2\frac{3}{4}$ Brighouse.*

11 7 $4\frac{1}{4}$ Huddersfield,* Market Place.

Principal Objects of Interest.—Manufacturing district. 3m., Low Moor Iron Works.

121 BRADFORD TO HALIFAX.



Description.—Class II. A very lumpy, and poor road. The direct and best road is by Shelf (Route 238).

Gradients.—At 1½m. 1 in 13; 2½m. 1 in 12, but mostly 1 in 22; 7m. 1 in 13-11-13 (dangerous).

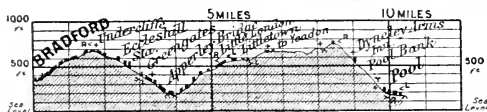
Milestones.—Measured from Town Hall, Bradford.

Measurements.

- Bradford, * Town Hall.
- 4¾ Queensbury, *
- 8½ 3¾ Halifax, * Town Hall.

Principal Objects of Interest.—Manufacturing district.

BRADFORD TO POOL. 122



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

Gradients.—At ½m. 1 in 18; 3½m. 1 in 13; 4½m. 1 in 13; 5¼ and 6¼m. 1 in 17. Pool Bank 1 in 11 (dangerous).

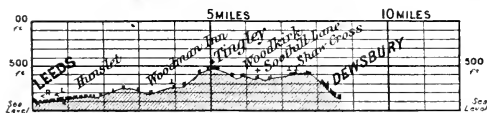
Milestones.—Measured from Town Hall, Bradford.

Measurements.

- Bradford, * Town Hall.
- 3¾ Apperley Bridge.
- 6¼ 2 Yeadon, *
- 10 6½ ... Pool, *

Principal Objects of Interest.—Fine view of Wharfedale descending to Pool.

LEEDS TO DEWSBURY. 123



Description.—Class II. A fairly good road, but with rather dangerous descent to Dewsbury.

Gradients.—At 4½m. 1 in 14; 8½m. 1 in 12 (dangerous).

Measurements.

- Leeds, * Briggate.
- 5 Tingley, *
- 8½ 3½ Dewsbury, * Market.

Principal Objects of Interest.—Collieries at first. DEWSBURY: Church, Cross.

*Hotels or Inns where marked *, & numerous others.*

124 HUDDERSFIELD TO WAKEFIELD.

Description.—Class II. After Waterloo Bridge the road has fine surface as far as Horbury, but the hills are very stiff; thereafter the road is rather lumpy. The road by Dewsbury is more level, but it is very lumpy, as well as being paved at several points.

Gradients.—At $\frac{3}{4}$ m. 1 in 24; $2\frac{3}{4}$ m. 1 in 17-15; $4\frac{3}{4}$ m. 1 in 13; 6m. 1 in 21; 7m. 1 in 17; $8\frac{3}{4}$ m. 1 in 15-17.

Milestones.—Measured from Market Place, Huddersfield.

Measurements.

Huddersfield, * Market Place.

$10\frac{5}{8}$ Horbury, * P.O.

$13\frac{1}{2}$ $2\frac{3}{8}$ Wakefield, * Cathedral.

Principal Objects of Interest.—Manufacturing district at both ends. WAKEFIELD: Cathedral, Bridge and Chantry, Battlefield 1640.

Hotels or Inns at places marked *, and at Waterloo Bridge, Grove Inn, Kaye's Arms, and Horbury Bridge.

125 HUDDERSFIELD TO GLOSSOP.

Description.—Class III. This is a good road as far as Holme, after which it is very rough, with an almost precipitous hill over to Woodhead; thereafter to Glossop the surface is fairly good, but it is up and down. There is a sharp turn two miles from Glossop.

Gradients.—At $1\frac{1}{2}$ m. 1 in 22; $8\frac{1}{2}$ m. 1 in 11-12 (dangerous); 10m. 1 in 11-9 (dangerous); 11 to $12\frac{3}{4}$ m. 1 in 10-13-10 (dangerous); 19m. 1 in 13.

Milestones.—Measured from Market Place, Huddersfield.

Measurements.

Huddersfield, * Market Place.

$6\frac{3}{8}$ Holmfirth, *

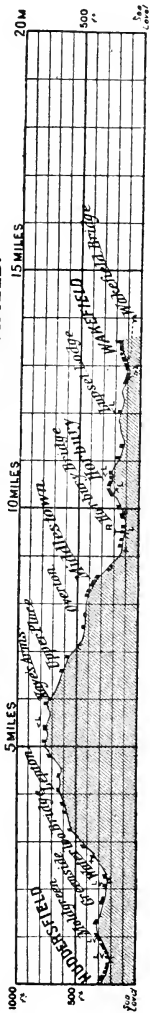
$13\frac{5}{8}$ $7\frac{1}{4}$ Woodhead Inn, *

$19\frac{1}{4}$ $13\frac{3}{8}$ $6\frac{1}{8}$ Glossop, * Town Hall.

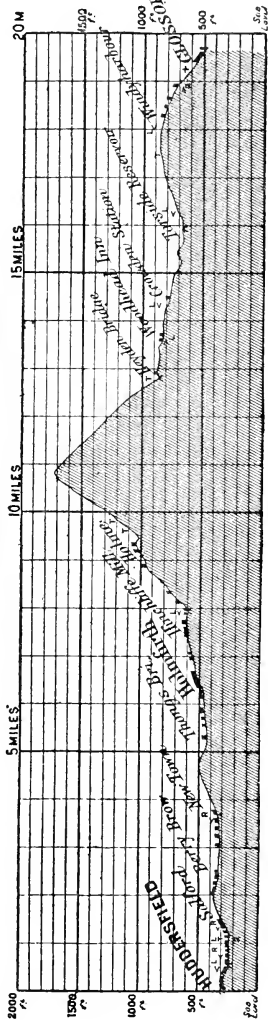
Principal Objects of Interest.—Mills as far as Holm-bridge; thereafter the road is very bleak, until the reservoirs are reached.

Hotels or Inns at places marked *, and at Berry Brow.

ROUTE 124. HUDDERSFIELD TO WAKEFIELD.



ROUTE 125. HUDDERSFIELD TO GLOSSOP.



126 HUDDERSFIELD TO ROCHDALE.

Description.—Class II. The road has a fair surface, but there is a very long and stiff pull to the summit, which is pretty rough. The descent to Junction though fairly good, is rather steep. From Junction to New Hey the road is rough and steep; thence to Rochdale is very lumpy.

Gradients.—At $\frac{1}{2}$ m. 1 in 17; $1\frac{1}{2}$ m. 1 in 20-22; $3\frac{1}{2}$ m. 1 in 18; 4m. 1 in 20; $5\frac{1}{2}$ m. 1 in 25; 11m. 1 in 16; $13\frac{3}{4}$ m. 1 in 10 (dangerous); $14\frac{1}{2}$ m. 1 in 15-13-14.

Milestones.—Measured from Huddersfield Church.

Measurements.

Huddersfield,* Market Place.

$5\frac{1}{2}$ Pole Moor Inn.*

13 $7\frac{1}{2}$ Junction.*

$19\frac{1}{4}$ $13\frac{3}{4}$ $6\frac{1}{4}$ Rochdale,* Town Hall.

Principal Objects of Interest.—Numerous mills at both ends; very bleak near Buckstones. 12m., Reservoirs.

Hotels or Inns at places marked *, and at Leeches, Outlane, Carr Top, Buckstones, Cherry Top, New Hey, and Milnrow.

127 HUDDERSFIELD TO KEIGHLEY.

Description.—Class I. & II. The road has a fine surface, but is rather hilly to Halifax, and is paved at several points. From Halifax to Keighley the road is pretty rough, and at several points is in a very bad state; it is also very hilly. This latter part of the Route is not recommended,—better go by Bradford.

Gradients.—At $\frac{1}{2}$ m. 1 in 22; 3m. 1 in 13-15 (dangerous); 6m. 1 in 12-19; $8\frac{1}{2}$ m. 1 in 12-22; 10m. 1 in 19-15; 12m. 1 in 15; $12\frac{1}{2}$ m. 1 in 20; 17m. 1 in 22; $18\frac{1}{2}$ m. 1 in 15.

Milestones.—At first, from Market Place, Huddersfield. After Halifax, from Market Place, Keighley.

Measurements.

Huddersfield,* Market Place.

$4\frac{1}{4}$ Elland,* Bridge.

$7\frac{3}{8}$ $3\frac{1}{8}$ Halifax,* Town Hall.

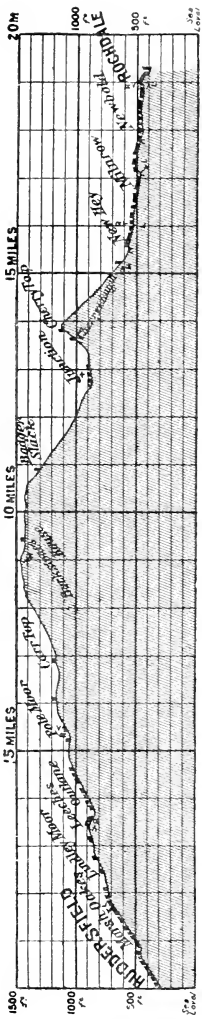
$13\frac{1}{8}$ $8\frac{3}{8}$ $5\frac{3}{4}$ Denholme Gate.*

$19\frac{3}{8}$ $15\frac{1}{2}$ $12\frac{3}{8}$ $6\frac{3}{8}$ Keighley,* Market Place.

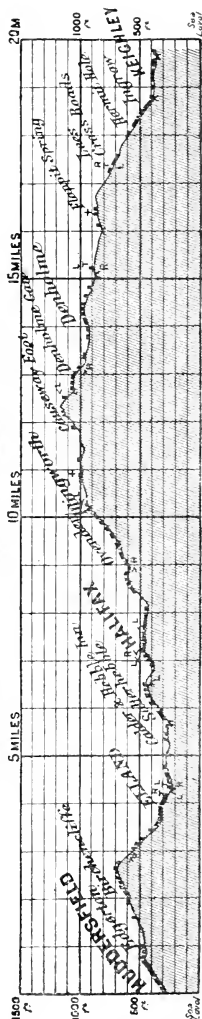
Principal Objects of Interest.—Elland: Hall. HALIFAX: Church, Town Hall, Free Library, Akroyd Park. Thornton: birthplace of the Brontës. KEIGHLEY: Devonshire Park.

Hotels or Inns at places marked *, and at Birchencliffe, "Calder and Hebble," Illingworth, Odd Moor, Causeway Foot, Denholme, Flappit Spring, and Lees.

ROUTE 126. HUDDERSFIELD TO ROCHDALE.



ROUTE 127. HUDDERSFIELD TO KEIGHLEY.



128 WAKEFIELD TO SOWERBY BRIDGE.

Description.—Class II. A rather hilly and lumpy road at first, then rough paving between Dewsbury and Ravens-thorpe; thereafter it is undulating, with fairly good surface.

Gradients.—At $4\frac{1}{2}$ m. 1 in 24; $4\frac{3}{4}$ m. 1 in 20; $5\frac{1}{2}$ m. 1 in 14 (dangerous); $19\frac{1}{2}$ m. 1 in 16.

Milestones.—Measured from Westgate Bri., Wakefield.

Measurements.

Wakefield,* Cathedral.			
$5\frac{3}{4}$	Dewsbury,* Market.		
$(14\frac{1}{2})$	$8\frac{3}{4}$	Huddersfield,* Market.)	
$13\frac{1}{8}$	$7\frac{3}{8}$	Brighouse.*	
$16\frac{1}{8}$	$10\frac{3}{8}$	3	Elland,* Bridge.
$19\frac{7}{8}$	$14\frac{1}{8}$	$6\frac{1}{4}$	$3\frac{3}{4}$ Sowerby Bridge,* Town Hall.

Principal Objects of Interest.—Manufacturing district the whole way. DEWSBURY: Church, Cross. $10\frac{3}{8}$ m., “Dumb Steeple.”

Hotels or Inns at places marked *, and numerous others.

129 WAKEFIELD TO ABERFORD.

Description.—Class II. The road has a fine surface as far as Oulton; thereafter fair.

Gradients.—At $1\frac{1}{2}$ m. 1 in 13; $3\frac{1}{4}$ m. 1 in 23; $4\frac{1}{4}$ m. 1 in 20; $6\frac{1}{2}$ m. 1 in 24; $8\frac{1}{4}$ m. 1 in 19.

Measurements.

Wakefield,* Cathedral.			
5	Oulton.*		
$8\frac{5}{8}$	$3\frac{3}{8}$	Garforth Bridge.*	
13	8	$4\frac{3}{8}$	Aberford,* P.O.

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

130 WAKEFIELD TO GOOLE.

Description.—Class II. A rather lumpy road between Wakefield and Featherstone; thereafter the surface is better, but apt to be rather loose. Pontefract is paved.

Gradients.—At 8m. 1 in 17.

Milestones.—Measured from Wakefield, Cathedral.

Measurements.

Wakefield,* Cathedral.			
$9\frac{1}{8}$	Pontefract,* Cross.		
$12\frac{1}{2}$	$3\frac{3}{8}$	Knottingley.*	
$16\frac{5}{8}$	$7\frac{1}{2}$	$4\frac{1}{2}$	Hut Green.*
$22\frac{3}{8}$	$13\frac{1}{4}$	$9\frac{7}{8}$	$5\frac{3}{4}$ Snaith,* Market Place.
$30\frac{1}{4}$	$21\frac{1}{8}$	$17\frac{3}{4}$	$13\frac{5}{8}$ $7\frac{7}{8}$ Goole.*
$(32\frac{1}{8})$	23	$19\frac{5}{8}$	$15\frac{1}{2}$ $9\frac{3}{4}$ $(4\frac{1}{2})$ Howden.*

Principal Objects of Interest.—Pontefract: Castle ruins and Grounds. Flat country after Knottingley.

Hotels or Inns at places marked *, and at Sharlston, Featherstone, Kellington, Hensall, and Rawcliffe.

131 WAKEFIELD TO HOLMFIRTH.

Description.—Class II. After Dircar, the road has a fine surface as far as Denby Dale; thereafter it is rather poorer to Holmfirth.

Gradients.—At $4\frac{1}{2}$ m. 1 in 20; 6m. 1 in 16; $11\frac{1}{2}$ m. 1 in 18; $14\frac{1}{2}$ m. 1 in 13-15; $16\frac{1}{2}$ m. 1 in 20.

Milestones.—Measured from Wakefield, Cathedral.

Measurements.			
			Wakefield,* Cathedral.
			$10\frac{5}{8}$ Denby Dale.*
			$14\frac{7}{8}$ $4\frac{1}{4}$ New Mill.*
			$16\frac{3}{4}$ $6\frac{1}{8}$ $1\frac{7}{8}$ Holmfirth.*

Principal Objects of Interest.—Manufacturing district at first, and near Denby Dale, New Mill, and Holmfirth.

Hotels or Inns at places marked*, and at Dircar, Scisset, Cumberworth, and Spring Syke.

132 BARNSELY TO HOLMFIRTH.

Description.—Class II. The road is rather hilly, but has a good surface, excepting near Cumberworth.

Gradients.—At 3m. 1 in 18; $3\frac{1}{2}$ m. 1 in 24; $6\frac{1}{2}$ m. 1 in 15; $9\frac{1}{4}$ m. 1 in 18; $12\frac{1}{2}$ m. 1 in 13-15; $14\frac{1}{2}$ m. 1 in 20.

Milestones.—Measured from Barnsley, Market.

Measurements.			
			Barnsley,* Market.
			$9\frac{5}{8}$ Cumberworth Inn.*
			$12\frac{3}{8}$ $3\frac{1}{4}$ New Mill.*
			$14\frac{5}{8}$ 5 $1\frac{7}{8}$ Holmfirth.*

Principal Objects of Interest.—Cawthorne: Museum. Canon Hall. Manufacturing district at New Mill, and Holmfirth.

Hotels or Inns at places marked*, and at Cawthorne, Dunkirk, and Spring Syke.

133 BARNSELY TO HUDDERSFIELD.

Description.—Class III. This is a tolerably good road, but it is a little rough about Flockton.

Gradients.—At $4\frac{1}{2}$ and 5m. 1 in 12; 6m. 1 in 20; 11m. 1 in 13; 12m. 1 in 13; 14m. 1 in 15-17; $15\frac{3}{4}$ m. 1 in 24.

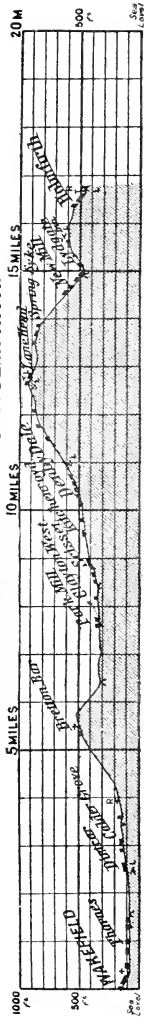
Milestones.—Measured from Barnsley, Market.

Measurements.			
			Barnsley,* Market Place.
			$10\frac{1}{4}$ Flockton Inn.*
			$16\frac{3}{4}$ $6\frac{1}{2}$ Huddersfield,* Market Place.

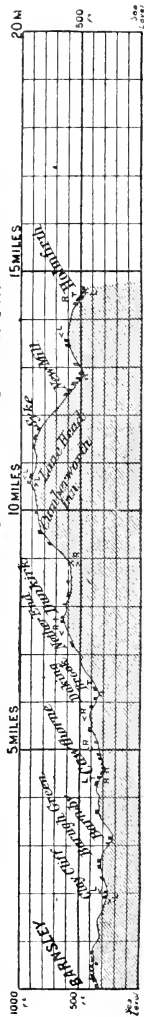
Principal Objects of Interest.—West Bretton: Hall.

Hotels or Inns at places marked*, and at Darton, Grove Inn, and Waterloo Bridge.

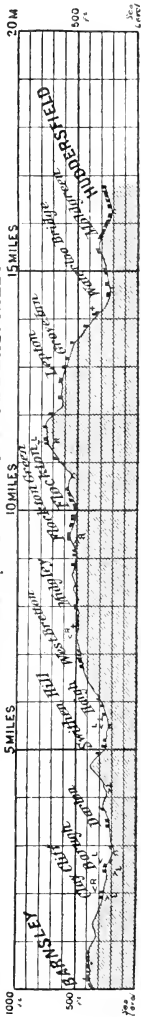
ROUTE 131. WAKEFIELD TO HOLMFIRTH.



ROUTE 132. BARNSELY TO HOLMFIRTH.



ROUTE 133. BARNSELY TO HUDDERSFIELD.



134 BARNSELY TO DONCASTER.

Description.—Class III. Very lumpy to Stairfoot, thereafter good surface the whole way, excepting in several of the colliery villages.

Gradients.—At $\frac{3}{4}$ m. 1 in 23; $1\frac{1}{4}$ m. 1 in 22; $1\frac{3}{4}$ m. 1 in 19.

Milestones.—Measured from Market Place, Barnsley.

Measurements.

Barnsley,* Market Place.				
7	Wath,* Cross.			
10	3	Mexbrough,* Church.		
12 $\frac{7}{8}$	5 $\frac{7}{8}$	2 $\frac{3}{8}$	Conisbrough,* Brook Green.	
18	11	8	5 $\frac{1}{2}$	Doncaster,* Town Clock.

Principal Objects of Interest.—Colliery district. Conisbrough: Castle, Church.

Hotels or Inns at places marked *, and at Stairfoot, Wombwell, Warmsworth, and Balby.

135 BARNSELY TO PONTEFRACT, &C.

Description.—Class III. The road has a good surface throughout, but it is very up and down.

Gradients.—At $3\frac{1}{4}$ m. 1 in 14; $5\frac{1}{2}$ m. 1 in 19; $10\frac{1}{2}$ m. 1 in 16; $12\frac{1}{4}$ m. 1 in 14; $15\frac{1}{4}$ m. 1 in 18.

Measurements.

Barnsley,* Market Place.				
7 $\frac{3}{8}$	Hemsworth.*			
11 $\frac{1}{8}$	3 $\frac{1}{2}$	Ackworth,* Cross.		
14	6 $\frac{1}{8}$	2 $\frac{3}{8}$	Pontefract,* Cross.	
16 $\frac{1}{2}$	8 $\frac{3}{8}$	5 $\frac{3}{8}$	2 $\frac{1}{2}$	Ferry Bridge.*

Principal Objects of Interest.—Hemsworth: School. Ackworth: School. Pontefract: Castle ruins and grounds.

Hotels or Inns at places marked *, and at Cudworth, and Ackworth Moor Top.

136 DONCASTER TO GOOLE.

Description.—Class II. A fine level road with good surface as far as Thorne, thereafter only fair.

Milestones.—Measured from London Road, Doncaster.

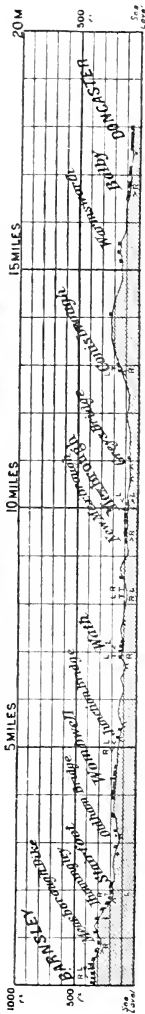
Measurements.

Doncaster,* Town Clock.				
10 $\frac{1}{2}$	Thorne,* Market Place.			
21 $\frac{3}{4}$	11 $\frac{3}{8}$	Goole.*		
(23 $\frac{3}{8}$	13 $\frac{1}{2}$	Howden.*)		

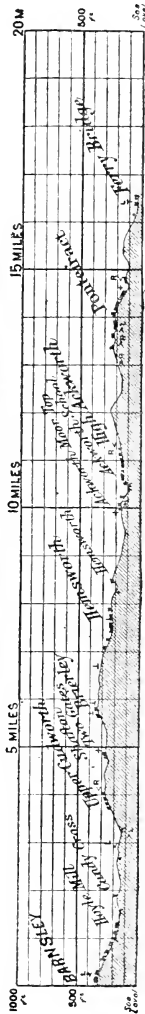
Principal Objects of Interest.—Flat and rather uninteresting country.

Hotels or Inns at places marked *, and at Hatfield, Newbridge, and Rawcliffe.

ROUTE 134. BARNSBLEY TO DONCASTER.



ROUTE 135. BARNSBLEY TO PONTEFRACT. & C.



ROUTE 136. DONCASTER TO GOOLE. (Last 2 miles as Route 130.)



137 DONCASTER TO GRANTHAM.

Description.—Class I. The road has a fine surface almost the whole way to Grantham, and is generally in first-class condition. For the first ten miles the surface is magnificent, but after that, though it is fairly smooth, the road is apt to be a little lumpy. Near Grantham there is a steep hill, but not really dangerous.

Gradients.—Excepting the hills near Grantham, these are very slight. At 50m. 1 in 17; 50³m. 1 in 15.

Milestones.—Measured from Guildhall, Doncaster.

Measurements.

Doncaster,* Town Clock.

8³/₄ Bawtry,* Cross.

17³/₄ 9 Retford,* Market Square.

24³/₄ 16 7 Tuxford.*

31 22¹/₂ 13¹/₂ 6¹/₂ Carlton.*

37¹/₂ 28³/₄ 19³/₄ 12³/₄ 6¹/₂ Newark,* Castle.

44¹/₂ 35¹/₂ 26¹/₂ 19¹/₂ 13¹/₂ 6³/₄ Bennington * Inn.

52¹/₂ 43³/₈ 34³/₈ 27³/₈ 21¹/₂ 14⁵/₈ 7⁷/₈ Grantham,* Market Pl.

Principal Objects of Interest.—The country is rather flat and uninteresting. Bawtry: Hall. Tuxford: Church. NEWARK: Castle ruins, Church, Southwell Minster. GRANTHAM: Church, Belvoir Castle.

Hotels or Inns at places marked *, and at Rossington Bridge, Scrooby, Torworth, Barnby Moor, Markham Moor, Carlton, N. Muskham, and Gonerby.

138 DONCASTER TO WORKSOP.

Description.—Class II. This road has a very good surface throughout, but it is rather hilly. It is the old Great North Road.

Gradients.—At 4¹/₂m. 1 in 19; 9¹/₂m. 1 in 13.

Milestones.—Measured from Guildhall, Doncaster.

Measurements.

Doncaster,* Town Clock.

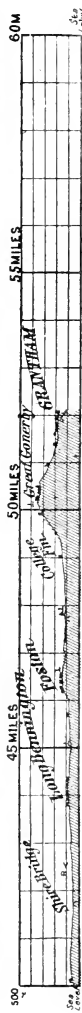
7¹/₄ Tickhill.*

17 9³/₄ Worksop,* Town Hall.

Principal Objects of Interest.—More attractive scenery than on the Great North Road. Worksop: Abbey Church. Worksop is quite close to famous "Dukeries": Clumber Park, Welbeck Abbey, Thoresby Park, and Rufford Abbey.

Hotels or Inns at places marked *, and at Wadworth, Oldcoates, and North Carlton.

ROUTE 137. DONCASTER TO GRANTHAM.



ROUTE 138. DONCASTER TO WORKSOP.



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.

139 DONCASTER TO BARNSELY.

Description.—Class III. The road has a fairly good surface, but after Hickleton is pretty hilly. Near Barnsley it is rather rough. The easiest road is Route 134.

Gradients.—At 6½m. 1/15-17; 8½m. 1/22; 10m. 1/22; 10½m. 1/18; 13½m. 1/14; 14m. 1/19; 14½m. 1/18.

Milestones.—Measured from Doncaster Bridge.

Measurements.

Doncaster,* Town Clock.

10¼ Darfield Bridge.*

15¾ 5½ Barnsley,* Market Place.

Principal Objects of Interest.—Darfield: Church. Ardsley: "Oaks" Pit. BARNSELY: Public Park, Wentworth Castle. Collieries near Barnsley.

Hotels or Inns where marked,* and at Bodles Inn, Goldthorpe, and Ardsley.

140 DONCASTER TO TADCASTER.

Description.—Class II. Although the road has a fine surface throughout, it is very hilly. The hills at Wentbridge are dangerous.

Gradients.—At 7m. 1 in 20; 10¼m. 1 in 16 (dangerous); 11m. 1 in 14 (dangerous).

Milestones.—Measured from Guildhall, Doncaster, as far as Ferrybridge, thereafter from Tadcaster.

Measurements.

Doncaster,* Town Clock.

10¾ Wentbridge.*

15½ 4½ Ferrybridge.*

27½ 16¾ 12¾ Tadcaster.*

Principal Objects of Interest.—6¾m. Robin Hood's Well. Wentbridge: Smeaton Craggs. Ferrybridge: Fryston Hall, Church. 25m. Towton Battlefield, 1461.

Hotels or Inns at places marked*, and at Bodles Inn, Darrington, and Barkston Ash.

141 BAWTRY TO THORNE.

Description.—Class II. The road is almost dead level, but the surface is only fairly good.

Milestones.—Measured from Bawtry.

Measurements.

Bawtry,* Cross.

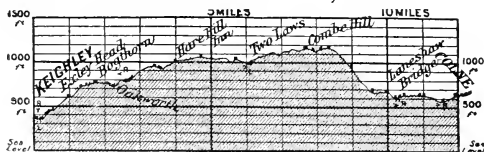
5¼ Blaxton.*

13¾ 8½ Thorne,* Market Place.

Principal Objects of Interest.—Flat, uninteresting country. Thorne: Church.

Hotels or Inns where marked*, & Hatfield Woodhouse.

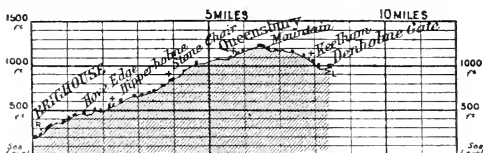
142 KEIGHLEY TO COLNE, 12 $\frac{3}{8}$ m.



Description.—Class III. The surface is fairly good at first, but after Oakworth it is very rough and loose. The best road is Route 220.

Gradients.—At $\frac{3}{8}$ m. 1 in 10 ; 3m. 1 in 9 ; 9m. 1 in 9-15 (all dangerous).

143 BRIGHOUSE TO DENHOLME GATE.



Description.—Class III. A poor and very hilly road, with rough surface near Denholme Gate.

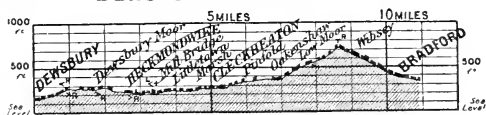
Gradients.—At $\frac{1}{4}$ m. 1 in 11 (dangerous) ; 1m. 1 in 13 ; 2 $\frac{1}{2}$ m. 1 in 15 ; 3 $\frac{1}{2}$ m. 1 in 21 ; 4 $\frac{1}{4}$ m. 1 in 13 ; 8m. 1 in 16.

Measurements.

Brighouse.*	
5 $\frac{3}{8}$	Queensbury.*
8 $\frac{3}{8}$	2 $\frac{5}{8}$ Denholme Gate.*

Principal Objects of Interest.—Very bleak country.

144 DEWSBURY TO BRADFORD.



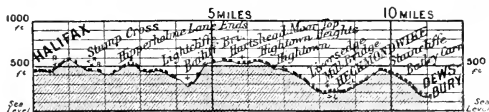
Description.—Class II. The road has fairly good surface but is apt to be lumpy. The more direct route to Heckmondwike is shown in the next route, but it is very steep.

Gradients.—At $\frac{3}{4}$ m. 1 in 15 ; 7 $\frac{1}{4}$ m. 1 in 18 ; 8 $\frac{1}{4}$ m. 1 in 16.

Measurements.

Dewsbury, * Market.			
2 $\frac{1}{8}$	Heckmondwike.*		
4 $\frac{1}{8}$	2	Cleckheaton.*	
7 $\frac{1}{2}$	4 $\frac{1}{2}$	2 $\frac{1}{2}$	Low Moor, * Station.
10 $\frac{1}{8}$	8	6	3 $\frac{3}{8}$ Bradford, * Town Hall.

Principal Objects of Interest.—Manufacturing district. Oakenshaw: Cross. Low Moor: Iron Works. BRADFORD: Town Hall, Free Library, Manningham Park.

HALIFAX TO DEWSBURY. 145


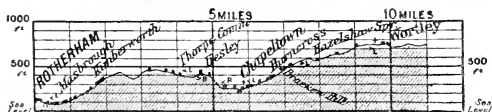
Description.—Class III. The road has poor surface, with perfectly precipitous hills at Bailiff Bridge.

Gradients.—At $\frac{3}{4}$ m. 1 in 13; $1\frac{1}{4}$ m. 1 in 15; $4\frac{1}{4}$ m. 1 in 10 (dangerous); $4\frac{1}{2}$ m. 1 in 8 (very dangerous); $7\frac{3}{4}$ m. 1 in 13; $9\frac{1}{2}$ m. 1 in 16; $10\frac{1}{2}$ m. 1 in 11 (dangerous).

Measurements.

Halifax, * Town Hall.			
4 $\frac{1}{4}$	Bailiff Bridge.		
8 $\frac{3}{4}$	4 $\frac{1}{2}$	Heckmondwike.*	
11 $\frac{1}{4}$	7	2 $\frac{1}{2}$	Dewsbury, * Market.

Principal Objects of Interest.—Manufacturing district.

ROTHERHAM TO WORTLEY. 146


Description.—Class III. The road has good surface, but is rather poor approaching Chapeltown; thereafter better.

Gradients.—At $1\frac{3}{4}$ m. 1 in 15; $2\frac{1}{2}$ m. 1 in 24; 3m. 1 in 17; 5m. 1 in 10 (dangerous); 7m. 1 in 20.

Measurements.

Rotherham, * Market.			
5 $\frac{1}{2}$	Chapeltown.*		
9 $\frac{1}{2}$	4	Wortley.*	

Principal Objects of Interest.—Rather pleasant country after Kimberworth.

Hotels or Inns at places marked *, and at Masbrough, Hesley, and Hazelshaw Spring.

147 SHEFFIELD TO HUDDERSFIELD.

Description.—Class I. The road is rather lumpy as far as Stocksbridge, after that, although pretty hilly, it has a good surface, except some rough parts near Hazlehead.

Gradients.—At 7 $\frac{1}{2}$ m. 1 in 17; 13 $\frac{1}{2}$ m. 1 in 16; 15 $\frac{1}{2}$ m. 1 in 13; 15 $\frac{3}{4}$ m. 1 in 12; 17m. 1 in 11 (dangerous); 17 $\frac{3}{4}$ m. 1 in 12 (dangerous); 19m. 1 in 12 (dangerous).

Measurements.

Sheffield, * Market.

8 $\frac{3}{8}$ Deepcar. *

14 $\frac{3}{8}$ 6 $\frac{1}{4}$ Flouch Inn. *

19 $\frac{1}{4}$ 10 $\frac{3}{4}$ 4 $\frac{3}{8}$ Jackson's Bridge. *

26 $\frac{3}{8}$ 18 11 $\frac{3}{4}$ 7 $\frac{1}{8}$ Huddersfield, * Market Place.

Principal Objects of Interest.—3 $\frac{3}{8}$ m., Asylum. 6m., Warncliffe Lodge and Crags. Rather bleak country about Flouch Inn. Manufacturing district at both ends.

Hotels or Inns at places marked *, and numerous others.

148 SHEFFIELD TO HUDDERSFIELD.

Description.—Class II. The road has a fine surface as far as Penistone, after that it is very hilly and with rough surface on account of heavy traffic.

Gradients.—At 3 $\frac{1}{2}$ m. 1 in 19; 11 $\frac{1}{4}$ m. 1 in 12 (dangerous); 14 $\frac{1}{2}$ m. 1 in 15; 16 $\frac{1}{2}$ m. and 17 $\frac{1}{4}$ m. 1 in 20; 19m. 1 in 11-14 (dangerous); 19 $\frac{3}{4}$ m. 1 in 16; 21 $\frac{1}{2}$ m. 1 in 15-21.

Measurements.

Sheffield, * Market.

8 $\frac{7}{8}$ Wortley. *

13 $\frac{1}{2}$ 5 Penistone, * Bridge.

19 10 $\frac{1}{2}$ 5 $\frac{1}{8}$ Shepley. *

26 $\frac{3}{8}$ 17 $\frac{1}{2}$ 12 $\frac{1}{2}$ 7 $\frac{3}{8}$ Huddersfield, * Market Place.

Principal Objects of Interest.—Wortley: Hall. Very bleak country about Penistone. Manufacturing district at both ends.

Hotels or Inns at places marked *, and numerous others.

149 SHEFFIELD TO DONCASTER.

Description.—Class I. A very lumpy road to Rotherham, thereafter very hilly to Conisbrough, after which the road has fine surface to Doncaster.

Gradients.—At 6 $\frac{7}{8}$ m. 1/25; 7 $\frac{1}{2}$ m. 1/19; 8 $\frac{1}{2}$ m. 1/13; 10 $\frac{1}{2}$ m. 1/14.

Measurements.

Sheffield, * Market.

6 Rotherham, * Market.

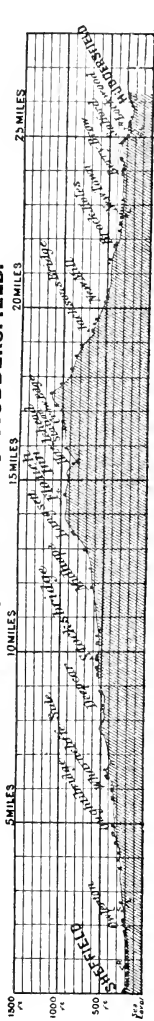
12 $\frac{5}{8}$ 6 $\frac{5}{8}$ Conisbrough, * Brook Green.

17 $\frac{3}{4}$ 11 $\frac{3}{4}$ 5 $\frac{1}{2}$ Doncaster, * Town Clock.

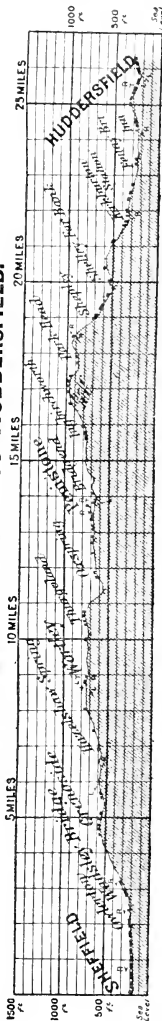
Principal Objects of Interest.—ROTHERHAM: Wentworth House. CONISBROUGH: Castle. DONCASTER: Route 85.

Hotels or Inns at places marked *, and many others.

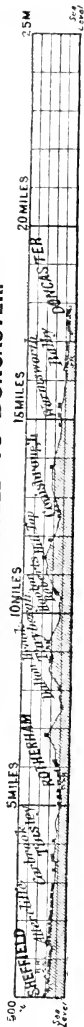
ROUTE 147. SHEFFIELD TO HUDDERSFIELD.



ROUTE 148. SHEFFIELD TO HUDDERSFIELD.



ROUTE 149. SHEFFIELD TO DONCASTER.



150 SHEFFIELD TO BAWTRY.

Description.—Class II. The road is very lumpy as far as Tinsley; thereafter it is much better, and after Maltby has fine surface.

Gradients.—At 7m. 1 in 13; 8m. 1 in 25; 10m. 1 in 22; 12½m. 1 in 20; 13½m. 1 in 21; 15½ and 16¼m. 1 in 19.

Milestones.—Measured from Wicker, Sheffield.

Measurements.

Sheffield,* Market.

9½ Wickersley.*

17½ 7½ Tickhill.*

20¾ 11¾ 3¼ Bawtry,* Cross.

Principal Objects of Interest.—Tickhill: Castle ruin.

Hotels or Inns at places marked*, and at Tinsley, Whiston, Bramley, and Maltby.

151 ROTHERHAM TO RETFORD.

Description.—Class III. The road has a fairly good surface, but is generally not in good condition.

Gradients.—At ¾m. 1 in 17; 4¼m. 1 in 22; 6¼m. 1 in 20.

Measurements.

Rotherham,* Market Place.

3½ Wickersley.*

13¾ 10¾ Blyth.*

20¼ 16¾ 6¾ Retford,* Market Square.

Principal Objects of Interest.—Rather pleasant country after Maltby. 8¼m., Roche Abbey.

Hotels or Inns at places marked*, and at Bramley, Maltby, Eagle Inn, Blyth, and Barnby Moor.

152 SHEFFIELD TO OLLERTON.

Description.—Class III. A rough and very hilly road to Renishaw; thereafter a bad road.

Gradients.—At ¾m. 1 in 14 (dangerous); 2¾ and 4½m. 1 in 16; 5m. 1 in 15; 5½m. 1 in 17; 6¾m. 1 in 11 (dangerous); 9½m. 1 in 18.

Milestones.—Measured from Duke Street, Sheffield.

Measurements.

Sheffield,* Market.

6 Mosborough.*

11¾ 5¾ Clowne Cross Roads.

17¾ 11¾ 6 Cuckney,* School.

24½ 18½ 12½ 6½ Ollerton.

Principal Objects of Interest.—Collieries to Cresswell. Pleasant country near Ollerton.

Hotels or Inns at places marked*, and at Intake, Eckington, Barlborough, (Clowne), and Cresswell.

ROUTE 150. SHEFFIELD TO BAWTRY.



ROUTE 151. ROTHERHAM TO RETFORD.



ROUTE 152. SHEFFIELD TO OLLERTON.



153 SHEFFIELD TO WORKSOP.

Description.—Class III. A very hilly road with moderate surface, the road improves near Worksop.

Gradients.—At $4\frac{1}{2}$ m. 1 in 15; 5m. 1 in 17; $6\frac{1}{2}$ m. 1 in 16; $7\frac{1}{2}$ m. 1 in 24; $7\frac{3}{4}$ m. 1 in 15.

Milestones.—Measured from Wicker, Sheffield.

Measurements.

Sheffield,* Market.

$7\frac{3}{8}$ Swallow Nest.*

12 $4\frac{5}{8}$ South Anston.*

18 $10\frac{5}{8}$ 6 Worksop,* Town Hall.

Principal Objects of Interest.— $8\frac{1}{2}$ m., Aston Manor. Pretty country.

Hotels or Inns at places marked*, and at Darnall, and Todwick.

154 SHEFFIELD TO DERBY.

Description.—Class I. On account of heavy traffic the road has very poor surface to Chesterfield, and there are several stiff hills. After that the surface is better, though rather hilly, to Ambergate Junction, where there is fine surface as far as Belper, after which the road is rather bumpy into Derby.

Gradients.—At $2\frac{1}{2}$ m. 1 in 20; $3\frac{3}{4}$ m. 1 in 14 (dangerous); $8\frac{1}{4}$ m. 1 in 24; $11\frac{3}{4}$ m. 1 in 22; $12\frac{1}{4}$ m. 1 in 20; $22\frac{1}{2}$ m. 1 in 17; 24m. 1 in 16.

Milestones.—Measured from Moorhead, Sheffield; after Ambergate, from Bridgegate, Derby.

Measurements.

Sheffield,* Market.

$6\frac{3}{8}$ Dronfield,* Bridge.

12 $5\frac{3}{8}$ Chesterfield,* Church.

$17\frac{1}{8}$ $10\frac{1}{2}$ $5\frac{1}{8}$ Clay Cross.*

$26\frac{3}{8}$ $20\frac{1}{8}$ $14\frac{3}{8}$ $9\frac{3}{8}$ Ambergate Inn.*

$29\frac{1}{2}$ $22\frac{3}{8}$ $17\frac{1}{2}$ $12\frac{3}{8}$ $2\frac{1}{2}$ Belper.*

$37\frac{1}{4}$ $30\frac{3}{8}$ $25\frac{1}{4}$ $20\frac{1}{8}$ $10\frac{1}{2}$ $7\frac{1}{4}$ Derby,* Market Place.

Principal Objects of Interest.—Numerous collieries and iron works at intervals. $3\frac{1}{4}$ m., Beauchief Abbey to W. Dronfield: Church. Chesterfield: Church. Pretty scenery at Ambergate. Derby: Free Library, All Saints Church.

Hotels or Inns at places marked*, and at Woodseats, Birchitt, Boythorpe, Higham, Furlane Ends, Buckland Hollow, and Duffield.

155 SHEFFIELD TO BAKEWELL, &c.

Description.—Class I. The best road out of Sheffield. The road has a fine surface, though a little loose about Owlter Bar. The Froggatt Edge branch is not very good.

Gradients.—At 7m. 1 in 17; 11½m. 1 in 16; 16m. 1 in 17. Descent to Chequers Inn 1 in 17-14-18.

Milestones.—Measured from St. Paul's Church, Sheffield.

Measurements.

Sheffield,* Market.

7¼ Owler Bar.*

13 5¼ Baslow,* Bridge.

16⅞ 9⅞ 3⅞ Bakewell.*

(17⅞ 10⅞ 4⅞ Ashford.*)

Owler Bar to Calver Sough,* 5¼m.

Principal Objects of Interest.—4m., Beauchief Abbey. Baslow: Chatsworth. Bakewell: Church, Haddon Hall.

Hotels or Inns at places marked *, and at Abbeydale, Totley, and (Froggatt Edge).

156 SHEFFIELD TO CASTLETON, &C.

Description.—Class II. The road has fairly good surface, but is rather loose about Fox House. Fine surface near Hope.

Gradients.—At 2¼m. 1 in 14-18; 6¾m. 1 in 24; 8¼m. 1 in 17; 10¼m. 1 in 17. Descent to Grindleford Bridge 1 in 20-14-16-13. Ascent 1 in 14.

Milestones.—Measured from Brunswick Chapel, Sheffield.

Measurements.

Sheffield,* Market.

8⅞ Fox House Inn.*

11¼ 3⅞ Hathersage,* Bridge.

16⅞ 8¾ 5⅞ Castleton.*

10⅞ 2½ Grindleford.*

12⅞ 4¾ 2½ Eyam.*

Principal Objects of Interest.—Rather bleak about Fox House, but magnificent views descending to Hathersage. Castleton: Peveril Castle, Caverns. Eyam: Church, Riley Graves.

Hotels or Inns at places marked *, and at Parkhead, Whirlow Bridge, Doremoor, and Hope.

157 ROTHERHAM TO MANSFIELD.

Description.—Class III. A poor road, with several dangerous hills in the first ten miles; thereafter better.

Gradients.—At 3¼m. 1 in 11; 4¼m. 1 in 23; 4¾m. 1 in 20; 6m. 1 in 18; 6¼m. 1 in 15; 7m. 1 in 14; 7¼m. 1 in 12; 8¼m. 1 in 11; 9¼m. 1 in 13; 14¾m. 1 in 18; 21m. 1 in 20.

Measurements.

Rotherham,* Market.

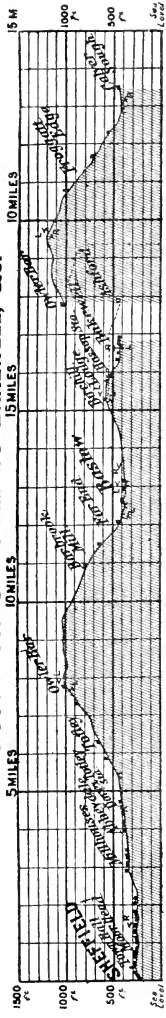
6⅞ Swallow Nest.*

13⅞ 7½ Clowne.*

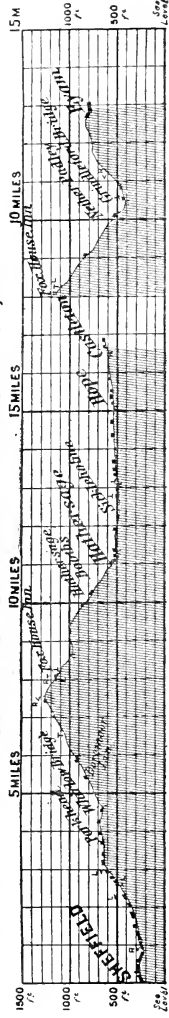
24 17⅞ 10⅞ Mansfield,* Market Place.

Hotels or Inns at places marked *, and numerous others.

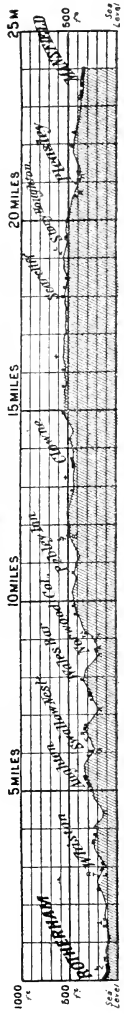
ROUTE 155. SHEFFIELD TO BAKEWELL, & C.



ROUTE 156. SHEFFIELD TO CASTLETON, & C.



ROUTE 157. ROTHERHAM TO MANSFIELD.



160 CARLISLE TO HALTWHISTLE.

Description.—Class II. & III. The road has fine surface, though rather hilly, to Low Row Station; thereafter to Greenhead is rather poor, but it is an easier road than the direct road (Route 3). From Greenhead to Haltwhistle the surface is excellent.

Gradients.—At 4½m. 1/21; 10m. 1/20-15; 11½m. 1/15.

Milestones.—Measured from Lowther Street, Carlisle.

Measurements.

Carlisle,* Market.

4½ Warwick Bridge.*

9½ 5½ Brampton,* Market.

19½ 15 9½ Greenhead.*

23½ 18½ 13½ 3½ Haltwhistle,* Town Hall.

Principal Objects of Interest.—Warwick Bridge: Corby Castle. Brampton: Lanercost Priory. 12m., Naworth Castle. 17½m., Gilsland Spa. 19m., Roman Wall. Haltwhistle: Bellister, and Featherstone Castles.

Hotels or Inns at places marked*, and at Warwick Bridge, Gelt Bridge, Low Row, and Gilsland.

161 CARLISLE TO KENDAL.

Description.—Class I. The road, though rather hilly as far as High Hesket, has fine surface all the way to Penrith. After that it is a good road until past Shap, when the surface degenerates, and is pretty rough until High Borrow Bridge is reached; thereafter the surface improves, and is very good near Kendal. Some miles of walking are generally necessary about the summit.

Gradients.—At 4½m., 5½m., and 6m. 1/16; 7½m. and 8½m. 1/25; 10½m. 1/23; 20½m. 1/19; 31m. 1/22; 34m. 1/17; 35m. 1/17-13-11 (dangerous); 36½m. 1/17.

Milestones.—Measured from Market Place, Carlisle. In Westmorland, from Market Place, Kendal.

Measurements.

Carlisle,* Market.

8½ High Hesket,* Inn.

18½ 9½ Penrith,* Fountain.

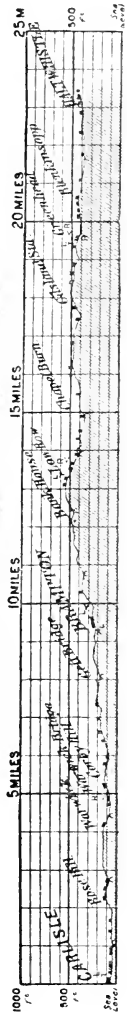
28½ 20½ 10½ Shap,* Greyhound Inn.

44½ 35½ 26½ 15½ Kendal,* Fish Market.

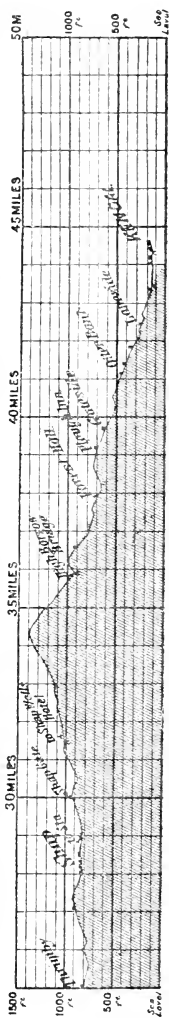
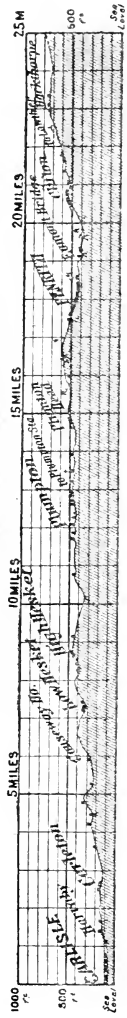
Principal Objects of Interest.—PENRITH: Castle Ruins, "Long Meg." 19½m., Arthur's Round Table. 19½m., Brougham Castle. 22½m., Lowther Castle. Shap: Abbey. 31½m., to Shap Wells. KENDAL: Castle. After Shap the road is very bleak.

Hotels or Inns at places marked*, and at Carleton, Eamont Bridge, Clifton, Hackthorpe, (Shap Wells), and Plough. None at High Borrow Bridge.

ROUTE 160. CARLISLE TO HALTWHISTLE.



ROUTE 161. CARLISLE TO KENDAL.



162 CARLISLE TO WHITEHAVEN.

Description.—Class II. The road has a very good surface as far as Thursby, when it becomes poor, but improves again after Red Dial, and has good surface as far as Bothel; thereafter it is rather poor till near Cockermouth. From Cockermouth to Whitehaven the surface is fairly good, but the road is hilly.

Gradients.—At $9\frac{3}{4}$ and 10m. 1 in 15; $18\frac{1}{2}$ m. 1 in 17; 21m. 1 in 19; $23\frac{3}{4}$ m. 1 in 20; $24\frac{3}{4}$ m. 1 in 16 (dangerous); $29\frac{1}{2}$ m. 1 in 14 (dangerous); $30\frac{1}{2}$ m. 1 in 17; 32m. 1 in 20; $34\frac{3}{4}$ m. 1 in 18; 38m. 1 in 20.

Milestones.—Measured from Carlisle, Market. After Cockermouth, from Cockermouth Bridge; beyond Chapel Brow, from Market Place, Whitehaven.

Measurements.

Carlisle,* Market Place.

$11\frac{3}{8}$ Red Dial.*

$18\frac{1}{4}$ $6\frac{7}{8}$ Bothel,* Inn.

$25\frac{5}{8}$ $14\frac{1}{4}$ $7\frac{3}{8}$ Cockermouth,* Bridge.

$34\frac{3}{8}$ 23 $16\frac{1}{8}$ $9\frac{1}{2}$ Distington.*

$38\frac{3}{4}$ $27\frac{3}{8}$ $20\frac{1}{2}$ $13\frac{7}{8}$ $4\frac{3}{8}$ Whitehaven,* Market Place.

Principal Objects of Interest.— $7\frac{1}{2}$ m., Crofton Hall. COCKERMOUTH: Castle. Distington: Hayes Castle ruins. WHITEHAVEN: St. Bee's Head. Between Cockermouth and Whitehaven there are large numbers of collieries and iron works.

Hotels or Inns at places marked*, and at Cardewlees, Thursby, Bolton, Mealsgate, Cockbridge, Brigham, Bridgefoot, Winscales, and (Parton).

163 CARLISLE TO PORT CARLISLE, &C.

Description.—Class III. The road has a tolerable surface as far as Burgh, after that it is apt to be rather rough and loose the rest of the way.

Measurements.

Carlisle,* Market Place.

$5\frac{1}{2}$ Burgh.

$11\frac{5}{8}$ $6\frac{1}{2}$ Port Carlisle.

$12\frac{7}{8}$ $7\frac{3}{8}$ $1\frac{1}{4}$ Bowness.*

Principal Objects of Interest.—After Burgh the country is flat and uninteresting.

Hotels or Inns at places marked*.

164 CARLISLE TO MARYPORT, &c.

Description.—Class II. The road has a very good surface as far as Wigton; thereafter it is not quite so good, and there is one awkward hill shortly before Crosby. The branch to Allonby has rather better surface, and in going south is sometimes used in preference to the more direct road.

Gradients.—At 15½m. 1 in 20; 23½m. 1 in 13 (dangerous).

Milestones.—Measured from Market Place, Carlisle, as far as Wigton; after Wigton, measured from Whitehaven Market, by Allonby.

Measurements.

Carlisle,* Market Place.

6 Thursby.*

11½ 5½ Wigton.*

19½ 13½ 8½ Aspatria.*

27½ 21½ 16½ 7½ Maryport,* St. Mary's Church.

23½ 17½ 11½ Allonby,* Ship Hotel.

Principal Objects of Interest.—Pleasant agricultural country, coal mines about Maryport.

Hotels or Inns at places marked *, and at Cardewlees, Smithfield, Waverton, and Crosby; also at Wellington, on the Allonby branch.

165 BRAMPTON TO ALSTON.

Description.—Class II. The road has a fairly good surface throughout, but it is a little rough out of Brampton, near Midgeholme, and within a few miles of Alston.

Gradients.—At ¾m. 1 in 15; 3¼m. 1 in 18-14; 7m. 1 in 21; 14½m. 1 in 23; 15m. 1 in 13-10 (dangerous); 16½m. 1 in 20; 17¼m. 1 in 15.

Milestones.—Measured from Town Hall, Alston.

Measurements.

Brampton,* Market.

3½ Hallbank Gate.*

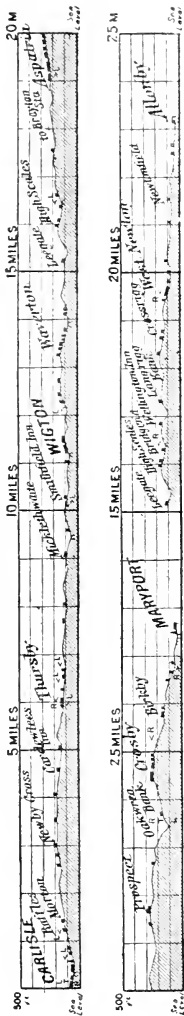
13 9½ Knarsdale.

18½ 15½ 5½ Alston,* Town Hall.

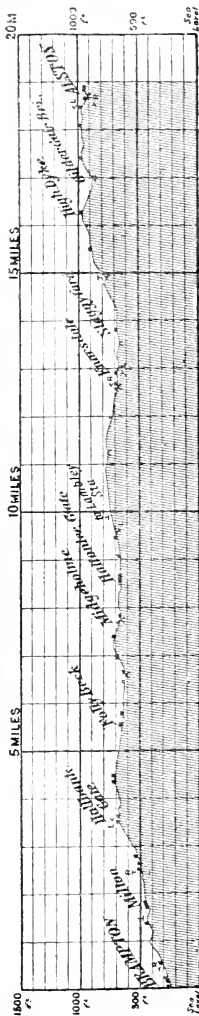
Principal Objects of Interest.—Rather dreary road. Lambley: Featherstone Castle. Alston: Cross, Natrass Gill.

Hotels or Inns at places marked *, and at Lambley Station.

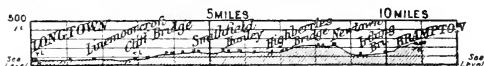
ROUTE 164. CARLISLE TO MARYPORT, OR ALLONBY.



ROUTE 165. BRAMPTON TO ALSTON.



166 LONGTOWN TO BRAMPTON.



Description.—Class II. The road has good surface throughout, but is undulating.

Gradients.—At 8 $\frac{1}{2}$ m. 1 in 23.

Milestones.—Measured from Longtown.

Measurements.

Longtown.*

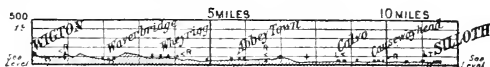
4 $\frac{1}{2}$ Smithfield.*

11 6 $\frac{2}{3}$ Brampton,* Town Hall.

Principal Objects of Interest.—8 $\frac{1}{2}$ m., Roman Wall, Brampton: Lanercost Priory, Naworth Castle.

Hotels or Inns at places marked*, and at Cliff Bridge, and Cambeck Bridge.

167 WIGTON TO SILLOTH.



Description.—Class III. A narrow but fair undulating road, and inclined to be soft.

Gradients.—At 2 $\frac{1}{2}$ m. 1 in 15; 7 $\frac{1}{2}$ m. 1 in 15.

Measurements.

Wigton.*

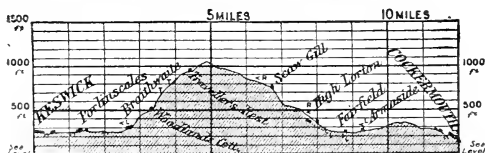
5 $\frac{1}{2}$ Abbey Town.

11 $\frac{1}{2}$ 5 $\frac{2}{3}$ Silloth.*

Principal Objects of Interest.—Flat, and uninteresting country.

Hotels or Inns at places marked*.

168 KESWICK TO COCKERMOUTH.



Description.—Class III. The best road is by Bassen-thwaite. This road is rough and hilly as far as Lorton; thereafter good.

Gradients.—At 3 $\frac{1}{2}$ m. 1 in 9; 7m. 1 in 10 (both dangerous turns); 8m. 1 in 17.

Measurements.

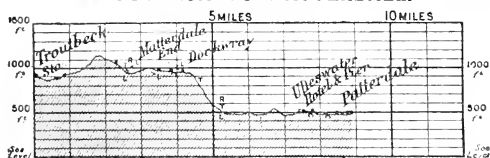
Keswick, * Town Hall.

 7 $\frac{3}{4}$ Lorton, * Inn.

 12 4 $\frac{1}{4}$ Cockermouth, * Bridge.

Principal Objects of Interest.—Fine view of the Vale of Lorton. Cockermouth: Castle.

Hotels or Inns at places marked *, and at Portiuscales, and Braithwaite.

TROUTBECK TO PATTERDALE. 169


Description.—Class III. A fairly good road to Dockwray, then a steep and rough descent to Ullswater; thereafter good surface.

Gradients.—At 1 $\frac{1}{2}$ m. 1 in 11; 2 $\frac{1}{2}$ m. 1 in 10; 4 $\frac{3}{4}$ m. 1 in 9 (all dangerous).

Measurements.

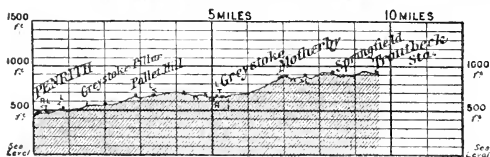
Troutbeck Station.

 3 $\frac{3}{8}$ Dockwray, *.

 8 $\frac{3}{4}$ 4 $\frac{7}{8}$ Patterdale, *.

Principal Objects of Interest.—Moorland at first, magnificent view descending to Ullswater. 4 $\frac{1}{2}$ m., Airey Force.

Hotels or Inns at places marked *, and at Ullswater Pier.

PENRITH TO TROUTBECK. 170


Description.—Class II. The road has tolerable surface, and is rather easier than the direct road.

Measurements.

Penrith, * Fountain.

 5 $\frac{1}{8}$ Greystoke, Cross.

 9 $\frac{1}{2}$ 4 $\frac{1}{2}$ Troutbeck Station.

Principal Objects of Interest.—1 $\frac{1}{2}$ m., Greystoke Pillar. Greystoke: Park.

Hotels or Inns at places marked *.

171 WHITEHAVEN TO SILLOTH.

Description.—Class II. Good but hilly road to Workington; thereafter splendid level road.

Gradients.—At $\frac{3}{4}$ m. 1/20; $4\frac{1}{4}$ m. 1/18; $7\frac{1}{2}$ m. 1/17.

Measurements.

Whitehaven, * Market.

8 Workington, * Market Place.

14 $\frac{1}{4}$ 6 $\frac{1}{4}$ Maryport, * St. Mary's Church.

19 $\frac{1}{4}$ 11 $\frac{1}{4}$ 5 Allonby, * Ship Hotel.

26 $\frac{3}{8}$ 18 $\frac{3}{8}$ 12 $\frac{3}{8}$ 7 $\frac{3}{8}$ Silloth, * Solway Hotel.

Principal Objects of Interest.—Fine views of the ocean. Pleasant road along the shore after Maryport.

Hotels or Inns at places marked*, and at Distington, Flimby, and Beckfoot.

172 WHITEHAVEN TO RAVENGLASS.

Description.—Class III. Fairly good, but hilly road.

Gradients.—At $\frac{3}{4}$ m. 1/13; $1\frac{1}{2}$ m. 1/15; $2\frac{1}{2}$ m. 1/19; $4\frac{3}{4}$ m. 1/12 (dangerous); $6\frac{1}{4}$ m. 1/16; 11m. 1/23; $11\frac{3}{4}$ m. 1/13; $17\frac{1}{2}$ m. 1/15.

Measurements.

Whitehaven, * Market Place.

5 $\frac{3}{8}$ Egremont.*

17 $\frac{3}{4}$ 12 Ravenglass.*

(13 $\frac{1}{2}$ 8 $\frac{1}{2}$ Seascales.*)

Principal Objects of Interest.—Calder Bridge: Abbey.

Hotels or Inns at places marked*, and at Hensingham, Calder Bridge, Gosforth, and Holmrook.

173 KESWICK TO WORKINGTON.

Description.—Class II. The road has a fine surface along Bassenthwaite Lake, and thereafter is good, though slightly hilly. Chapel Brow is slightly dangerous.

Gradients.—At $11\frac{1}{2}$ m. 1/25; 18m. 1/13; $20\frac{3}{4}$ m. 1/15.

Measurements.

Keswick, * Town Hall.

7 $\frac{1}{2}$ Bassenthwaite Lake Station.*

13 $\frac{3}{8}$ 5 $\frac{1}{4}$ Cockermouth, * Bridge.

21 $\frac{1}{2}$ 13 $\frac{1}{4}$ 8 Workington, * Market Place.

Principal Objects of Interest.—Magnificent view of Skiddaw, and pleasantly wooded road. Cockermouth: Cas.

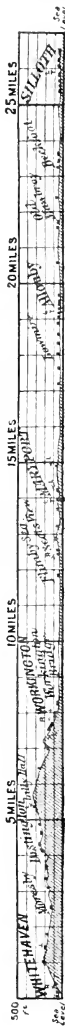
Hotels or Inns at places marked*, and at Portinscales, Thornthwaite, Bassenthwaite Sta., Brigham, & Bridgefoot.

174 KESWICK TO WIGTON.

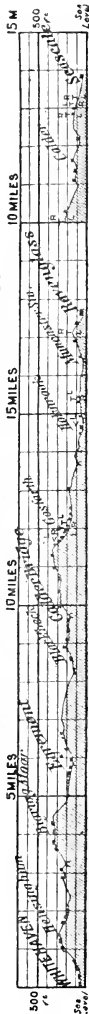
Description.—Class III. The road has good surface, though hilly and slightly rough between Castle Inn and Bothel.

Gradients.—At $5\frac{1}{2}$ m. 1/22; 6m. 1/19; $7\frac{1}{2}$ m. 1/17; 8m. 1/24; $13\frac{1}{2}$ m. 1/21; $11\frac{1}{2}$ m. 1/13; $12\frac{3}{4}$ m. 1/17; $19\frac{3}{4}$ m. 1/16.

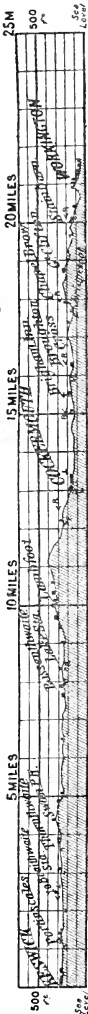
ROUTE 171. WHITEHAVEN TO SILLOTH.



ROUTE 172. WHITEHAVEN TO RAVENGLASS.



ROUTE 173. KESWICK TO WORKINGTON.



ROUTE 174. KESWICK TO WIGTON.



Measurements.

Keswick,* Town Hall.

7 $\frac{5}{8}$ Castle Inn.*12 $\frac{3}{8}$ 4 $\frac{3}{4}$ Bothel,* Inn.20 $\frac{7}{8}$ 13 $\frac{1}{4}$ 8 $\frac{1}{2}$ Wigton.*

Castle Inn * to Bassenthwaite Lake Station,* 2m.

Principal Objects of Interest.—Good view of the Lorton Fells. The road by the other side of the lake is prettier.

Hotels or Inns at places marked*, and at Mealsgate, &c.

175 KESWICK TO BUTTERMERE.

Description.—Class III. The road though undulating has good surface as far as Seatoller, though somewhat cut up with coaching traffic. After that the road is simply a mass of loose stones over a hill that is almost too steep for even coaching traffic. Approaching Buttermere the surface is better.

Gradients.—At 8m. 1 in 6 (very dangerous); 9 $\frac{1}{2}$ m. 1 in 6 (very dangerous); 11m. 1 in 11; 13 $\frac{1}{2}$ m. 1 in 11.

Measurements.

Keswick,* Town Hall.

3 Borrowdale Hotel.*

6 3 Rosthwaite.*

13 $\frac{1}{2}$ 10 $\frac{1}{2}$ 7 $\frac{1}{4}$ Buttermere.*

Principal Objects of Interest.—A delightful road near Derwentwater. 2m., Barrow Falls. 3m., Lowdore Falls. 5m., Bowder Stone. 9m., Honister Pass. Buttermere: Scale Force, Sour Milk Force.

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

176 MARYPORT TO BUTTERMERE.

Description.—Class II. & III. Good surface as far as Lorton, after that the road is narrow and rather poor, with several pretty steep hills.

Gradients.—At 1m. 1 in 20-24; 6 $\frac{1}{2}$ m. 1 in 16; 13 $\frac{1}{2}$ m. 1 in 15; 14m. 1 in 20; 14 $\frac{3}{8}$ m. 1 in 16; 16 $\frac{3}{8}$ m. 1 in 8 (dangerous); 17 $\frac{1}{2}$ m. 1 in 15.

Milestones.—Measured from Cockermouth Bridge in both directions.

Measurements.

Maryport,* St. Mary's Church.

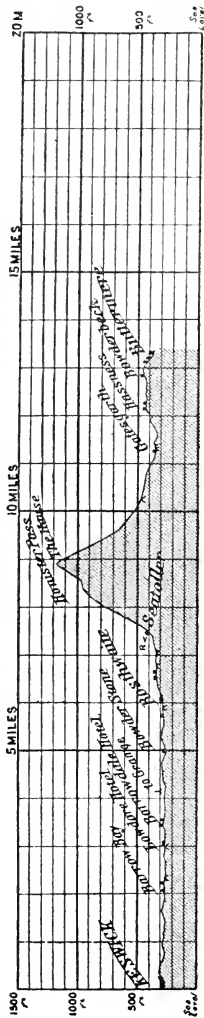
7 Cockermouth,* Bridge.

10 $\frac{7}{8}$ 3 $\frac{7}{8}$ Lorton.*(13 $\frac{3}{8}$ 6 $\frac{1}{2}$ 2 $\frac{3}{8}$ Scale Hill Hotel.*)17 $\frac{3}{8}$ 10 $\frac{3}{8}$ 6 $\frac{1}{2}$ Buttermere.*

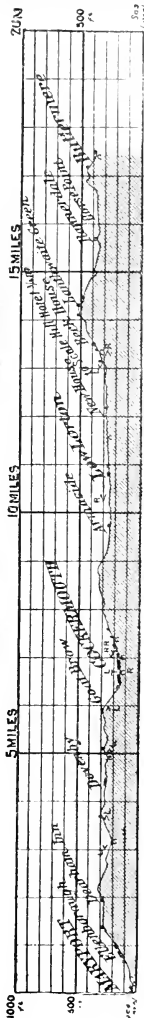
Principal Objects of Interest.—Cockermouth: Castle. 10 $\frac{1}{2}$ m., "Vale of Lorton." The road skirts Crummock Water. Buttermere: Scale Force, Sour Milk Force.

Hotels or Inns at places marked *, and at Dearham, and Dovenby.

ROUTE 175. KESWICK TO BUTTERMERE.



ROUTE 176. MARYPORT TO BUTTERMERE.



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.

177 PENRITH TO WINDERMERE.

Description.—Class III. The road has rather a good surface, but is somewhat undulating to Patterdale; after that the road begins to degenerate, and is rather rough about the summit of Kirkstone Pass. The road improves again near Troutbeck, and thereafter has fairly good surface. The branch road from Kirkstone to Ambleside is perfectly precipitous, and has wretched surface.

Gradients.—At 5½m. 1 in 15; 7m. 1 in 17; 9¼m. 1 in 17; 13m. 1 in 16; 20m. 1 in 8 (dangerous); 21m. 1 in 14; 23½m. 1 in 11-16; 24¼m. 1 in 17; 25½m. 1 in 20; 26¾m. 1 in 10. Descent to Ambleside from Kirkstone 1 in 6 (dangerous turn), then mostly 1 in 7.

Measurements.

Penrith,* Fountain.

5¼ Pooley Bridge.*

14 8¼ Ullswater Hotel,* and Pier.

15¼ 9½ 1¼ Patterdale.*

20⅝ 14 6¾ 5¾ Kirkstone Inn.*

23⅞ 18 9¾ 8¾ 3¼ Troutbeck.*

27⅝ 21¾ 13¾ 12¾ 7 3¾ Windermere,* Station.

(23⅝ 17¾ 9¾ 9¾ 3 Ambleside.*)

Principal Objects of Interest.—1¼m., King Arthur's Round Table, Brougham Castle. Charming road along Ullswater. 11½m., Lyulphs Tower, and Airey Force. 20¼m., The Kirk Stone. Charming scenery in the Troutbeck valley.

Hotels or Inns at places marked*, and at Eamont Bridge, Brackenrigg, and Kirkstonefoot.

178 PENRITH TO KESWICK.

Description.—Class II. The road has fairly good surface, but is very hilly almost the whole way. The road is also a little loose near Troutbeck. Several slightly dangerous hills.

Gradients.—At 1¾m. 1 in 15; 3m. 1 in 13; 4¾m. 1 in 19; 7¼m. 1 in 18; 18½m. 1 in 19; 9½m. 1 in 16-19; 11¼m. 1 in 13-16; 12½m. 1 in 10; 13¼m. 1 in 14; 14½m. 1 in 13; 17m. 1 in 13.

Milestones.—Measured from Corn Market, Penrith.

Measurements.

Penrith,* Fountain.

8¾ Troutbeck Station.*

13½ 4¾ Threlkeld.*

18½ 9¼ 4¾ Keswick,* Town Hall.

Principal Objects of Interest.—A rather bleak road most of the way. Keswick: Lowdore Falls, Skiddaw, Bowderstone, St. John's Vale. Bassenthwaite, and Derwentwater. A prettier road is by Greystoke.

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

179 PENRITH TO MARDALE GREEN.

Description.—Class III. The road has good surface as far as Bampton; after that it is apt to be soft. The road from Shap to Bampton is in fairly good condition.

Gradients.—At 6¾m. 1 in 14; 9m. 1 in 15. Shap Branch—Descent to Bampton Grange 1 in 13-15-19.

Measurements.

Penrith,* Fountain.

4½ Askham.

8½ 3¼ Bampton.

14½ 9½ 5½ Mardale Green.*

Shap to Mardale Green, 9¾m.

Principal Objects of Interest.—1¼m., King Arthur's Round Table. Askham: Lowther Castle. Fine scenery at Hawes Water.

Hotels or Inns at places marked*.

180 PENRITH TO ALSTON.

Description.—Class II. The road has a good surface, but is pretty hilly to Melmerby; thereafter there is a long winding ascent on which the surface is fairly good. At the summit the road is a little rough, but it improves near Alston. There are several sharp turns between Hartside Cross and Melmerby.

Gradients.—At 5¼m. 1 in 10; 6m. 1 in 13; 8¼m. 1 in 22. Ascent from Melmerby 1 in 18 to 1 in 22; 18m. 1 in 20; 18¾m. 1 in 18.

Milestones.—Rather irregular. At first from Penrith; afterwards from Alston, Town Hall.

Measurements.

Penrith,* Fountain.

4½ Longwathby.*

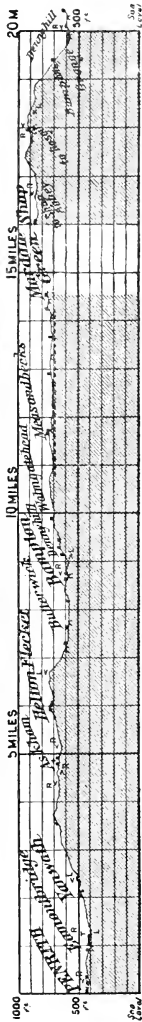
9 4½ Melmerby,* Inn.

19½ 14¾ 10½ Alston,* Town Hall.

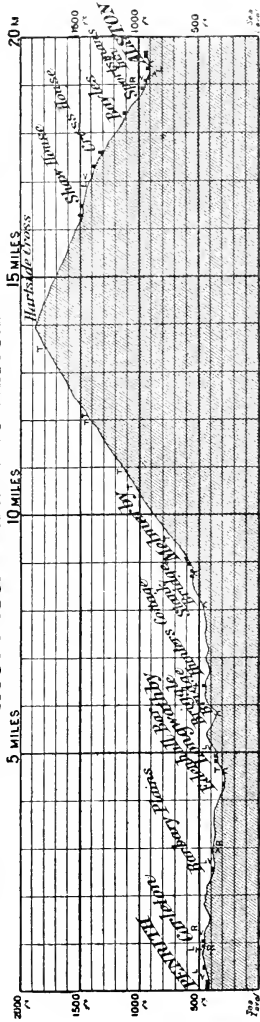
Principal Objects of Interest.—Longwathby: "Long Meg and her Daughters." Magnificent view of the Eden valley from the hill above Melmerby. Alston: Lead mines, Cross, Natrass Gill.

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

ROUTE 179. PENRITH TO MARDALE GREEN, &C.



ROUTE 180. PENRITH TO ALSTON.



181 PENRITH TO BOWES.

Description.—Class II. The road has a fine surface at first, but falls off very much approaching Appleby. Between there and Brough the road is rather loose, and with several hills. From Brough to Bowes is a very poor road, with a long section about the summit in a wretched state. After Spittal Bridge the surface is tolerable, and it improves very much nearing Bowes.

Gradients.—At $1\frac{1}{4}$ m. 1 in 23-14 ; $12\frac{1}{4}$ m. 1 in 22 ; $12\frac{1}{2}$ m. 1 in 21 ; $13\frac{1}{2}$ m. 1 in 14 ; 14m. 1 in 24 ; $14\frac{1}{4}$ m. 1 in 17 ; 15m. and $15\frac{1}{4}$ m. 1 in 23 ; $19\frac{3}{4}$ m. 1 in 16 ; $21\frac{1}{2}$ m. 1 in 13 ; $21\frac{3}{4}$ m. 1 in 15 ; $22\frac{1}{2}$ m. 1 in 13 ; $23\frac{1}{4}$ m. 1 in 13 ; $24\frac{1}{2}$ m. 1 in 12 ; 25m. 1 in 14 ; $26\frac{3}{4}$ m. 1 in 18 ; $32\frac{1}{4}$ m. 1 in 21 ; 33m. 1 in 21.

Milestones.—Measured from Appleby, Cross. In Yorkshire, from Scotch Corner.

Measurements.

Penrith,* Fountain.

$6\frac{5}{8}$ Temple Sowerby.*

$13\frac{1}{8}$ $6\frac{1}{2}$ Appleby,* Bridge.

$21\frac{1}{8}$ $14\frac{1}{2}$ 8 Brough,* Bridge.

$34\frac{1}{2}$ $27\frac{7}{8}$ $21\frac{3}{8}$ $13\frac{3}{8}$ Bowes,* P.O.

Principal Objects of Interest.— $2\frac{3}{4}$ m., Brougham Castle. $2\frac{1}{2}$ m., Countess Pillar. $9\frac{1}{2}$ m., Powis Castle. Appleby: Castle, Church. 28m., Roman Camp. Bowes: Dotheboys Hall. Very dreary road through Stainmoor Forest.

Hotels or Inns at places marked *, and at Kirkby Thore, Crackenthorpe, Warcop, and Punchbowl Inn.

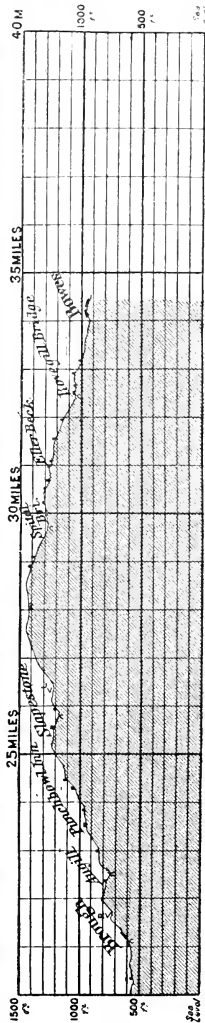
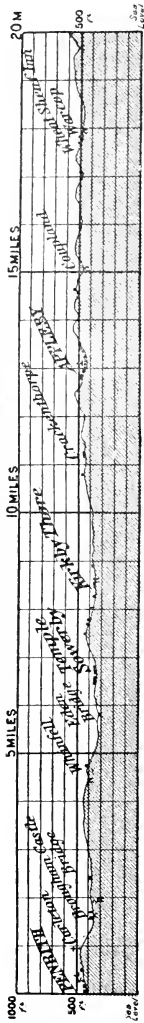
182 PENRITH TO WIGTON.

Description.—Class III. The road is narrow and undulating, but has a good surface for the first ten miles ; after that it is poorer, with dangerous hills at Sebergham ; thereafter improving to Wigton.

Gradients.—At $\frac{1}{4}$ m. 1 in 13 ; 13m. 1 in 12 ; $13\frac{1}{2}$ m. 1 in 12 (both dangerous).

Principal Objects of Interest.—Agricultural country.
(Continued on next page.)

ROUTE 181. PENRITH TO BOWES.



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.

(Route 182 continued.) Measurements.

Penrith,* Fountain.

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

13 $\frac{1}{4}$ 6 $\frac{5}{8}$ Sebergham,* Inn.

21 $\frac{1}{2}$ 14 $\frac{1}{2}$ 8 $\frac{1}{2}$ Wigton.*

Hotels or Inns at places marked*, and at Newton Regny, Laithes, and Rosley.

183 AMBLESIDE TO GRANGE.

Description.—Class III. Good road along Derwent Water to Bowness; thereafter rather hilly, but with fair surface. The Troutbeck branch is rather steep.

Gradients.—At 4 $\frac{1}{2}$ m. 1 in 17; 6m. 1 in 20; 6 $\frac{3}{4}$ m. 1 in 21; 10m. 1 in 14; 18 $\frac{1}{2}$ m. 1 in 11 (dangerous); 18 $\frac{3}{4}$ m. 1 in 13.

Measurements.

Ambleside.*

5 $\frac{3}{4}$ Bowness.*

13 $\frac{1}{2}$ 7 $\frac{3}{4}$ Newby Bridge.*

19 $\frac{5}{8}$ 13 $\frac{3}{8}$ 6 $\frac{1}{8}$ Grange.*

Ambleside to Troutbeck, 4 $\frac{3}{4}$ m.

Principal Objects of Interest.—Splendid views of Windermere, but the scenery is not so fine as at the north end of the lake. Splendid views from the Troutbeck road.

Hotels or Inns at places marked*, and at Waterhead, Low Wood, Troutbeck Bridge, Beech Hill, and Lindale.

184 AMBLESIDE TO ULVERSTON.

Description.—Class III. A rather hilly road, but with fairly good surface to Coniston; after that a very undulating road with tolerable surface. Dangerous turn descending to Waterhead, and at Sunnybank.

Gradients.—At 2 $\frac{1}{2}$ m. 1 in 22-15-13; 4 $\frac{1}{2}$ m. 1 in 11; 6m. 1 in 9 (dangerous); 11 $\frac{1}{2}$ m. 1 in 12 (dangerous); 17 $\frac{1}{2}$ m. 1 in 10.

Measurements.

Ambleside.*

7 $\frac{3}{4}$ Coniston.*

13 $\frac{1}{2}$ 5 $\frac{3}{4}$ Lake Bank.*

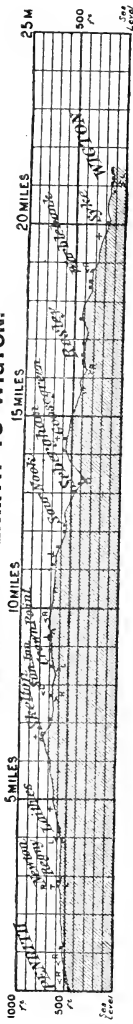
19 11 $\frac{1}{4}$ 5 $\frac{1}{2}$ Greenodd.

22 $\frac{5}{8}$ 14 $\frac{7}{8}$ 9 $\frac{5}{8}$ 3 $\frac{5}{8}$ Ulverston.*

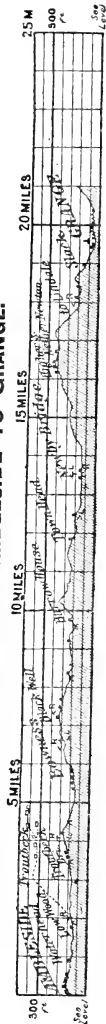
Principal Objects of Interest.—Fine view of the mountains from Barnsgate Inn; fine views of Coniston Lake descending to Waterhead. Coniston: Tarn Hows, Yewdale, Tilberthwaite Gill, Old Man.

Hotels or Inns at places marked*, and at Barngates, Waterhead, Torver, and Lowick Bridge.

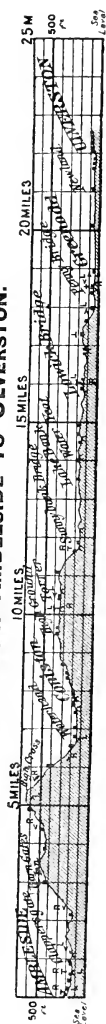
ROUTE 182. PENRITH TO WIGTON.



ROUTE 183. AMBLESIDE TO GRANGE.



ROUTE 184. AMBLESIDE TO ULVERSTON.



185 KENDAL TO BARROW.

Description.—Class II. Fine surface to Levens Bridge, then fair to Lindale. Thence to Newby Bridge the road is pretty hilly; but thereafter has good surface to Ulverston. The remainder is rather hilly and with only fair surface—rather lumpy near Barrow.

Gradients.—At 1m. and 5m. $1/20$; 11m. $1/10$ (dangerous); $14\frac{1}{2}$ m. $1/18$; $15\frac{1}{2}$ m. $1/15$; $26\frac{1}{2}$ m. $1/15$; $28\frac{3}{4}$ m. $1/16$; $29\frac{3}{4}$ m. $1/13$; $31\frac{1}{4}$ m. $1/15$; $31\frac{1}{2}$ m. $1/14$.

Milestones.—Measured from Market Place, Kendal; then from Milnethorpe. Afterwards from Market, Ulverston.

Measurements.

Kendal,* Fishmarket.

$5\frac{1}{4}$ Levens Bridge.

$11\frac{5}{8}$ $6\frac{1}{2}$ Lindale.*

$16\frac{3}{4}$ $11\frac{5}{8}$ $5\frac{1}{2}$ Newby Bridge.*

$25\frac{1}{2}$ $20\frac{3}{4}$ $13\frac{3}{4}$ $8\frac{3}{4}$ Ulverston,* Market Place.

30 $24\frac{1}{4}$ $18\frac{3}{8}$ $13\frac{1}{4}$ $4\frac{1}{2}$ Dalton.*

34 $28\frac{7}{8}$ $22\frac{3}{8}$ $17\frac{1}{4}$ $8\frac{1}{2}$ 4 Barrow,* Town Hall.

Principal Objects of Interest.— $3\frac{3}{4}$ m., Sizergh Hall. ULVERSTON: Hoad Hill, Conishead Priory. $31\frac{3}{4}$ m., Furness Abbey. BARROW: Town Hall, Piel Castle.

Hotels or Inns at places marked*, and at Gilpins Bridge, Newton, Haverthwaite, Lindal, Melton, & Furness Abbey.

186 KENDAL TO KESWICK.

Description.—Class II. Good surface throughout. A hilly road to Windermere, then undulating to Grasmere, after that long hills, but with good surface to Keswick. The new road by Armboth, though longer, is rather easier.

Gradients.—At $\frac{1}{2}$ m. $1/12$ (dangerous); $1\frac{1}{2}$ m. $1/21$; 3m. $1/20$; $7\frac{1}{2}$ m. $1/21$; $7\frac{3}{4}$ m. $1/10$ (dangerous); $8\frac{1}{2}$ m. $1/14-25$; 19m. mostly $1/12$ (dangerous); $20\frac{3}{4}$ m. $1/18$; $23\frac{1}{2}$ m. $1/16$; $25\frac{1}{4}$ m. $1/19$; $27\frac{3}{4}$ m. $1/16-12$; $28\frac{1}{2}$ and $29\frac{1}{4}$ m. $1/10$ (dangerous); descent to Keswick on second road $1/10$ (dangerous).

Milestones.—Measured from Market Place, Kendal.

Measurements.

Kendal,* Fishmarket.

$8\frac{1}{2}$ Windermere,* Station.

$13\frac{3}{8}$ $4\frac{7}{8}$ Ambleside.*

$23\frac{3}{8}$ $15\frac{3}{8}$ $10\frac{1}{2}$ Thirlspot Inn.*

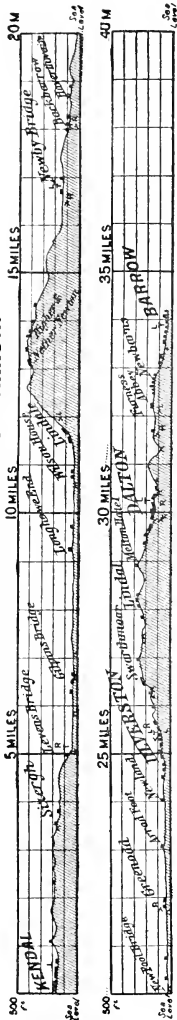
$29\frac{7}{8}$ $21\frac{3}{8}$ $16\frac{1}{2}$ 6 Keswick,* Town Hall.

$30\frac{5}{8}$ $22\frac{1}{8}$ $17\frac{1}{4}$ $13\frac{1}{4}$ Keswick,* (by Armboth).

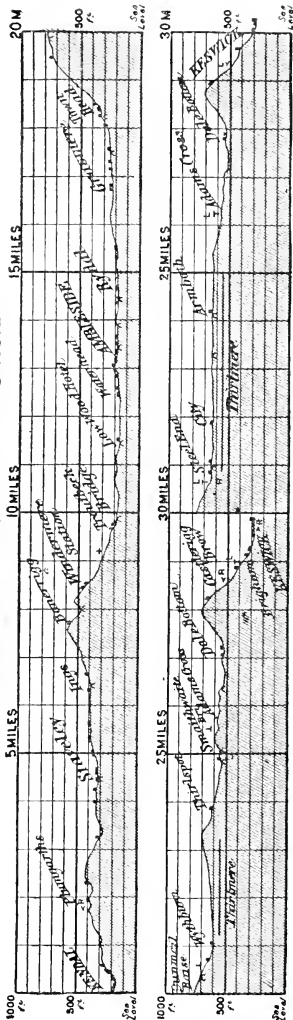
Principal Objects of Interest.—Ambleside: Stock Ghyll, &c., &c. $14\frac{3}{4}$ m., Rydal Mount. 15m., Nab Cottage. 20m., Dunmail Raise. 22m., Thirlmere Reservoir. Keswick: Derwentwater, Bassenthwaite, Skiddaw, &c., &c.

Hotels or Inns at places marked*, and numerous others.

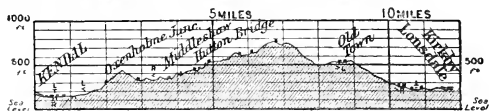
ROUTE 185. KENDAL TO BARROW.



ROUTE 186. KENDAL TO KESWICK.



187 KENDAL TO KIRKBY LONSDALE.



Description.—Class III. A poor and exceedingly hilly road. The usual way is by Crooklands.

Gradients.—At 2m. 1 in 11. Others mostly 1 in 15.

Milestones.—Measured from Nether Bridge, Kendal.

Measurements.

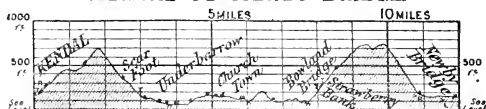
Kendal,* Fishmarket.

4½ Hutton Bridge.

11¾ 7¼ Kirkby Lonsdale,* Market Place.

Hotels or Inns at places marked*.

188 KENDAL TO NEWBY BRIDGE.



Description.—Class III. The road has poor surface, and the hills are almost precipitous. It is never used as a through road. Go either by Lindale or Bowness.

Gradients.—At ½m. 1 in 12; 1½m. 1 in 8; 2½m. 1 in 10; 8m. 1 in 9; 10½m. 1 in 8 (all exceedingly dangerous).

Measurements.

Kendal,* Fishmarket.

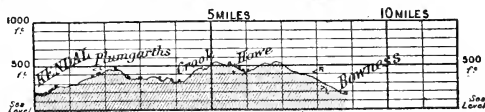
5¼ Churchtown.*

11¾ 6½ Newby Bridge.*

Principal Objects of Interest.—Dreary moorland on the higher parts.

Hotels or Inns at places marked*.

189 KENDAL TO BOWNESS.



Description.—Class III. The road has tolerably good surface, but is very hilly.

Gradients.—At $\frac{1}{2}$ m. 1 in 12; $2\frac{1}{2}$ m. 1 in 11; $4\frac{1}{2}$ m. 1 in 10; $7\frac{1}{2}$ m. 1 in 12; $8\frac{1}{2}$ m. 1 in 19 (several dangerous).

Milestones.—Measured from Market Place, Kendal.

Measurements.

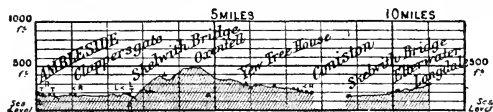
Kendal,* Fishmarket.

$8\frac{3}{4}$ Bowness.*

Principal Objects of Interest.—Moorland road.

Hotels or Inns at places marked*.

AMBLESIDE TO CONISTON, &c. 190



Description.—Class III. Good road to Skelwith Bridge; thereafter rather loose.

Gradients.—At 3m. 1 in 10 (dangerous); 4m. 1 in 11; 5m. 1 in 15.

Measurements.

Ambleside.*

$2\frac{3}{4}$ Skelwith Bridge.*

(5 $2\frac{1}{4}$ Langdale.*)

$7\frac{3}{4}$ 5 Coniston.*

Principal Objects of Interest.— $2\frac{3}{4}$ m., Skelwith Force. $5\frac{3}{4}$ m., Yew tree (site). Coniston: Tilberthwaite Gill, Old Man, Ruskin's House.

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

GARSTANG TO FLEETWOOD. 191



Description.—Class III. Level road, but rather poor surface near Pilling. Ferry to Fleetwood ($\frac{1}{4}$ m.).

Measurements.

Garstang.*

$5\frac{3}{4}$ Stake Pool (Pilling Station).

$11\frac{1}{2}$ $5\frac{1}{2}$ Fleetwood,* Station.

Hotels or Inns at places marked*.

192 KENDAL TO APPLEBY.

Description.—Class III. This is not a particularly good road, being very hilly, and with many short, sharp undulations nearly the whole way. The surface is fairly good as far as Orton, after that it is very rough, but improves near Appleby.

Gradients.—Mostly dangerous. At 2½m. 1 in 11-14; 4¼m. 1 in 9; 5m. 1 in 10; 5¾m. 1 in 10; 7½m. 1 in 13; 8¼m. 1 in 10; 9½m. 1 in 13; 12¼m. 1 in 13; 15½m. 1 in 9-13; 17m. 1 in 15; 20¼m. 1 in 14; 21m. 1 in 19; 21½m. 1 in 16.

Measurements.

Kendal,* Fish Market.

5⅜ Grayrigg.

11⅜ 6 Tebay,* Station.

14⅝ 9¼ 3¼ Orton.

24½ 19½ 13½ 9⅞ Appleby,* Bridge.

Principal Objects of Interest.—Fine views of the Tebay Fells. Appleby: Castle, Cross.

Hotels or Inns at places marked*, and at Low Borrow Bridge, and Hoff.

193 KENDAL TO KIRKBY STEPHEN, &C.

Description.—Class III. As Route 192 for the first ten miles, thereafter a moderate, undulating road to Newbiggin; after that it is rather rough, but improves very much near Kirkby Stephen and is good till past Kaber, whence the road is very rough right on to Bowes.

Gradients.—As Route 192 for the first ten miles; then at 15¼m. 1 in 15; 19¾m. 1 in 8 (dangerous); 20¾m. 1 in 15; 22½m. 1 in 10 (dangerous); 28½m. 1 in 9 (dangerous turns); 29½m. 1 in 11 (dangerous).

Measurements.

Kendal,* Fish Market.

11⅜ Tebay,* Station.

19 7⅝ Ravenstonedale.

23¼ 12¾ 4¾ Kirkby Stephen,* Market Place.

29 17⅝ 10 5¼ Slip Inn.*

39⅜ 28 20⅜ 15⅝ 10⅜ Bowes.*

Principal Objects of Interest.—Fine views of the Tebay Fells near Grayrigg. Rather dreary till near Kirkby Stephen.

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

194 KENDAL TO HAWES.

Description.—Class III. & II. From Kendal to Sedbergh, the road has rough surface, and the hills are perfectly precipitous. After Sedbergh the road is fairly good, but rather undulating for some miles. Near Smorthwaite the road is rather easier, but the surface is not quite so good, and is very poor approaching Moor Cock. From this point the road is rather better into Hawes.

Gradients.—At $1\frac{1}{2}$ m. 1 in 9 (very dangerous); $4\frac{1}{2}$ m. 1 in 11-13; $5\frac{1}{2}$ m. 1 in 13; $7\frac{1}{2}$ m. 1 in 11 (very dangerous); $12\frac{3}{4}$ m. 1 in 13; $21\frac{3}{4}$ m. 1 in 15; $22\frac{1}{2}$ m. 1 in 16; $23\frac{1}{2}$ m. 1 in 15.

Milestones.—Measured from Stramongate Bri., Kendal.

Measurements.

Kendal,* Fish Market.

$10\frac{3}{8}$ Sedbergh,* Market.

$16\frac{1}{2}$ $6\frac{1}{2}$ Smorthwaite.

$20\frac{1}{2}$ $10\frac{1}{8}$ 4 Moor Cock Inn.*

26 $15\frac{5}{8}$ $9\frac{1}{2}$ $5\frac{1}{2}$ Hawes,* Market House.

Principal Objects of Interest.—Sedbergh: School, Ch. Pretty scenery in Garsdale. Hawes: Hardrow Force.

Hotels or Inns at places marked*.

195 KIRKBY STEPHEN TO ASKRIGG.

Description.—Class II. & III. The road has good surface as far as Outhgill, after which it is a poor road until near Moor Cock, where the surface improves. Between Hardraw and Grange it is a pretty rough road. The usual way is by Hawes.

Gradients.—At $7\frac{3}{4}$ m. 1 in 17; $12\frac{1}{2}$ m. 1 in 15; $13\frac{1}{2}$ m. 1 in 16; 14 m. 1 in 15; 16 m. 1 in 10 (dangerous).

Measurements.

Kirkby Stephen,* Market Place.

5 Outhgill.

$11\frac{1}{4}$ $6\frac{1}{4}$ Moor Cock Inn.*

$15\frac{3}{8}$ $10\frac{7}{8}$ $4\frac{3}{8}$ Hardraw.*

$21\frac{1}{8}$ $16\frac{3}{8}$ $9\frac{7}{8}$ $5\frac{1}{4}$ Askrigg,* Cross.

Principal Objects of Interest.— $4\frac{1}{2}$ m., Pendragon Castle, rather dreary thereafter. Hardraw: Force.

Hotels or Inns at places marked*.

196 SEDBERGH TO SHAP.

Description.—Class III. The road has tolerably good surface for the first few miles, but the hills are very steep. After Fairmilegate, as far as Low Borrow Bridge, the surface is very poor, but improves thereafter to Tebay. From Tebay to Shap Gate is good at first, but after Orton is a rough moorland road.

Gradients.—At $\frac{1}{2}$ m. 1 in 14; $1\frac{1}{2}$ m. 1 in 15; $1\frac{3}{4}$ m. 1 in 14; $2\frac{1}{2}$ m. 1 in 8 (very dangerous); 3m. 1 in 10 (dangerous); $6\frac{1}{4}$ m. 1 in 17; $7\frac{1}{2}$ m. 1 in 15; $9\frac{3}{4}$ m. 1 in 13; $13\frac{1}{2}$ m. 1 in 19; 16m. 1 in 12; $16\frac{3}{4}$ m. 1 in 14.

Measurements.

Sedbergh, * Market.			
$8\frac{7}{8}$	Tebay, * Station.		
$12\frac{1}{8}$	$3\frac{1}{4}$	Orton.	
$(15\frac{1}{2})$	$6\frac{5}{8}$	$3\frac{3}{8}$	Shap Wells Hotel.*
$18\frac{1}{4}$	$9\frac{3}{8}$	$6\frac{1}{8}$	Shap, * Greyhound Inn.

Principal Objects of Interest.—Pretty scenery at first, then rather dreary past Tebay, bleak moorland after Orton. Shap: Abbey.

Hotels or Inns at places marked *, and at Low Borrow Bridge Inn.

197 BARROW TO RAVENGLASS.

Description.—Class III. The road is bumpy at first, but has fairly good surface after Furness Abbey; thereafter a moderately good road, but with several steep hills to Broughton. From Broughton to Ravenglass, although the road has tolerably good surface, there are innumerable short hills—several dangerous—and in some parts the road is soft.

Gradients.—At $2\frac{3}{4}$ m. 1 in 14; 3m. 1 in 15; $4\frac{1}{2}$ m. 1 in 11; $5\frac{3}{8}$ m. 1 in 21; $6\frac{3}{8}$ m. 1 in 10; 14m. 1 in 11; $15\frac{1}{4}$ m. 1 in 8; 18m. 1 in 10; $20\frac{1}{4}$ m. 1 in 11; $21\frac{1}{4}$ m. 1 in 11; 25m. 1 in 12; 33m. 1 in 13; $33\frac{3}{4}$ m. 1 in 9; 35m. 1 in 13-15-12; $36\frac{3}{4}$ m. 1 in 16.

Measurements.

Barrow, * Town Hall.			
4	Dalton.*		
$14\frac{3}{4}$	$10\frac{3}{4}$	Broughton.*	
21	17	$6\frac{1}{4}$	Millom.*
$29\frac{1}{8}$	$25\frac{1}{8}$	$14\frac{3}{8}$	$8\frac{1}{8}$ Bootle.*
$37\frac{3}{8}$	$33\frac{3}{8}$	$22\frac{3}{8}$	$16\frac{3}{8}$ $8\frac{1}{4}$ Ravenglass.*

Principal Objects of Interest.— $2\frac{1}{2}$ m., Furness Abbey, Millom: Castle. Ravenglass: Muncaster Castle.

Hotels or Inns at places marked *, and at Holmes Green, Silecroft, Park Nook, &c.

198 LANCASTER TO KIRKBY STEPHEN, &c.

Description.—Class II. The road has splendid surface all the way to Kirkby Lonsdale, which lies slightly off the main road; after that it is a good undulating road to Sedbergh, beyond which it is a rough and stony road till near Kirkby Stephen, when the surface improves.

Gradients.—At 16½m. 1 in 18; 18¼m. 1 in 15; 23½m. 1 in 20; 28¼m. 1 in 13; 29¼m. 1 in 12; 36¼m. 1 in 16; 38½m. 1 in 18; 44m. 1 in 15; 44½m. 1 in 16.

Milestones.—Measured from Germany Street, Lancaster; after Greeta Bridge, from Sedbergh Market.

Measurements.

Lancaster, * Market.					
9	Hornby, * Bridge.				
(16½	7½	Kirkby Lonsdale, * Market).			
26½	17½	10½	Sedbergh, * Market.		
40½	31½	24½	14½	Kirkby Stephen, * Market.	
45	36	29½	18½	4½	Brough.*

Principal Objects of Interest.—Hornby: Castle. 12¾m., Thurland Castle. 25½m., Ingmire Hall. Dreary moorland approaching Kirkby Stephen.

Hotels or Inns at places marked*, and at Caton, Grimeshill, and Crosskeys Inn.

199 LANCASTER TO HAWES.

Description.—Class II. Splendid surface to Melling, then only fairly good to Ingleton; after that the road becomes steep and rough, but with occasional good stretches to Hawes. The part at the summit is exceedingly rough, and a considerable amount of walking will be necessary.

Gradients.—At 13¾m. 1 in 17; 18½m. 1 in 10 (dangerous); 22¼m. 1 in 13; 24m. 1 in 14; 27m. 1 in 25; 28m. 1 in 17; 29m. 1 in 15; 30½m. 1 in 13; 34m. 1 in 15.

Milestones.—Measured from Germany Street, Lancaster; thereafter from Hawes.

Measurements.

Lancaster, * Market.					
9	Hornby.*				
18½	9½	Ingleton.*			
24	15	5½	Ribblehead Station.		
28	19	9½	4	Newby Head Inn.*	
34½	25½	16½	10½	6½	Hawes, * Market House.

Principal Objects of Interest.—Ingleton: Cave, Falls, Ingleborough, Whernside, &c. 22m., Wheathercote Cave. Hawes: Hardrow Force. Very bleak road about Newby Head.

Hotels or Inns at places marked*, and at Caton, Burton, Hill Inn, and Gearstones.

200 LANCASTER TO CLAPHAM.

Description.—Class II. & III. The road has fine surface all the way to Bentham; after that the surface is only tolerably good.

Gradients.—At 15½m. 1 in 15; 18¾m. 1 in 17.

Milestones.—Measured from Germany Street, Lancaster.

Measurements.

Lancaster, * Market Place.

4¾ Caton.*

11¾ 7 Wennington.*

15½ 10¾ 3¾ Upper Bentham.*

20¾ 15½ 8½ 5¼ Clapham.*

Principal Objects of Interest.—Pretty scenery at first, rather bleak approaching Clapham. Clapham: Ingleborough, and Cave.

Hotels or Inns at places marked *, and at Wray, Tatham Bridge, and Lower Bentham.

201 LANCASTER TO CLITHEROE.

Description.—Class III. A very poor road, with precipitous hills to Whitewell; after that the surface is rather better, and is good near Clitheroe. The road is seldom used as a through route.

Gradients.—Nearly all very dangerous. At ½m. 1 in 12; 1m. 1 in 10; 1½m. 1 in 11; 2½m. 1 in 10 (bad turns); 3½m. 1 in 11-8 (bad turn); 4¾m. 1 in 12; 7m. 1 in 10; 7¾m. 1 in 10; 11½m. 1 in 12; 12¼m. 1 in 8; 14m. 1 in 11; 17½m. 1 in 10 (bad turn); 20¾m. 1 in 18.

Measurements.

Lancaster, * Market.

9½ Marshaw.

17¾ 7¾ Whitewell * Inn.

25½ 15¾ 7¾ Clitheroe.*

Principal Objects of Interest.—Dreary moorland road.

Hotels or Inns at places marked *, and Red Pump Inn.

202 LANCASTER TO BLACKPOOL

Description.—Class III. The road has good surface as far as Cockerham; after that it is apt to be soft and loose, but is generally in fairly good condition.

Measurements.

Lancaster, * Market.

6½ Cockerham.*

11¼ 4¾ Stake Pool, * (Pilling Station).

20¾ 14¼ 9½ Poulton, * P.O.

24½ 18½ 13¾ 3¾ Blackpool, * Talbot Square.

Hotels or Inns at places marked *, and at Conder Green, Stalmine, Hambleton, and Shard Bridge.

203 PRESTON TO KENDAL

Description.—Class I. A fine undulating road the whole way. Paving in Lancaster. The road by Burton is more hilly, but has good surface.

Gradients.—At 35½m. 1 in 22; 37¼m. 1 in 20.

By Burton.—At 37m. 1 in 15; 39m. 1 in 20; 39½m. 1 in 18; 41¼m. 1 in 22.

Milestones.—Measured from Town Hall, Preston, to Garstang; thereafter from Lancaster Market.

Measurements.

Preston,* Town Hall.

10¾ Garstang.*

21¾ 10½ Lancaster,* Market Place.

27½ 16½ 6¼ Carnforth.*

35½ 24¾ 13¾ 7½ Milnthorpe.*

37½ 26¾ 16½ 9¾ 2¾ Levens Bridge. (Route 185.)

42½ 31¾ 21¼ 15 7½ 5½ Kendal,* Fishmarket.

31¾ 21½ 10½ 4¼ Burton.*

43 32½ 21½ 15½ 11½ Kendal,* Fishmarket.

Principal Objects of Interest.—LANCASTER: Cas. 37½m. Levens Bridge. 39m., Sizergh Hall. KENDAL: Castle.

Hotels or Inns at places marked *, and numerous others.

204 PRESTON TO BLACKPOOL

Description.—Class II. An almost level road, with fairly good surface throughout, except the portion between the toll-gates, which is very poor.

Measurements.

Preston,* Town Hall.

7½ Freckleton.*

12 4¾ Lytham.*

15¼ 7¾ 3¼ St. Annes.*

20¾ 12¾ 8¾ 5½ Blackpool,* Talbot Square.

Principal Objects of Interest.—Flat, and uninteresting country. BLACKPOOL: Tower, Wheel, Aquarium, Piers, &c.

205 PRESTON TO FLEETWOOD.

Description.—Class III. The road has only a fairly good surface throughout. There is a toll at Leigate.

Measurements.

Preston,* Town Hall.

8¼ Kirkham.*

13¾ 5½ Singleton,* Inn.

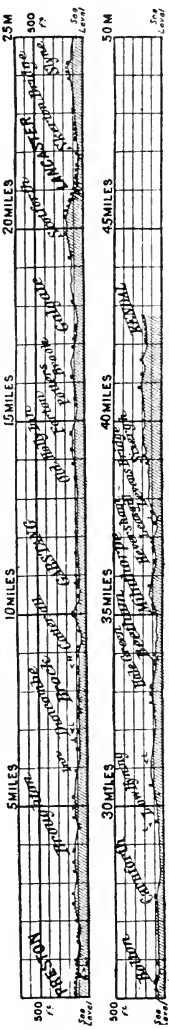
17 9½ 3¾ Poulton,* P.O.

23¾ 15¾ 9¾ 7¼ Fleetwood,* Station.

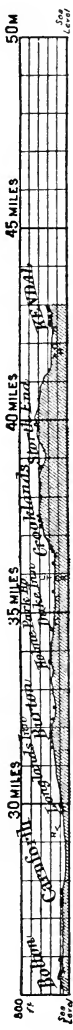
Principal Objects of Interest.—Flat, and uninteresting country.

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

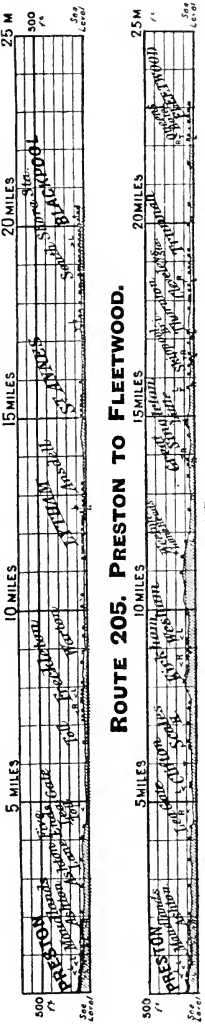
ROUTE 203. PRESTON TO KENDAL



By BURTON.



ROUTE 205. PRESTON TO FLEETWOOD.



206 PRESTON TO CLITHEROE.

Description.—Class II. Good surface as far as Five-barred Gate, then rather poor to Mellor Brook, when the surface improves, and is good right on to Clitheroe.

Gradients.—At 2½m. 1 in 15; 3½m. 1 in 24; 7m. 1 in 18.

Milestones.—Measured from Court House, Preston.

Measurements.

Preston,* Town Hall.

6½ Mellor Brook.*

13½ 6½ Whalley.*

17¼ 10½ 3¼ Clitheroe.*

Principal Objects of Interest.—Agricultural country. Whalley: Abbey. CLITHEROE: Castle.

Hotels or Inns at places marked *, Myerscough Smithy, Osbaldestone, Showley Inn, and Copstard Green.

207 PRESTON TO TODMORDEN.

Description.—Class I. & II. The road has good surface to Blackburn, but thence to Burnley the road is only fairly good, being partly paved, and slightly rough through heavy traffic. From Burnley to Todmorden the road is in fairly good order, but rather rough approaching the latter place.

Gradients.—At 2½m. 1 in 15 (dangerous); 3½m. 1 in 24; 7¾m. 1 in 22; 9m. 1 in 25; 15¼m. 1 in 24; 20½m. 1 in 24; 27½m. 1 in 23; 25¼m. 1 in 25.

Milestones.—Measured from Court House, Preston, as far as Accrington; after that, from Bull Hotel, Burnley. Beyond Burnley, from Town Hall, Todmorden.

Measurements.

Preston,* Town Hall.

5½ Samlesbury Inn.*

9¾ 4½ Blackburn,* Town Hall.

15 9¾ 5½ Accrington,* Town Hall.

21 15¾ 11¼ 6 Burnley,* Bull Hotel.

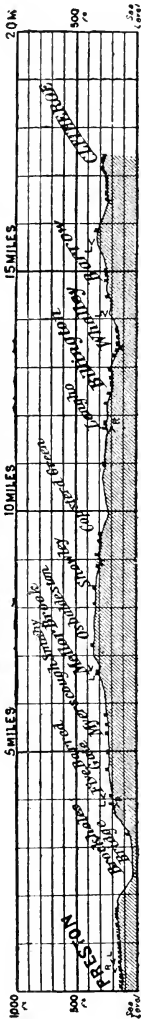
30½ 25 20¾ 15½ 9½ Todmorden,* Town Hall.

Preston to Blackburn by Hoghton, 11m. (Routes 208 & 212.)

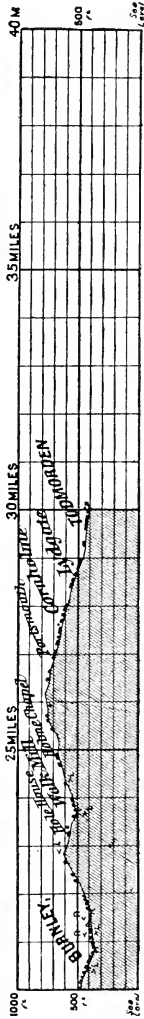
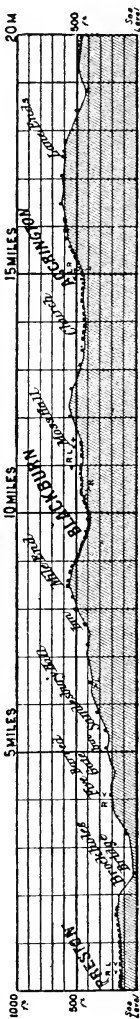
Principal Objects of Interest.—3½m., Samlesbury Hall. BLACKBURN: Town Hall, Public Park, Library. ACCRINGTON: Peel Institute. BURNLEY: Town Hall. Manufacturing district at Accrington, Blackburn, Burnley, and near Todmorden. TODMORDEN: Stoodley Obelisk.

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

ROUTE 206. PRESTON TO CLITHEROE.



ROUTE 207. PRESTON TO TODMORDEN.



208 PRESTON TO BOLTON.

Description.—Class III. Good but steep road as far as Abbey; thereafter a rough road over the moors.

Gradients.—At 1m.1 in 15; 6½m.1 in 17; 7m.1 in 15; 9½m.1 in 13; 13½m.1 in 20; 16½m.1 in 15.

Milestones.—Measured from Town Hall, Preston.

Measurements.			
Preston,* Town Hall.			
	5	Hoghton,* Station.	
13½	8½	Belmont.	
18½	13½	5½	Bolton,* Deansgate.

Principal Objects of Interest.—Hoghton: Tower. Moorland road. 14¾m., Reservoirs.

Hotels or Inns at places marked *, Riley Green, & Abbey.

209 PRESTON TO WARRINGTON.

Description.—Class I. The road has very good surface as far as Standish; after that the surface is rather bumpy until beyond Wigan, when the surface improves, and is very good the rest of the way.

Gradients.—At 8½m. 1 in 18.

Milestones.—Measured from Town Hall, Preston; after Euxton, from Market Place, Wigan; thereafter from London and North Western Station, Wigan.

Measurements.					
Preston,* Town Hall.					
	7½	Euxton.*			
17½	9½	Wigan,* Market Place.			
22	14½	4¾	Ashton-in-Makerfield.*		
24¾	17	7½	2¾	Newton-le-Willows,* Bridge.	
29½	21¾	12½	7½	4¾	Warrington.*

Principal Objects of Interest.—Manufacturing district. 25¾m., Battlefield, 1648. WARRINGTON: Ship Canal.

Hotels or Inns at places marked *, and at Lostock Hall, Standish, Boar's Head, and Winwick.

210 PRESTON TO SOUTHPORT.

Description.—Class II. Good road to Tarleton; thereafter tolerable surface, but with occasional stretches of paving.

Gradients.—At ½m. 1 in 27; 1½m. 1 in 17.

Milestones.—Measured from Town Hall, Preston.

Measurements.		
Preston,* Town Hall.		
	9½	Tarleton.*
19½	9¾	Southport,* Town Hall.

Principal Objects of Interest.—Flat, and uninteresting country. SOUTHPORT: Pier, Marine Lake, Winter Gardens.

Hotels or Inns at places marked *, and at Penwortham, Hutton, Walmer Bridge, Hoole, Merebrow, & Churchtown.

211 BLACKBURN TO SKIPTON.

Description.—Class II. The road has fine surface as far as Chatburn; after that it is not quite so good, and is pretty hilly till within a few miles of Skipton, when the surface is very good. The best part of the road is between Whalley and Chatburn.

Gradients.—At $4\frac{3}{4}$ m. 1 in 23; $6\frac{1}{2}$ m. 1 in 25; $14\frac{1}{2}$ m. 1 in 10-13 (dangerous); $16\frac{1}{4}$ m. 1 in 22; 17m. 1 in 19; $20\frac{1}{4}$ m. 1 in 16; $21\frac{1}{2}$ m. 1 in 24; $22\frac{1}{4}$ m. 1 in 25; $32\frac{1}{2}$ m. 1 in 15.

Milestones.—Measured from commencement of road in Burnley. After Clitheroe, from Town Hall, Skipton.

Measurements.

Blackburn,* Town Hall.

7 Whalley.*

$10\frac{3}{4}$ $3\frac{3}{4}$ Clitheroe.*

$12\frac{7}{8}$ $5\frac{7}{8}$ $2\frac{1}{2}$ Chatburn.*

18 11 $7\frac{1}{4}$ $5\frac{1}{4}$ Gisburn.*

29 22 $18\frac{1}{4}$ $16\frac{1}{2}$ 11 Skipton,* Town Hall.

Principal Objects of Interest.—Whalley: Abbey. CLITHEROE: Castle. Sawley: Abbey. SKIPTON: Church. A pleasant road, but no particular features.

Hotels or Inns at places marked *, and at Wilpshire, West Marton, and Broughton.

212 BLACKBURN TO WIGAN.

Description.—Class III. The road has good surface for the first three miles; after that it is very up and down, and with only tolerable surface to Chorley. Beyond Chorley the surface is good till within a few miles of Wigan, when it becomes rather bumpy. By turning to the right at $3\frac{3}{4}$ m., Route 208 is joined in $\frac{3}{4}$ of a mile, shortly before Hoghton. This gives a more level road between Blackburn and Preston than Route 207.

Gradients.—At $3\frac{1}{2}$ m. 1 in 22; $7\frac{3}{4}$ m. 1 in 19; $8\frac{3}{4}$ m. 1 in 17; $9\frac{1}{2}$ m. 1 in 17; 11m. 1 in 26; 15m. 1 in 17.

Milestones.—Measured from Town Hall, Chorley; thereafter from Wigan, Market.

Measurements.

Blackburn,* Town Hall.

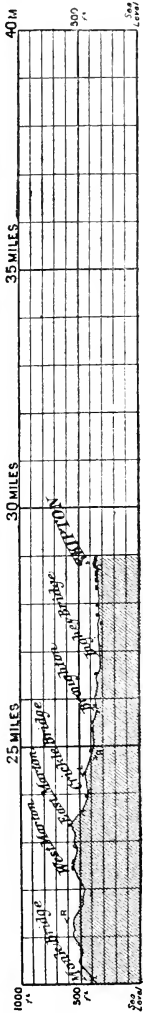
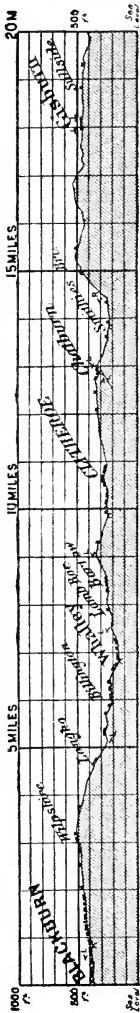
10 Chorley,* Town Hall.

$18\frac{1}{4}$ $8\frac{1}{4}$ Wigan,* Market.

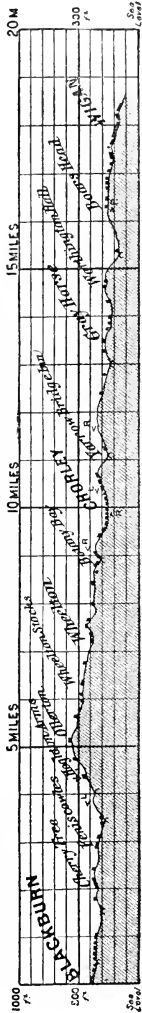
Principal Objects of Interest.—Collieries near Chorley and Wigan.

Hotels or Inns at places marked *, and at Feniscowles, Wheelton, Botany Bay, Yarrow Bridge, Grey Horse, and Boar's Head.

ROUTE 211. BLACKBURN TO SKIPTON.



ROUTE 212. BLACKBURN TO WIGAN.



213 BURNLEY TO SETTLE.

Description.—Class III. A bumpy road at first, then a rather poor road over the hill to Gisburn; thereafter a fair undulating country road.

Gradients.—At $5\frac{3}{4}$ and $6\frac{1}{2}$ m. 1 in 18; $9\frac{1}{2}$ m. 1 in 16; $10\frac{3}{4}$ m. 1 in 17; $11\frac{1}{4}$ m. 1 in 18; $11\frac{3}{4}$ m. 1 in 15 (dangerous); $12\frac{1}{2}$ m. 1 in 13; $14\frac{3}{4}$ m. 1 in 17; $16\frac{3}{4}$ m. 1 in 21.

Milestones.—Measured from Bull Hotel, Burnley, as far as Gisburn; thereafter from Long Preston, Bridge.

Measurements.

Burnley,* Bull Hotel.

$3\frac{3}{4}$ Nelson.*

12 $8\frac{1}{4}$ Gisburn.*

($18\frac{3}{8}$ $14\frac{5}{8}$ $6\frac{3}{8}$ Hellifield.*)

$19\frac{3}{8}$ $15\frac{5}{8}$ $7\frac{3}{8}$ Long Preston,* Green.

$23\frac{5}{8}$ $19\frac{7}{8}$ $11\frac{5}{8}$ $4\frac{1}{4}$ Settle,* Town Hall. (Route 103.)

Principal Objects of Interest.—Moorland road, but rather pretty near Gisburn.

Hotels or Inns at places marked *, and at Brierfield, and Greystone.

214 BURNLEY TO SKIPTON.

Description.—Class II. A good undulating road, paved at first. Good surface near Skipton.

Gradients.—At $5\frac{3}{4}$ m. 1 in 14; $6\frac{1}{2}$ m. 1 in 17.

Milestones.—Measured from Bull Hotel, Burnley, and from Town Hall, Skipton.

Measurements.

Burnley,* Bull Hotel.

$3\frac{3}{4}$ Nelson.*

$6\frac{1}{8}$ $2\frac{3}{8}$ Colne.*

$12\frac{1}{4}$ $8\frac{1}{2}$ $6\frac{1}{4}$ Thornton.*

$18\frac{3}{8}$ $14\frac{5}{8}$ $12\frac{1}{4}$ $6\frac{1}{8}$ Skipton,* Town Hall.

Principal Objects of Interest.—COLNE: Church. Broughton: Church. SKIPTON: Church, Castle.

Hotels or Inns at places marked *, and at Brierfield, Foulridge, Kelbrook, and Broughton.

215 BURNLEY TO BOLTON.

Description.—Class II. A steep, hilly, and poor road to Rawtenstall, then an undulating road, with only moderate surface to Bolton.

Gradients.—At $\frac{1}{2}$ m. 1/14 (dangerous), then mostly 1/19; 2m. 1/15; $10\frac{1}{4}$ m. 1/15; 15m. 1/15; 16m. 1/24; 18m. 1/18.

Measurements.

Burnley,* Bull Hotel.

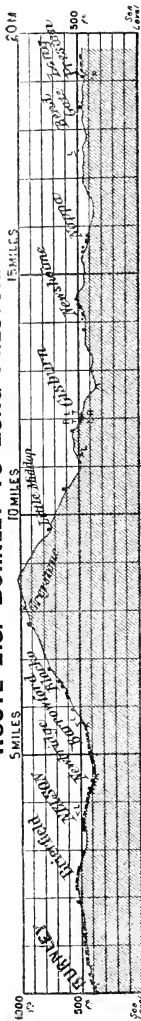
$7\frac{1}{8}$ Rawtenstall.*

$9\frac{3}{8}$ $2\frac{1}{2}$ Edenfield,* Market.

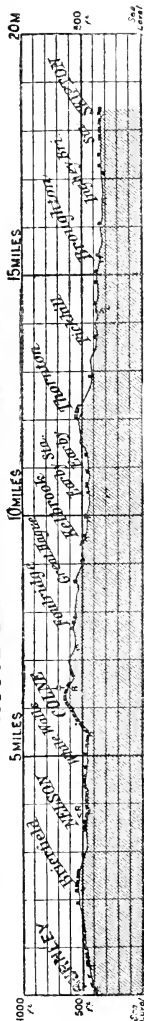
$11\frac{1}{4}$ $4\frac{1}{4}$ $1\frac{3}{8}$ Ramsbottom.*

19 $11\frac{3}{8}$ $9\frac{3}{8}$ $7\frac{3}{4}$ Bolton,* Deansgate. [over.]

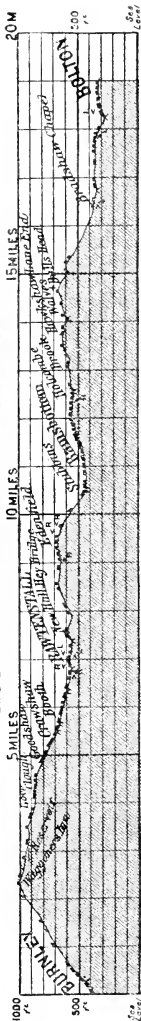
ROUTE 213. BURNLEY TO LONG PRESTON.



ROUTE 214. BURNLEY TO SKIPTON.



ROUTE 215. BURNLEY TO BOLTON.



(Route 215—Continued.)

Milestones.—Measured from Bull Hotel, Burnley; afterwards from Bolton.

Principal Objects of Interest.—3m., Reservoir. 10m., Grant, and Peel Monuments. BOLTON: Town Hall, Free Library.

Hotels or Inns at places marked *, and numerous others.

216 BURNLEY TO ROCHDALE, &c.

Description.—Class II. This is a very poor road for cycling, as it is either very rough and bumpy, or paved with rough cobbles.

Gradients.—At 2½m. 1 in 17; 3¾m. 1 in 16; 4½m. 1 in 13; 5½m. 1 in 16; 13½m. 1 in 20; 18m. 1 in 22; 21¾m. 1 in 21; 22¾m. 1 in 13.

Milestones.—Measured from Yorkshire Street, Rochdale.

Measurements.

Burnley, * Bull Hotel.

7¾ Bacup.*

10½ 3¼ Facit.

15 7½ 4¾ Rochdale,* Town Hall.

20¾ 13¾ 10½ 5¾ Oldham,* Market.

24½ 17½ 13¾ 9½ 3¼ Ashton-under-Lyne.*

Principal Objects of Interest.—Manufacturing district. ROCHDALE: Town Hall. OLDHAM: Town Hall, Park.

Hotels or Inns at places marked *, and at Royton, and numerous others.

217 ROCHDALE TO BOLTON, &c.

Description.—Class I. & II. The road is paved most of the way, and has only moderately good surface. For Wigan follow Route 235 from Hindley.

Gradients.—At 5m. 1 in 23; 14m. 1 in 18.

Milestones.—Measured from Rochdale Castle, then from Bury Market.

Measurements.

Rochdale,* Town Hall.

3¼ Heywood.*

6¼ 3¾ Bury,* Market.

12½ 9½ 5¾ Bolton,* Deansgate.

19¾ 16½ 13½ 7¾ Hindley.*

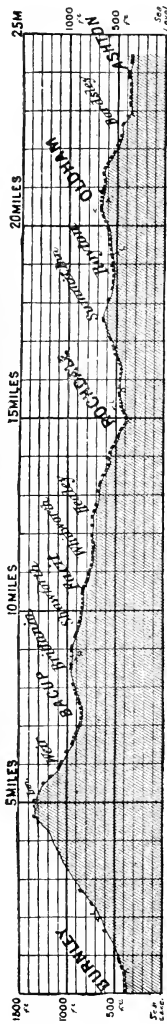
(22½ 19¼ 15¾ 10½ 2¼ Wigan,* Market.)

24½ 21½ 17¼ 12 4½ Ashton-in-Makerfield.*

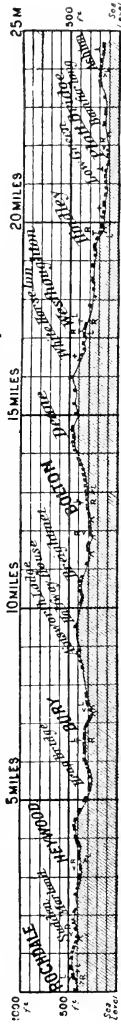
Principal Objects of Interest.—BURY: Peel Monument, Church. BOLTON: Town Hall, Public Library. Manufacturing district.

Hotels or Inns at places marked *, and at Marland, Brightmet, Deane, West Houghton, and Platt Bridge.

ROUTE 216. BURNLEY TO ASHTON-UNDER-LYNE.

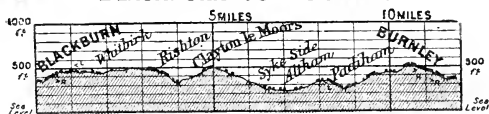


ROUTE 217. ROCHDALE TO BOLTON, & C.



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

218 BLACKBURN TO BURNLEY.



Description.—Class II. The direct road is by Accrington. This road has fair surface, but is rather hilly.

Gradients.—At $3\frac{3}{4}$ m. 1 in 15; $4\frac{3}{4}$ m. 1 in 16; $8\frac{1}{2}$ m. 1 in 19; $9\frac{1}{4}$ m. 1 in 23; $10\frac{1}{4}$ m. 1 in 24.

Measurements.

Blackburn, * Town Hall.

$4\frac{3}{4}$ Clayton-le-Moors.*

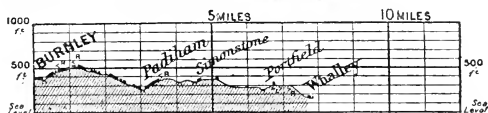
$8\frac{1}{2}$ $3\frac{3}{4}$ Padiham.*

$11\frac{3}{8}$ $7\frac{1}{8}$ $3\frac{3}{8}$ Burnley,* Bull Hotel.

Principal Objects of Interest.—Manufacturing district.

Hotels or Inns at places marked *, and at Rishton, and Altham.

219 BURNLEY TO WHALLEY.



Description.—Class II. After Padiham the road has good surface. The first few miles are rather rough.

Gradients.—At $1\frac{1}{2}$ m. 1 in 24; $2\frac{1}{2}$ m. 1 in 23; $3\frac{1}{4}$ m. 1 in 19; $6\frac{1}{2}$ m. 1 in 19.

Measurements.

Burnley,* Bull Hotel.

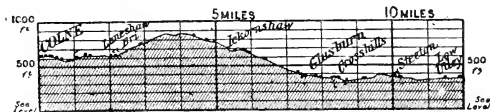
$3\frac{3}{8}$ Padiham.*

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

Principal Objects of Interest.—Whalley: Abbey.

Hotels or Inns at places marked *.

220 COLNE TO KEIGHLEY.



(Last mile as Route 107.)

Description.—Class II. The best road. The road has good surface all the way.

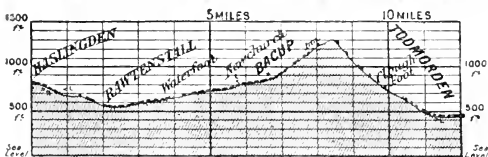
Gradients.—At $2\frac{1}{4}$ m. 1 in 15; $6\frac{1}{2}$ m. 1 in 23.

Measurements.

Colne.*
 7½ Glusburn.*
 13½ 5½ Keighley,* Market Place.

Hotels or Inns at places marked*.

HASLINGDEN TO TODMORDEN. 221



Description.—Class II. A considerable part of the road is paved, and the surface is rather rough between Bacup and Todmorden.

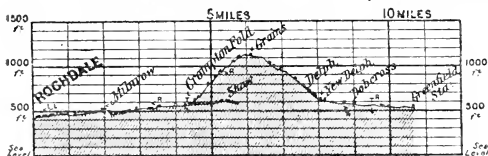
Gradients.—At 7¼m. 1 in 15; 9m. 1 in 11; 9½m. 1 in 13; 10½m. 1 in 13.

Measurements.

Haslingden.*
 2¼ Rawtenstall.*
 6½ 4¾ Bacup.*
 12½ 9¾ 5½ Todmorden,* Town Hall.

Principal Objects of Interest.—Manufacturing district.
 Hotels or Inns at places marked*.

ROCHDALE TO NEW DELPH, &C. 222



Description.—Class III. The road is mostly paved, and after Crompton is very rough over the hill to Delph.

Gradients.—At 4¾m. 1 in 11 (dangerous); 7½m. 1 in 14.

Measurements.

Rochdale,* Town Hall.
 (5 Shaw.)
 8 New Delph.
 10½ 2½ Greenfield Station.

Oldham to Shaw, 3m.

Hotels or Inns at places marked*, &c.

223 OLDHAM TO RIPPONDEN, &c.

Description.—Class II. & III. The road is very bumpy for the first few miles, then becomes better as far as Junction. From this point the surface degenerates, and is rather poor until within a few miles of Ripponden. From Ripponden to Elland the road is very steep, but the surface is fairly good. The better road is by Sowerby Bridge.

Gradients.—At $1\frac{1}{2}$ m. 1 in 19; $2\frac{1}{2}$ m. 1 in 25; $3\frac{1}{2}$ m. 1 in 20; 4m. 1 in 17; $5\frac{1}{2}$ m. 1 in 13; $7\frac{3}{4}$ m. 1 in 15; $10\frac{1}{2}$ m. 1 in 25; $11\frac{1}{2}$ m. 1 in 18; $13\frac{1}{2}$ m. 1 in 9-12 (dangerous turn); 15m. 1 in 16; $16\frac{3}{4}$ m. 1 in 22.

Milestones.—Measured from Town Hall, Oldham.

Measurements.

Oldham,* Market.

5 Junction.

$13\frac{1}{4}$ $8\frac{1}{4}$ Ripponden.*

18 13 $4\frac{3}{4}$ Elland,* Bridge.

Principal Objects of Interest.—Fine views from the higher parts of the road; rather pretty scenery approaching Ripponden.

Hotels or Inns at places marked*, and at Moorside, Roadside, Barkisland, Greetland, &c.

224 OLDHAM TO HOLMFIRTH.

Description.—Class III. Paving at first, then a poor road to Greenfield, with dangerous descent to the bridge. After that the road is pretty rough, and is very bad for several miles on the summit, but after Isle of Skye Hotel the surface is fairly good, though rather steep. Most of the hills will have to be walked up.

Gradients.—At 3m. 1 in 15; $3\frac{3}{4}$ m. 1 in 17; $4\frac{1}{2}$ m. 1 in 12 (dangerous); $5\frac{1}{2}$ to 7m. 1 in 15; 8m. 1 in 17; $13\frac{1}{2}$ m. 1 in 17; 14m. 1 in 13; 15m. 1 in 15.

Measurements.

Oldham,* Market.

$4\frac{1}{2}$ Greenfield,* Station.

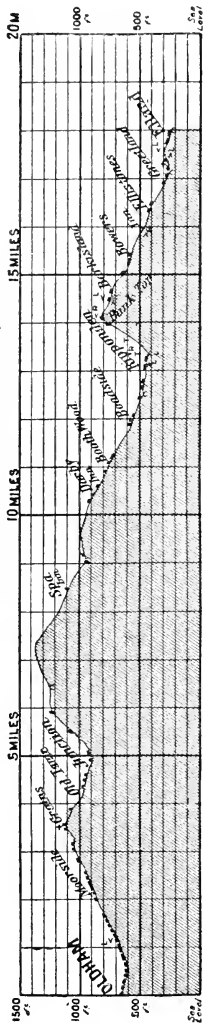
11 $6\frac{1}{2}$ Isle of Skye Hotel.*

15 $9\frac{3}{4}$ $5\frac{1}{4}$ Holmfirth.*

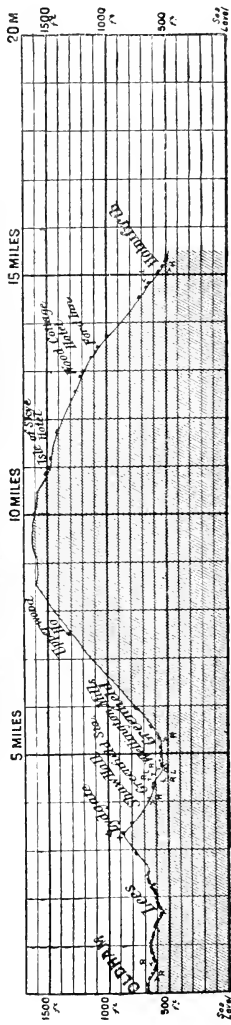
Principal Objects of Interest.—Moorland road, but good scenery, rather picturesque near Holmfirth.

Hotels or Inns at places marked*, and at Lydgate, Wood Cottage, and Ford Inn.

ROUTE 223. OLDHAM TO RIPPONDEN, &C.



ROUTE 224. OLDHAM TO HOLMFIRTH.



225 BOLTON TO BLACKBURN.

Description.—Class I. The road is rather bumpy at first owing to heavy traffic, then rather poor, and there is a long stretch of paving between Darwen and Blackburn.

Gradients.—At $4\frac{1}{2}$ m. 1 in 22; $7\frac{1}{2}$ m. 1 in 21.

Milestones.—Measured from Bow Street, Bolton.

Measurements.

Bolton,* Deansgate.

$3\frac{3}{4}$ Egerton.*

$8\frac{3}{4}$ 5 Darwen,* Market.

$12\frac{1}{8}$ $9\frac{1}{8}$ $4\frac{1}{8}$ Blackburn,* Town Hall.

Principal Objects of Interest.—Manufacturing district. BLACKBURN: Town Hall, Public Park, Free Library.

Hotels or Inns at places marked *, and at Earcroft, &c.

226 BOLTON TO NEWTON-LE-WILLOWS, &c.

Description.—Class II. Outside of the numerous villages the surface is fairly good, but the rest is rather bumpy, and with odd stretches of paving.

Gradients.—At 4m. 1 in 22.

Milestones.—Measured from Town Hall, Bolton.

Measurements.

Bolton,* Deansgate.

$7\frac{3}{4}$ Leigh,* Market.

$13\frac{1}{4}$ $5\frac{1}{2}$ Newton-le-Willows,* Bridge.

19 $11\frac{1}{4}$ $5\frac{3}{4}$ St. Helens,* Town Hall.

Principal Objects of Interest.—Manufacturing district, and collieries. Leigh: Church.

Hotels or Inns at places marked*, and at Chowbent, Lowton, Earlestown, and Ashton Green.

227 WIGAN TO SOUTHPORT.

Description.—Class III. This is not a particularly good road, on account of the large amount of paving. After Ormskirk, however, the road is somewhat better, though not particularly good.

Gradients.—At $4\frac{1}{4}$ m. 1 in 10 (dangerous turns); $5\frac{3}{4}$ m. 1 in 22.

Measurements.

Wigan,* Market Place.

$7\frac{3}{4}$ Skelmersdale.*

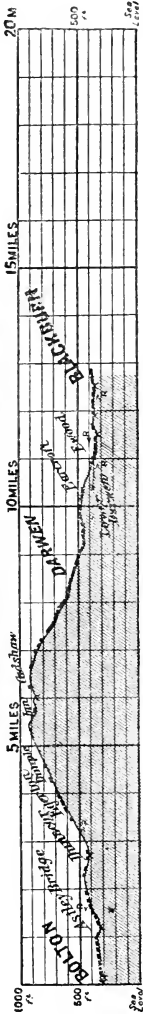
$11\frac{3}{4}$ 4 Ormskirk,* Cross.

$19\frac{1}{8}$ $12\frac{1}{8}$ $8\frac{1}{8}$ Southport,* Town Hall.

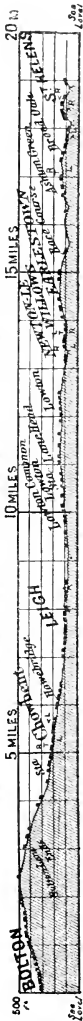
Principal Objects of Interest.—ORMSKIRK: Church, Burscough Priory. SOUTHPORT: Pier, Marine Lake, Winter Gardens.

Hotels or Inns at places marked*, and at Upholland, Westhead, and Scarisbrick.

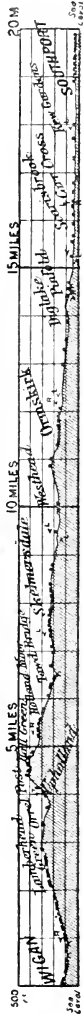
ROUTE 225. BOLTON TO BLACKBURN.



ROUTE 226. BOLTON TO NEWTON-LE-WILLOWS, &C.



ROUTE 227. WIGAN TO SOUTHPORT.



228 LIVERPOOL TO SOUTHPORT.

Description.—Class III. Although the road is almost dead level, it is very soft and rough in many parts, and is seldom used by cyclists. The usual road is by Ormskirk.

Measurements.

Liverpool,*	St. George's Hall.			
6½	Crosby.			
12½	5½	Formby,*	Cross.	
16½	9½	4	Ainsdale.*	
20	13½	7½	3½	Southport,*
				Town Hall.

Principal Objects of Interest.—Flat, and uninteresting country. SOUTHPORT: Pier, Winter Gardens, &c.

Hotels or Inns at places marked*, and at Seaforth, and Birkdale.

229 LIVERPOOL TO PRESTON.

Description.—Class I. The road is paved as far as Aintree; after that the surface is tolerably good, but not very smooth. After Ormskirk the surface is better.

Gradients.—At 12¼m. 1 in 25; 29½m. 1 in 17.

Milestones.—Measured from Royal Exchange, Liverpool; after Ormskirk, from Town Hall, Preston.

Measurements.

Liverpool,*	St. George's Hall.			
7½	Maghull.*			
12½	5	Ormskirk,*	Cross.	
21½	13½	8½	Tarleton.*	
31½	23½	18½	9½	Preston,*
				Town Hall.

Principal Objects of Interest.—Uninteresting country. ORMSKIRK: Church. 15m., Burscough Priory. PRESTON: Town Hall, Museum.

Hotels or Inns at places marked*, and numerous others.

230 LIVERPOOL TO ST. HELENS, &C.

Description.—Class I. The road is very bumpy for the first four miles, thence fairly good surface all the way to Ashton, except in St. Helens, which is paved.

Gradients.—At 7¼m. 1 in 20.

Milestones.—Measured from the Exchange, Liverpool.

Measurements.

Liverpool,*	St. George's Hall.			
7¼	Prescot.*			
11¼	3½	St. Helens,*	Town Hall.	
16½	8¼	5½	Ashton-in-Makerfield.*	(Route 217.)
(21¼	13½	10	4¼	Wigan,*
				Market Place. Route 209.)

Principal Objects of Interest.—ST. HELENS: Town Hall. Collieries near St. Helens.

Hotels or Inns at places marked*, and at Old Swan, and Knotty Ash.

ROUTE 228. LIVERPOOL TO SOUTHPORT.



ROUTE 229. LIVERPOOL TO PRESTON.



ROUTE 230. LIVERPOOL TO ST. HELEN'S, & C.



231 LIVERPOOL TO NEWCASTLE-UNDER-LYME.

Description.—Class I. A very bumpy road for the first four miles; after that fairly good surface on to Warrington, where it is paved. After Latchford the road has splendid surface to Lawton Gate, whence the road is poorer into Newcastle. In Cheshire the road is almost always in splendid condition. The Lancashire part is very bumpy near the large towns.

Gradients.—At $\frac{1}{2}$ m. 1 in 25; $7\frac{1}{2}$ m. 1 in 20; $49\frac{1}{2}$ m. 1 in 24; $50\frac{1}{2}$ m. 1 in 20.

Milestones.—Measured from Exchange, Liverpool; after Warrington, from Town Hall, Knutsford; after Coalpit Hill, from Stone.

Measurements.

Liverpool, * St. George's Hall.

$7\frac{3}{4}$ Prescott.*

$17\frac{1}{2}$ $9\frac{3}{4}$ Warrington.*

$28\frac{7}{8}$ $21\frac{1}{8}$ $11\frac{3}{8}$ Knutsford,* Square.

$37\frac{1}{8}$ $29\frac{3}{8}$ $19\frac{5}{8}$ $8\frac{1}{4}$ Holmes Chapel.*

$45\frac{5}{8}$ $37\frac{3}{8}$ $27\frac{5}{8}$ $16\frac{1}{4}$ 8 Lawton Gate.*

$52\frac{1}{4}$ $44\frac{1}{2}$ $34\frac{3}{4}$ $23\frac{3}{8}$ $15\frac{1}{8}$ $7\frac{1}{8}$ Newcastle-under-Lyme.*

Principal Objects of Interest.—PRESCOT: Ch. $18\frac{1}{2}$ m., Ship Canal. Knutsford: Tatton Park, Rostherne Merc. NEWCASTLE-UNDER-LYME: Trentham Hall, Keele Hall. Manufacturing district in Lancashire, pleasant agricultural country in Cheshire.

Hotels or Inns at places marked *, and at Knotty Ash, Grappenhall, Hoo Green, Mill House, Four Lanes End, &c.

232 LIVERPOOL TO HAWARDEN.

Description.—Class I. & II. Ferry to Birkenhead ($\frac{3}{4}$ m.). After Rockferry, the road has splendid surface to Eastham; after that the road is scarcely so good, but has fine surface right on to Hawarden. Toll Bridge at Queen's Ferry.

Gradients.—At $17\frac{1}{4}$ m. 1 in 21.

Milestones.—At first, measured from Chester Cross; after Eastham, from Queen's Ferry.

Measurements.

Liverpool,* St. George's Hall.

2 Birkenhead,* Market.

$7\frac{3}{4}$ $5\frac{3}{4}$ Eastham.*

$15\frac{5}{8}$ $13\frac{5}{8}$ $7\frac{1}{8}$ Queen's Ferry,* Bridge.

$17\frac{5}{8}$ $15\frac{5}{8}$ $9\frac{3}{8}$ 2 Hawarden.*

Principal Objects of Interest.—BIRKENHEAD: Park. Brombury: Hall. Eastham: Hooton Hall. Hawarden: Castle.

Hotels or Inns at places marked *, and at Rock Ferry, Eastham, and Ledsham.

233 MANCHESTER TO WARRINGTON.

Description.—Class I. Paving as far as Patricroft; thereafter a poor road right into Warrington. The usual road is by Altrincham and Lymm: see Routes 252 & 253.

Milestones.—Measured from St. Anne's Square, Manchester; after Eccles by the old road from the same point.

Measurements.

Manchester,* Exchange.				
4½	Eccles,* Town Hall.			
9½	5½	Lower Irlam.*		
14½	10½	5	Martinscroft Inn.*	
18	13¾	8½	3½	Warrington.*

Principal Objects of Interest.—Flat, and uninteresting country.

Hotels or Inns at places marked *, and numerous others.

234 MANCHESTER TO PRESTON.

Description.—Class I. The road is a fairly good one throughout, though the occasional stretches of paving are a decided drawback. The section between Bolton and Horwich is rather poor. The road to Chorley by Blackrod has about as much paving as the other, and is scarcely in such good condition.

Gradients.—None above 1 in 17. *By Blackrod*.—Descent after Blackrod 1 in 12 (dangerous).

Milestones.—Measured from St. Anne's Square, Manchester; after Bolton, from Town Hall, Preston.

Measurements.

Manchester,* Exchange.				
8½	Farnworth.*			
10½	2½	Bolton,* Deansgate.		
16¾	8½	5½	Horwich.*	
21½	13½	11	5½	Chorley,* Town Hall.
30¾	22½	19½	14	8½ Preston,* Town Hall.

By Blackrod.

Manchester,* Exchange.				
7½	Walkden,* Church.			
12	4½	Chequerbent.*		
16¾	9½	4½	Blackrod.*	
21½	14½	9½	4½	Chorley,* Town Hall.
30½	23¾	18½	13¾	8½ Preston,* Town Hall.

Principal Objects of Interest.—BOLTON: Town Hall, Free Library. Horwich: Railway Works. 18m., Reservoirs. PRESTON: Town Hall, Museum. Collieries near Chorley and Farnworth.

Hotels or Inns at places marked *, and numerous others.

235 MANCHESTER TO WIGAN.

Description.—Class II. An undulating road; rough paving almost the whole way.

Gradients.—At 6¾m. and 9¼m. 1 in 22.

Milestones.—Measured from St. Anne's Sq., Manchester.

Measurements.

Manchester,* Exchange.

12 Atherton.*

16 4 Hindley.*

18½ 6½ 2¼ Wigan,* Market.

Principal Objects of Interest.—Manufacturing district.

236 MANCHESTER TO WHALLEY.

Description.—Class I. Paving as far as Bury; thereafter a fairly good road, but with occasional stretches of paving to Clayton-le-Moors, thence good.

Gradients.—At 11m. 1 in 23; 13¾m. 1 in 19; 14½m. 1 in 21; 15½m. 1 in 24; 20m. 1 in 10-17; 21m. 1 in 16; 22½m. 1 in 17; 23¼m. 1 in 13; 24m. 1 in 14; 25½m. 1 in 14.

Milestones.—Measured from Manchester; after Bury, from Haslingden.

Measurements.

Manchester,* Exchange.

8¼ Bury,* Market Place.

13¾ 5½ Edenfield,* Market.

16¾ 8½ 3 Haslingden.*

20½ 12¾ 7½ 3¼ Accrington,* Town Hall.

26 17¾ 12¼ 9¼ 5¾ Whalley.*

Principal Objects of Interest.—Manufacturing district. 13m., Grant's Monument. Whalley: Abbey.

Hotels or Inns at places marked *, and numerous others.

237 MANCHESTER TO HUDDERSFIELD.

Description.—Class I. For the first nine miles the road is almost entirely paved; thereafter the surface is rather poor to New Delph, but after that it is better to Huddersfield, though somewhat rough about the summit.

Gradients.—At 9½m. 1 in 16; 11m. 1 in 20; 12½m. 1 in 20; 14½ and 15½m. 1 in 22; 17m. 1 in 25.

Milestones.—Measured from Hilton Street, Manchester.

Measurements.

Manchester,* Exchange.

7¼ Oldham,* Market.

12 4¾ New Delph.*

17¾ 10¾ 5¾ Marsden.*

25 17¼ 13 7½ Huddersfield,* Market.

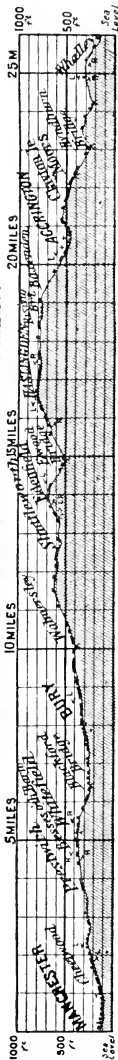
Principal Objects of Interest.—Manufacturing district. Fine views from Standedge; rather pretty near Marsden.

Hotels or Inns at places marked *, and numerous others.

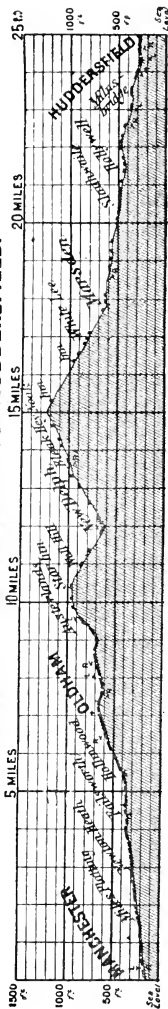
ROUTE 235. MANCHESTER TO WIGAN.



ROUTE 236. MANCHESTER TO WHALLEY.



ROUTE 237. MANCHESTER TO HUDDERSFIELD.



238 MANCHESTER TO LEEDS.

Description.—Class I. The road has fairly good surface throughout, but there are long stretches of paving. The hills are nearly all easy, and this road avoids the steep grades on the more direct roads. It is the easiest road to Halifax, Bradford, Leeds, &c.

Gradients.—At 28½m., 29¾m., 31½m., and 32¼m. 1 in 20; 33m. and 36m. 1 in 16; 37½m. and 39½m. 1 in 23; 43½m. 1 in 25.

Milestones.—Measured from St. Anne's Square, Manchester, by Cheetham Hill; after Rochdale, from Town Hall, Todmorden; beyond Halifax, from Wellington Street, Leeds.

Measurements.

Manchester,* Exchange.

5½ Middleton,* Market.

10¾ 5¾ Rochdale,* Town Hall.

14¾ 8¾ 3½ Littleborough.*

19¾ 14¾ 9 5½ Todmorden,* Town Hall.

24¾ 18¾ 13¼ 9¾ 4¼ Hebden Bridge.*

31¾ 26¾ 21 17½ 12 7¾ Halifax,* Town Hall.

47 41½ 36½ 32¾ 27¾ 22½ 15½ Leeds,* Briggate.

Principal Objects of Interest.—ROCHDALE: Town Hall. Littleborough: Hollingworth Lake. Pretty scenery between Littleborough and Todmorden. Todmorden: Stoodley Obelisk. HALIFAX: Town Hall, Museum, Park. LEEDS: Town Hall, &c.

Hotels or Inns at places marked *, and numerous others.

<i>Route.</i>	238.	Manchester to Leeds by Todmorden,	47m.
	238, 239,	Blackstone Edge,	42½m.
	239, 223,	Bleakedge-gate,	41¾m.
	237, 113.	Huddersfield,	40½m.

239 MANCHESTER TO BRADFORD.

Description.—Class I. Fairly good surface to Littleborough, then rather poor till near Ripponden, whence fairly good surface, but with some paving, to Bradford.

Gradients.—At 5½m. 1 in 14; 7½m. 1 in 17; 10½m. 1 in 14 (dangerous); 14¼m. 1 in 12 (dangerous); 16¼m. and 17m. 1 in 20; 17½m. 1 in 16; 18m. 1 in 18.

Milestones.—Irregular at first. Afterwards measured from Town Hall, Bradford.

Measurements.

Manchester,* Exchange.

10¾ Rochdale,* Town Hall.

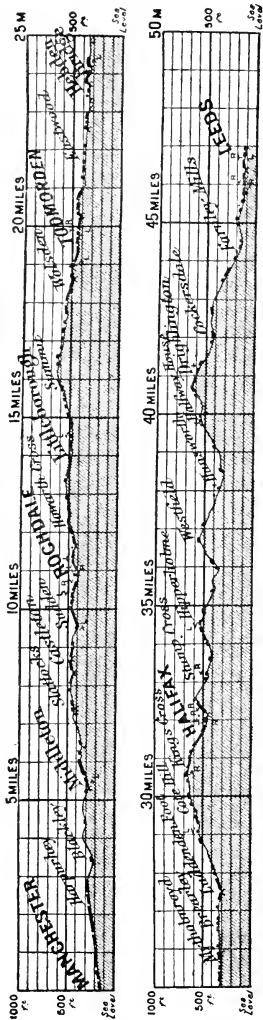
21¾ 10¾ Ripponden.*

24¾ 13¾ 3 Sowerby Bridge.*

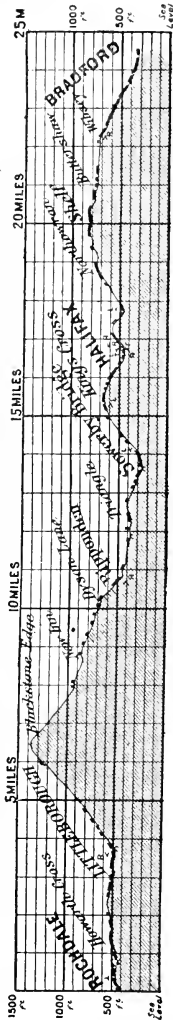
27¾ 16¾ 5¾ 2¾ Halifax,* Town Hall.

35¾ 24¾ 13¾ 10¾ 8 Bradford,* Town Hall. [over.

ROUTE 238. MANCHESTER TO LEEDS.



ROUTE 239. MANCHESTER TO BRADFORD. (As above to Rochdale.)



(Route 239—Continued.)

Principal Objects of Interest.—Littleborough and Halifax as above. Splendid view from Blackstone Edge. BRADFORD: Town Hall, Lister Park, &c.

Hotels or Inns at places marked *, and numerous others.

Route.

238, 239, 238.	Manchester to Bradford by Todmorden, 39 $\frac{1}{2}$ m.
239.	Blackstone Edge, 35 $\frac{3}{4}$ m.
237, 223, 239.	Bleakedge-gate, 34 $\frac{1}{4}$ m.
237, 120.	Huddersfield, 36m.

240 MANCHESTER TO BARNSELY.

Description.—Class II. The road is paved most of the way between Manchester and Stalybridge, but it is in good order. From Stalybridge to Penistone the road is very good but undulating, to Woodhead; thereafter rather rough until Flouch Inn is reached. From Penistone to Barnsley the surface is only fairly good. The more direct road to Mottram is given in the next route.

Gradients.—At 9m. 1 in 19; 10 $\frac{1}{2}$ m. 1 in 15; 13 $\frac{1}{2}$ m. 1 in 18; 17m. 1 in 20; 20 $\frac{1}{4}$ m. 1 in 21; 23 $\frac{1}{2}$ m. 1 in 15; 24 $\frac{3}{4}$ m. 1 in 21; 26 $\frac{1}{2}$ m. 1 in 16; 29 $\frac{1}{2}$ m. 1 in 14-17; 30 $\frac{1}{4}$ m. 1 in 14 (dangerous); 31m. 1 in 16; 31 $\frac{3}{4}$ m. 1 in 17; 33m. 1 in 13-20; 35 $\frac{3}{4}$ m. 1 in 24.

Milestones.—Measured from Piccadilly, Manchester. In Yorkshire, from Market Place, Barnsley.

Measurements.

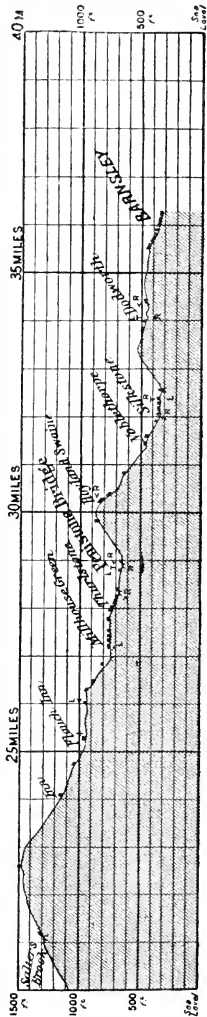
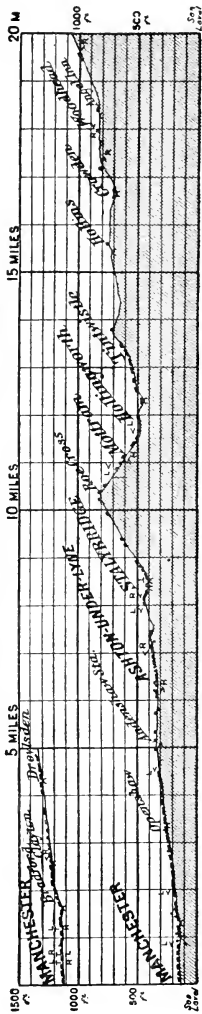
Manchester,* Exchange.

6 $\frac{1}{2}$	Ashton-under-Lyne.*
8 $\frac{1}{2}$	1 $\frac{3}{4}$ Stalybridge.*
11 $\frac{1}{2}$	4 $\frac{3}{4}$ 3 Mottram.*
18	11 $\frac{1}{4}$ 9 $\frac{1}{8}$ 6 $\frac{1}{2}$ Woodhead Inn.*
25 $\frac{1}{4}$	18 $\frac{1}{2}$ 17 $\frac{1}{8}$ 14 $\frac{1}{2}$ 7 $\frac{1}{4}$ Flouch Inn.*
28 $\frac{1}{2}$	22 $\frac{1}{2}$ 20 $\frac{3}{4}$ 17 $\frac{3}{4}$ 10 $\frac{1}{2}$ 3 $\frac{5}{8}$ Penistone,* Bridge.
32 $\frac{1}{4}$	25 $\frac{1}{2}$ 24 $\frac{1}{2}$ 21 $\frac{1}{2}$ 14 $\frac{1}{4}$ 7 3 $\frac{3}{8}$ Silkstone.*
36 $\frac{1}{4}$	29 $\frac{1}{2}$ 28 $\frac{1}{2}$ 25 $\frac{1}{2}$ 18 $\frac{1}{4}$ 11 7 $\frac{3}{8}$ 4 Barnsley,* Market.

Principal Objects of Interest.—Manufacturing district to Stalybridge. 13m. to 18m., Reservoirs. Otherwise rather bleak. Barnsley: Collieries, Wenworth Castle.

Hotels or Inns at places marked *, and at Audenshaw, Roe Cross, Hollingworth, Tintwistle, Crowden, and Dodworth.

ROUTE 240. MANCHESTER TO BARNESLEY.



241 MANCHESTER TO SHEFFIELD.

Description.—Class I. The first fourteen miles are to a large extent paved, and although not very rough, are not very pleasant travelling. There is a long steep ascent out of Glossop which will have to be walked. The surface on this hill is fairly good, but it is rough about the summit. After Snake Inn the surface is fairly good the whole way to Sheffield, but the length of the hills is very trying. There are several good stretches of road near Ashopton, but on the higher parts of the road the surface is bad.

Gradients.—At $4\frac{1}{2}$ m. 1 in 24; $10\frac{3}{4}$ m. 1 in 15. Ascent from Glossop mostly 1 in 14; $18\frac{1}{2}$ m. 1 in 14-12 (dangerous); 20m. 1 in 18; $20\frac{3}{4}$ m. 1 in 24; $22\frac{1}{2}$ m. 1 in 25; $31\frac{1}{2}$ m. 1 in 23; $36\frac{1}{4}$ m. 1 in 15.

Milestones.—Measured from Piccadilly, Manchester; after Mottram, from the same place, but *via* Stalybridge; after Snake Inn, from Sheffield.

Measurements.

Manchester, * Exchange.

$6\frac{1}{8}$ Denton.*

$7\frac{5}{8}$ $1\frac{1}{2}$ Hyde,* Town Hall.

$10\frac{3}{4}$ $4\frac{5}{8}$ $3\frac{1}{8}$ Mottram.*

$13\frac{3}{4}$ $7\frac{5}{8}$ $6\frac{1}{8}$ 3 Glossop,* Town Hall.

$20\frac{5}{8}$ $14\frac{1}{2}$ 13 $9\frac{7}{8}$ $6\frac{7}{8}$ Snake Inn.*

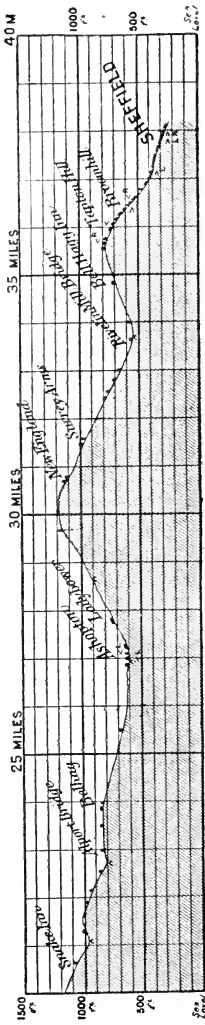
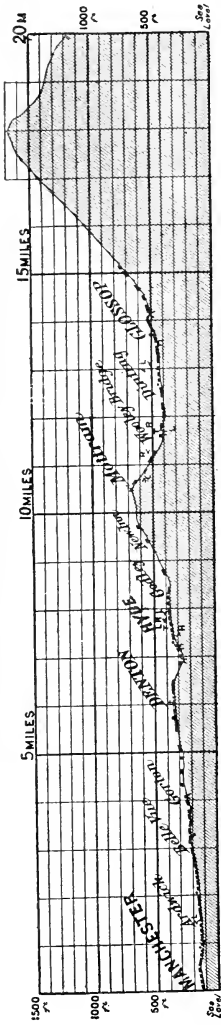
27 $20\frac{7}{8}$ $19\frac{3}{8}$ $16\frac{1}{4}$ $13\frac{1}{4}$ $6\frac{3}{8}$ Ashopton.*

$33\frac{1}{8}$ 32 $30\frac{1}{2}$ $27\frac{3}{8}$ $24\frac{3}{8}$ $17\frac{1}{2}$ $11\frac{1}{8}$ Sheffield,* Market.

Principal Objects of Interest.—Manufacturing district as far as Glossop. Fine scenery after Snake Inn, and splendid views from the higher parts of the road. SHEFFIELD: Town Hall, Museum, Free Library.

Hotels or Inns at places marked *, and at Gorton, New Inn, Ladybower, and Bellhag Inn.

ROUTE 241. MANCHESTER TO SHEFFIELD.



242 MANCHESTER TO BUXTON.

Description.—Class I. The road is paved—rather rough paving—as far as Hazelgrove; after that the road has very good surface right into Buxton. The length of the ascent after Whaley Bridge is very trying, though the gradient is not very steep.

Gradients.—At 6m. and 6 $\frac{3}{4}$ m. 1 in 24; 11m. 1 in 27; 18m. 1 in 22; then mostly 1 in 27; 23 $\frac{1}{4}$ m. 1 in 22; 24m. 1 in 14.

Milestones.—Measured from High Street, Manchester.

Measurements.

Manchester,* Exchange.

6 $\frac{1}{2}$ Stockport,* Wellington Bridge (or Market).

9 $\frac{1}{4}$ 2 $\frac{3}{4}$ Hazelgrove.*

13 $\frac{1}{4}$ 6 $\frac{3}{4}$ 4 Disley.*

17 $\frac{1}{4}$ 10 $\frac{3}{4}$ 8 4 Whaley Bridge.*

24 $\frac{5}{8}$ 18 $\frac{1}{2}$ 15 $\frac{3}{8}$ 11 $\frac{3}{8}$ 7 $\frac{3}{8}$ Buxton,* Spring Gardens.

Principal Objects of Interest.—Manufacturing district. Splendid views above Whaley Bridge. Buxton: Baths, Devonshire Hospital, Axe Edge, Duke's Drive, &c.

Hotels or Inns at places marked *, and numerous others.

243 MANCHESTER TO ASHBOURNE.

Description.—Class I. For the first ten miles the road is paved, after that it has fair surface as far as Macclesfield, after which it is fine to Leek; thereafter the road is not nearly so good, and is very hilly, with rough parts on some of the hills. This last section is not in good order.

Gradients.—At 6m. and 6 $\frac{3}{4}$ m. 1 in 24; at Macclesfield 1 in 17; 25m. 1 in 21; 26 $\frac{1}{2}$ m. 1 in 18; 31 $\frac{1}{2}$ m. 1 in 20; 34 $\frac{1}{2}$ m. 1 in 18; 36m. 1 in 20; 39 $\frac{1}{2}$ m. 1 in 15; 43m. 1 in 15; 44m. 1 in 14 (dangerous).

Milestones.—Measured from High Street, Manchester. Beyond Macclesfield, from Park Green, Macclesfield. Beyond Leek, from Market Place, Leek.

Measurements.

Manchester,* Exchange.

6 $\frac{1}{2}$ Stockport,* Wellington Bridge.

18 11 $\frac{1}{2}$ Macclesfield,* Town Hall.

31 24 $\frac{1}{2}$ 13 Leek,* Market.

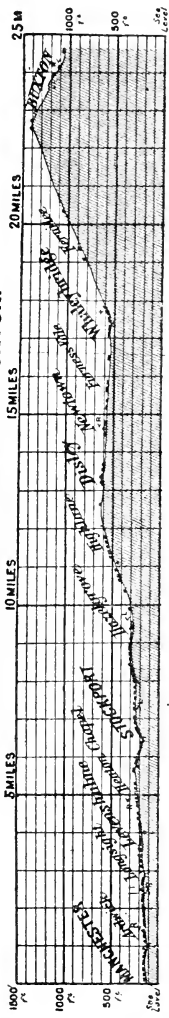
38 $\frac{3}{8}$ 32 $\frac{3}{8}$ 20 $\frac{1}{4}$ 7 $\frac{1}{2}$ Waterhouses.*

46 $\frac{1}{4}$ 39 $\frac{1}{4}$ 28 $\frac{1}{4}$ 15 $\frac{1}{4}$ 7 $\frac{3}{8}$ Ashbourne,* Market.

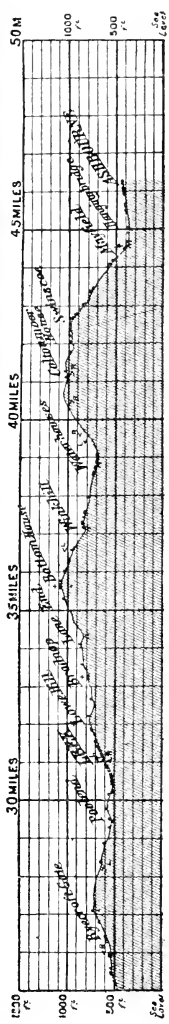
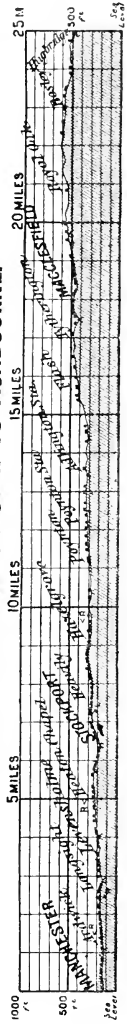
Principal Objects of Interest.—Manufacturing district as far as Hazelgrove, after that pleasant country road. 27m., Rudyard Reservoir. Leek: Church. Rather dreary after Leek, but fine view of Dovedale descending to Ashbourne.

Hotels or Inns at places marked *, and at Poynton Station, Flash, Tytherington, Bosley, Ryecroft Gate, Swinscoe, and Mayfield.

ROUTE 242. MANCHESTER TO BUXTON.



ROUTE 243. MANCHESTER TO ASHBOURNE.



244 MANCHESTER TO NEWCASTLE } under Lyme.

Description.—Class I. The road is paved almost the whole way to Cheadle; after that the road has very good surface to Congleton, whence it is good as far as the county boundary at Red Bull; thereafter the road is rather poor into Newcastle. There is a very sharp turn descending to the bridge at Congleton. The best part of the road is between Wilmslow and Congleton. For Altrincham by Northenden (10 $\frac{3}{4}$ m.) turn to the right in Withington.

Gradients.—At 12m. 1 in 21; 24 $\frac{1}{2}$ m. 1 in 15 (dangerous turn); 24 $\frac{1}{2}$ m. 1 in 24; 29 $\frac{1}{2}$ m. 1 in 24; 30 $\frac{1}{2}$ m. 1 in 20; 31m. 1 in 17; 34m. 1 in 24; 35m. 1 in 20.

Milestones.—Measured from St. Anne's Square, Manchester; after Wilmslow measured from Stone (*Staffs*).

Measurements

Manchester, * Exchange.

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

12 $\frac{3}{8}$ 5 $\frac{1}{4}$ Wilmslow.*

14 6 $\frac{7}{8}$ 1 $\frac{3}{8}$ Alderley.*

24 $\frac{5}{8}$ 17 $\frac{1}{2}$ 12 $\frac{1}{4}$ 10 $\frac{5}{8}$ Congleton.*

30 $\frac{5}{8}$ 23 $\frac{1}{2}$ 18 $\frac{1}{4}$ 16 $\frac{3}{8}$ 6 Red Bull.* (Route 259.)

36 $\frac{1}{4}$ 29 $\frac{5}{8}$ 24 $\frac{3}{8}$ 22 $\frac{1}{4}$ 12 $\frac{1}{2}$ 6 $\frac{1}{8}$ Newcastle-under-Lyme.*

Principal Objects of Interest.—Alderley: Alderley Edge and Park. 18m., Reeds Mere. 29m., Mow Cop. NEWCASTLE: Trentham Hall, Keele Hall.

Hotels or Inns at places marked *, and numerous others.

245 MANCHESTER TO HOLMES CHAPEL, &c.

Description.—Class III. As previous route for the first ten miles; thereafter a good country road, but with splendid surface between Chelford and Holmes Chapel, thence fair to Sandbach.

Gradients.—At 22 $\frac{1}{2}$ m. and 23 $\frac{1}{2}$ m. 1 in 20.

Measurements.

Manchester, * Exchange.

14 Alderley.*

17 $\frac{1}{2}$ 3 $\frac{1}{2}$ Chelford.*

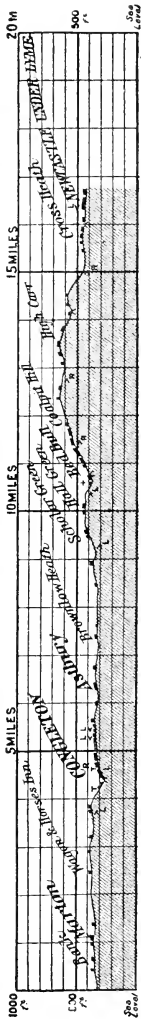
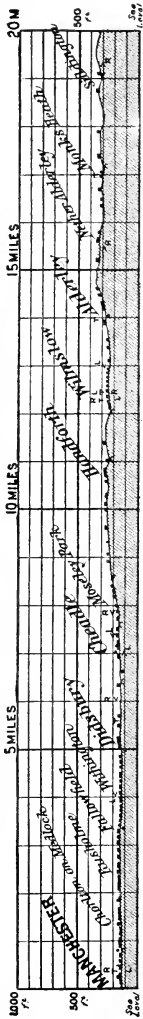
24 10 6 $\frac{1}{2}$ Holmes Chapel.*

29 15 11 $\frac{1}{2}$ 5 Sandbach,* Town Hall.

Principal Objects of Interest.—Alderley: Alderley Edge and Park. Holmes Chapel: Cranage Hall. SANDBACH: Crosses.

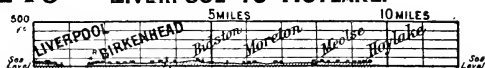
Hotels or Inns at places marked *, &c., &c.

ROUTE 244. MANCHESTER TO NEWCASTLE-UNDER-LYME.



ROUTE 245. MANCHESTER TO HOLMES CHAPEL, & Co. (First 10 miles as above.)



246 LIVERPOOL TO HOYLAKE.

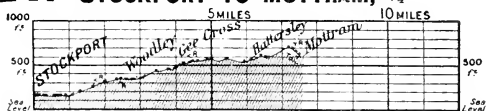
Description.—Class II. Ferry to Birkenhead ($\frac{3}{4}$ m.). The road is almost level and has good surface throughout. The road does not pass through the main part of Birkenhead.

Milestones.—Measured from Woodside Ferry.

Measurements.

- Liverpool, * St. George's Hall.
 $1\frac{3}{4}$ Birkenhead, * Woodside Hotel.
 $9\frac{1}{2}$ $7\frac{3}{4}$ Hoylake, * Stanley Hotel.

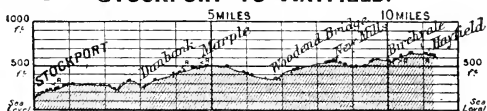
Principal Objects of Interest.—Flat, and uninteresting country. Hoylake: Golf Course.

247 STOCKPORT TO MOTTRAM, $7\frac{1}{4}$ m.

Description.—Class II. The road has good surface outside the villages, where it is paved.

Gradients.—At 3 and 4m. 1 in 20; $6\frac{1}{4}$ m. 1 in 22.

Milestones.—Measured from Stockport, * Market.

248 STOCKPORT TO HAYFIELD.

Description.—Class II. A fairly good road, but with several pretty stiff hills. The better road (12m.) is by Disley, Route 242, turning to the left at Newtown.

Gradients.—At $\frac{1}{4}$ m. 1 in 21; $2\frac{1}{2}$ m. 1 in 15; $3\frac{1}{2}$ m. 1 in 14; 7m. 1 in 12; $9\frac{1}{2}$ m. 1 in 12.

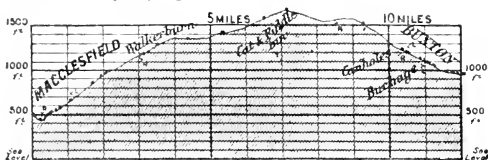
Measurements.

- Stockport, * Lancashire Bridge.
 $4\frac{1}{2}$ Marple.*
 $8\frac{1}{2}$ $3\frac{3}{4}$ Newmills, * Market Street.
 $11\frac{1}{4}$ $6\frac{3}{4}$ 3 Hayfield.*

249 MACCLESFIELD TO BUXTON.

Description.—Class II. The surface of this road is fairly good throughout, although it is apt to be loose near

the "Cat and Fiddle." After the first mile out of Macclesfield the road is very well engineered, but the length of the gradient is very trying.



Gradients.—At $\frac{1}{2}$ m. 1 in 15; $1\frac{1}{2}$ m. 1 in 18; $3\frac{1}{2}$ m. 1 in 18; 6m. 1 in 26; $9\frac{1}{2}$ m. 1 in 18; $10\frac{1}{2}$ m. 1 in 26.

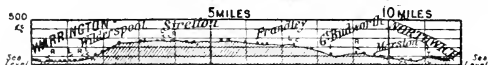
Milestones.—Measured from High Street, Buxton.

Measurements.

- Macclesfield, * Town Hall.
- $7\frac{1}{8}$ Cat and Fiddle Inn. *
- $12\frac{1}{2}$ 5 Buxton, * Spring Gardens.

Principal Objects of Interest.— $7\frac{1}{2}$ m., Cat and Fiddle Inn. Buxton: see Route 273.

WARRINGTON TO NORTHWICH. 250



Description.—Class II. The road has good surface, but is slightly rough approaching Northwich.

Gradients.—At 2m. 1 in 23.

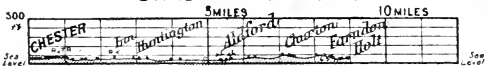
Milestones.—Measured from Warrington Bridge.

Measurements.

- Warrington. *
- $3\frac{1}{2}$ Stretton. *
- $11\frac{1}{2}$ 8 Northwich, * Bull Ring.

Principal Objects of Interest.— $1\frac{1}{2}$ m., Manchester Ship Canal. Budworth: Budworth Mere. Northwich: Salt Works

CHESTER TO HOLT. 251



Description.—Class III. The road is narrow and undulating, but has good surface throughout.

Measurements.

- Chester, * Cross.
- $5\frac{1}{2}$ Aldford.
- 9 $3\frac{1}{2}$ Holt, * Cross.

Principal Objects of Interest.—Flat, and uninteresting country at first, rather pretty near Parndon.

*Hotels or Inns at places marked *.*

252 MANCHESTER TO CHESTER.

Description.—Class I. As far as Stretford the road is paved, but after that, with the exception of a rough piece at Northwich, the road has fine surface throughout and easy gradients. This Route, combined with 253, is the usual road to Warrington. A good but slightly longer road to Altrincham is by Withington: see Route 244.

Gradients.—At 10m. 1 in 24; 21½m. 1 in 20; 18½m. 1 in 18; 24½m. 1 in 22; 27¾m. 1 in 19; 30½m. 1 in 21.

Milestones.—Measured from St. Anne's Square, Manchester; then from Altrincham Market as far as Northwich; thence measured from Chester Cross.

Measurements.

Manchester,* Exchange.

8½ Altrincham,* Market.

(15½ 7½ Knutsford,* Square.)

20½ 12¾ 7½ Northwich,* Bull Ring.

30½ 22 16¾ 9¾ Kelsall,* Inn.

38¾ 29¾ 24¾ 17½ 7¾ Chester,* Cross.

Principal Objects of Interest.—ALTRINCHAM: Bowden Church. 11½m., Rostherne Mere. 13½m., Mere Hall and Lake. 15½m., Tabley Park. 27¾m., Delamere Forest. CHESTER: Cathedral, Castle, Rows, Walls, Grosvenor Bri.

Hotels or Inns at places marked *, and numerous others.

253 STOCKPORT TO WARRINGTON.

Description.—Class I. Fairly good surface to Altrincham, thence good, but undulating to Warrington.

Gradients.—At 13½m. 1 in 23.

Milestones.—Measured from Stockport Market.

Measurements.

Stockport,* Market.

2¾ Cheadle.*

... .. Manchester,* Exchange.

9 6¼ 8½ Altrincham,* Market.

15¾ 12¾ 14¾ 6¾ Lymm.*

20¾ 17¾ 20¾ 11¾ 5¼ Warrington.*

Principal Objects of Interest.—ALTRINCHAM: Bowden Church. 19m., Ship Canal.

Hotels or Inns at places marked *, and numerous others.

254 STOCKPORT TO HUDDERSFIELD.

Description.—Class II. Fairly good road to Denton, thence paved to Stalybridge, whence fairly good surface to Upper Mill; after that slightly rough on the long ascent. Route 237 is joined at Bleak Hay Nook.

Gradients.—At 2½ and 3m. 1 in 19; 14¾m. 1 in 20. [*over.*

*Route 254—Continued.***Measurements.**

Stockport,* Market.

4¼ Denton.*

7 2¾ Ashton-under-Lyne.*

8½ 4¼ 1½ Stalybridge.*

10¾ 6½ 3¾ 2¾ Mossley.*

27¼ 23¼ 20½ 19 16½ Huddersfield,* Market.

Principal Objects of Interest.—Manufacturing district.**Hotels or Inns** at places marked *, and numerous others.**255 MACCLESFIELD TO CASTLETON.**

Description.—Class II. The road has fairly good surface, but is exceedingly hilly and dangerously steep to Whaley Bridge; thereafter fine surface to Chapel-le-Frith, after which it is only moderately good to Castleton.

Gradients.—At 2m., 3¼m., 5¾m., and 6¼m. 1 in 10 (dangerous); 2½m. 1 in 15; 4½m. and 5¼m. 1 in 13; 8¼m. 1 in 12 (dangerous); 13m. 1 in 17; 17m. 1 in 11 (dangerous turn); 17½m. 1 in 16.

Milestones.—Measured from Station, Macclesfield; after Chapel-le-Frith, from Sheffield.

Measurements.

Macclesfield,* Town Hall.

(9 Whaley Bridge.*)

11¾ 3¾ Chapel-le-Frith.*

18¾ 10¾ 7 Castleton.*

Principal Objects of Interest.—Chapel-le-Frith: Church. 9¾m., Bradshaw Hall. Castleton: Caverns, Castle, &c.

Hotels or Inns at places marked *, and at Rainow, and Kettleholme.

256 MACCLESFIELD TO WHITCHURCH.

Description.—Class II. Good surface the whole way to Nantwich, but with a dangerous descent to Congleton Bridge; after that rather poor most of the way to Whitchurch.

Gradients.—At 8½m. 1 in 15 (dangerous turn); 17m. 1 in 24.

Milestones.—Measured from Park Green, Macclesfield.

Measurements.

Macclesfield,* Town Hall.

8½ Congleton.*

15¾ 7½ Sandbach,* Town Hall.

21½ 12¾ 5¾ Crewe,* Station.

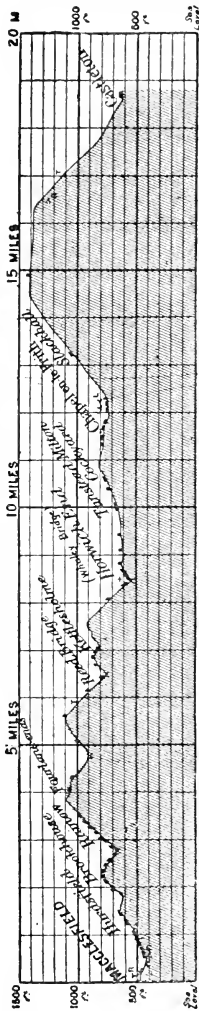
25¾ 17½ 10 4¼ Nantwich.*

36¾ 28½ 21 15¼ 11 Whitchurch.*

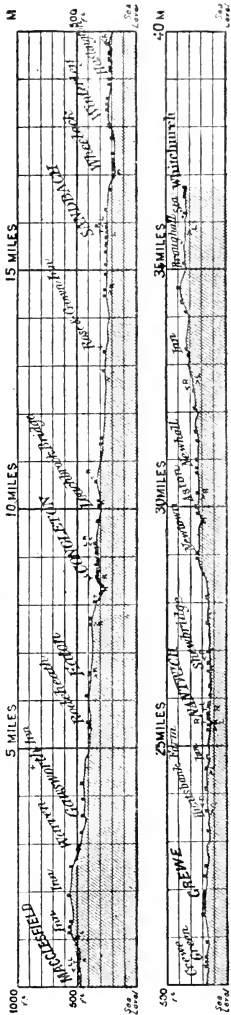
Principal Objects of Interest.—SANDBACH: Crosses. CREWE: Hall, Railway Works. 32½m., Combermere Park.

Hotels or Inns at places marked *, and at Gawsworth, Eaton, Rose and Crown, Wheelock, Haslington, Aston, &c.

ROUTE 255. MACCLESFIELD TO CASTLETON.



ROUTE 256. MACCLESFIELD TO WHITCHURCH.



257 MACCLESFIELD TO KNUTSFORD, &c.

Description.—Class II. The road has fine surface throughout, and is almost level after Monksheath.

Gradients.—At 3½m. 1 in 27.

Milestones.—Measured from Town Hall, Knutsford.

Measurements.			
Macclesfield,*	Town Hall.		
6½	Chelford.*		
11½	5½	Knutsford,* Square.	
18¾	12½	7¼	Altrincham,* Market.
18¾	12½	7¼	Northwich.*

Principal Objects of Interest.—10¾m., Obelisk. Knutsford: Tatton Park, Prison.

Hotels or Inns at places marked*.

258 WARRINGTON TO WHITCHURCH.

Description.—Class II. The road has only fairly good surface as far as Tarporley; after that it is rather better. The road is somewhat undulating, but the hills are nearly all very well engineered. To avoid the hill between Cotebrook and Tarporley turn to the left in the former place, and rejoin the road a mile beyond the latter. In the reverse direction keep straight forward at crossroads a mile before Tarporley.

Gradients.—At 2m. 1 in 23; 8m. 1 in 18; 11½m. 1 in 22; 16½m. 1 in 19; 18m. 1 in 22; 20m. 1 in 18; 20¾m. 1 in 18.

Milestones.—Measured from Warrington, Bridge.

Measurements.				
Warrington.*				
9½	Weaverham.*			
18¾	8½	Tarporley.*		
20¾	10½	2	Beeston Castle.*	
32½	22¾	14½	12½	Whitchurch.*

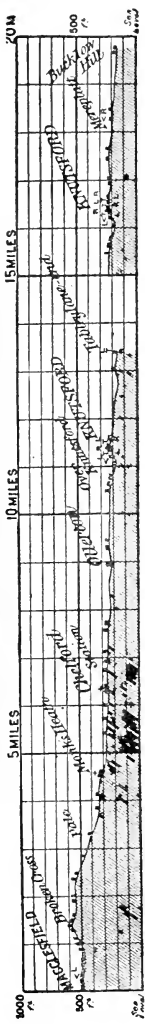
Principal Objects of Interest.—14¾m., Oak Mere. 20¼m., Beeston Castle. 26¼m., Cholmondeley Castle. Whitchurch: Combermere Park.

Hotels or Inns at places marked*, and at Stretton, Acton Bridge, Cuddington, Cotebrook, and Quoisley Inn.

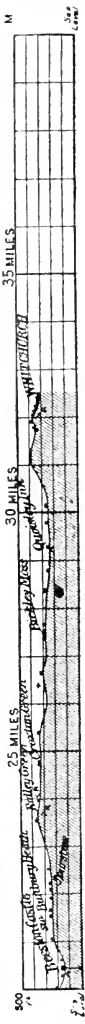
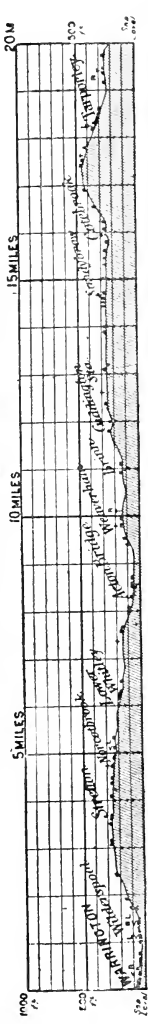
259 RUNCORN TO THE POTTERIES.

Description.—Class II. An undulating road throughout, with only moderately good surface. The best portion is between Middlewich and Lawton Gate; after that the road is very rough and mostly paved. From Lawton Gate to Newcastle: see Route 231. [over.]

ROUTE 257. MACCLESFIELD TO KNUTSFORD, &C.



ROUTE 258. WARRINGTON TO WHITCHURCH.



Route 259—Continued.

Gradients.—At $1\frac{1}{2}$ m. 1 in 15; $10\frac{1}{2}$ m. 1 in 15; 12m. 1 in 11 (dangerous); 31m. 1 in 15; $33\frac{1}{2}$ m. and $36\frac{1}{2}$ m. 1 in 22.

Milestones.—Measured from Dane Bridge, Northwich; then from Town Hall, Middlewich.

Measurements.

Runcorn.*

$12\frac{1}{8}$ Northwich.*

$18\frac{3}{8}$ $6\frac{1}{4}$ Middlewich,* Town Hall.

$23\frac{1}{2}$ $11\frac{3}{8}$ $5\frac{1}{8}$ Sandbach,* Town Hall.

$28\frac{1}{8}$ 16 $9\frac{3}{4}$ $4\frac{5}{8}$ Lawton Gate.*

$32\frac{7}{8}$ $20\frac{3}{4}$ $14\frac{1}{2}$ $9\frac{3}{8}$ $4\frac{3}{4}$ Tunstall.*

$34\frac{1}{8}$ 22 $15\frac{3}{4}$ $10\frac{5}{8}$ 6 $1\frac{1}{4}$ Birslem,* Market.

$35\frac{3}{4}$ $23\frac{5}{8}$ $17\frac{3}{8}$ $12\frac{1}{4}$ $7\frac{5}{8}$ $2\frac{7}{8}$ $1\frac{1}{2}$ Hanley,* Market.

39 $26\frac{7}{8}$ $20\frac{5}{8}$ $15\frac{1}{2}$ $10\frac{7}{8}$ $6\frac{1}{8}$ $4\frac{7}{8}$ $3\frac{1}{4}$ Longton,* Town Hall.

Principal Objects of Interest.— $15\frac{1}{2}$ m., Bostock Hall.
SANDBACH: Crosses. Very dingy in "the Potteries."

Hotels or Inns at places marked *, and numerous others.

260 CHESTER TO HOYLAKE.

Description.—Class II. Very good surface to Hinderton; thereafter not quite so good.

Gradients.—At $15\frac{1}{2}$ m. 1 in 27.

Milestones.—Measured from Chester, Cross.

Measurements.

Chester,* Cross.

($10\frac{7}{8}$ Neston.*)

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

$15\frac{1}{8}$ 5 $5\frac{1}{4}$ Thurstaston.

20 $9\frac{7}{8}$ $10\frac{1}{8}$ $4\frac{7}{8}$ Hoylake,* Stanley Hotel.

Principal Objects of Interest.—Fine views of the Welsh coast.

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

261 CHESTER TO LIVERPOOL.

Description.—Class I. Fine surface to Rock Ferry, then rough paving to the Birkenhead landing-stage, where ferry ($\frac{3}{4}$ m.).

Milestones.—Measured from Chester, Cross.

Measurements.

Chester,* Cross.

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

$9\frac{3}{8}$ $2\frac{1}{8}$ Eastham.*

$15\frac{1}{4}$ 8 $5\frac{3}{8}$ Birkenhead,* Market.

$17\frac{1}{4}$ 10 $7\frac{7}{8}$ 2 Liverpool,* St. George's Hall.

Eastham to Eastham Ferry, $1\frac{1}{4}$ m.

[over.]

Route 261—Continued.

Principal Objects of Interest.—8½m., Hooton Hall. BIRKENHEAD: Park. LIVERPOOL: St. George's Hall, St. Nicholas Church, Free Library, Docks, &c.

Hotels or Inns at places marked *, and at Rock Ferry.

262 CHESTER TO WARRINGTON.

Description.—Class I. A splendid road, undulating, with comparatively easy gradients. It is a little rough about Frodsham, and approaching Warrington.

Gradients.—At 12½m. 1 in 26; 19¾m. 1 in 20; 20½m. 1 in 21.

Milestones.—Measured from commencement of road, Chester; then from Town Hall, Frodsham.

Measurements.

Chester, * Cross.

10½ Frodsham, * Town Hall.

20¾ 9¾ Warrington.*

Principal Objects of Interest.—Uninteresting road. 16m., Daresborough Hall. 19m., Ship Canal.

Hotels or Inns at places marked *.

263 CHESTER TO SHREWSBURY.

Description.—Class I. The road has splendid surface almost the whole way, and is usually in first class condition. It is sometimes a little loose about Hampton Heath, but to no great extent. Between Wem and Shrewsbury it is slightly undulating, but the surface is good.

Gradients.—At 32m. 1 in 25.

Milestones.—Measured from Chester Cross as far as Whitchurch; after which they are from Wem; beyond Wem, measured from Shrewsbury.

Measurements.

Chester, * Cross.

10½ Broxton, * Station.

19¾ 9¾ Whitchurch.*

28¾ 18½ 8¾ Wem, * Church.

39¾ 29¼ 19½ 10¾ Shrewsbury.*

Principal Objects of Interest.—Agricultural country. Whitchurch: Combermere Park. Wem: Hawkstone, Rowland Hill Obelisk. 36¾m., Battlefield, 1403. SHREWSBURY: Castle, Church, Walls.

Hotels or Inns at places marked *, and at Hampton Heath, Tilstock, Harmer Hill, Albrighton, &c.

264 CHESTER TO HOLMES CHAPEL.

Description.—Class II. The road is in very good order as far as Delamere, where it turns off the Manchester road. Thence fair surface as far as Over, when it becomes rather rough right on to Middlewich; thereafter good surface.

Gradients.—At 8m. 1 in 17; 19½m. 1 in 23.

Milestones.—Measured from Chester, Cross.

Measurements.

Chester,* Cross.

7½ Kelsall.*

16 8½ Over.*

17 9½ 1 Winsford,* Town Hall.

20¾ 12½ 4¾ 3¾ Middlewich,* Town Hall.

24½ 16½ 8½ 7½ 3¾ Holmes Chapel.*

Principal Objects of Interest.—9½m., Delamere Forest. Winsford: Salt Works.

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

265 CHESTER TO STONE.

Description.—Class I. The road is very slightly undulating, and has splendid surface as far as Woore, excepting in Tarporley and Nantwich; thereafter the surface is not quite so good, and the hills are slightly steeper. An almost better road is to go to Newcastle from Nantwich; but this is the shorter.

Gradients.—At 28½m. 1 in 25; 34½m. 1 in 25; 36¾m. 1 in 13; 38¼m. 1 in 22; 40m. 1 in 17.

Milestones.—At first, measured from Chester, Cross; then from Stone, Square.

Measurements.

Chester,* Cross.

10¾ Tarporley,* Swan Hotel.

20 9¾ Nantwich,* Bull Ring.

28¾ 18½ 8¾ Woore.*

32¼ 21¾ 12¼ 3½ Blackbrook.*

41¾ 31½ 21¼ 13 9½ Stone,* Square.

Principal Objects of Interest.—Pleasant agricultural country the whole way. Tarporley: Church, Battlefield, Beeston Castle.

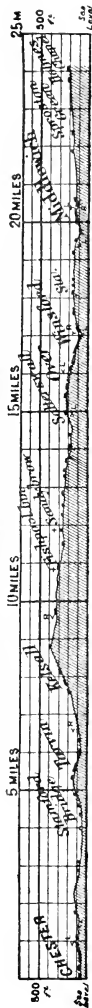
Hotels or Inns at places marked*, and at Clotton, Barbridge, Acton, and Darlaston.

266 NANTWICH TO KNUTSFORD.

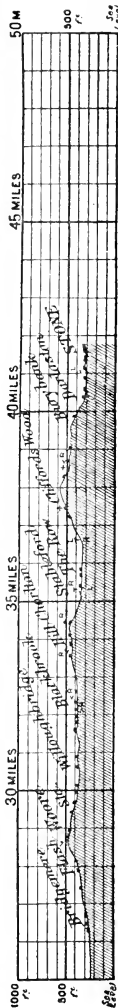
Description.—Class III. A narrow undulating country road, but with good surface throughout.

Milestones.—Measured from Wheelock Street, Middlewich. [over.]

ROUTE 264. CHESTER TO HOLMES CHAPEL.



ROUTE 265. CHESTER TO STONE.



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.

(Route 266—Continued.)

Measurements.

Nantwich.*

5 Bradfield Green.*

10½ 5½ Middlewich,* Town Hall.

19½ 14 9½ Knutsford,* Square.

Principal Objects of Interest.—Pleasant agricultural country. Rather pretty near Peover.

Hotels or Inns at places marked *, and at Swan Green.

267 CONGLETON TO NORTHWICH.

Description.—Class III. The road, though slightly undulating, is practically level, and has good surface the whole way, excepting the short section between Cranage and the "Three Grey Hounds."

Measurements.

Congleton,* Lion and Swan.

6½ Holmes Chapel.*

11½ 4½ Lach Dennis.*

15½ 8½ 3½ Northwich.*

Principal Objects of Interest.—5m., Brereton Hall. 8½m., Cranage Hall. Northwich: Salt Works. Pleasant agricultural country.

Hotels or Inns at places marked *, and at Three Grey Hounds Inn.

268 CONGLETON TO BUXTON.

Description.—Class III. For the first five miles the road is good; after that it is very steep, with several precipitous gradients. From Smithy Green to Danebower the road is rather rough and stony. On reaching Axe Edge the road becomes fairly good, and improves greatly near Buxton. On the reverse journey there is a very dangerous turn at Allgreave.

Gradients.—At 1½m. 1 in 20; 2¾m. 1 in 16; 4½m. 1 in 21; 5½m. 1 in 13; 6½m. 1 in 9 (dangerous); 7¼m. 1 in 14; 7¾m. 1 in 14; 9m. 1 in 9 (very dangerous); 14½m. 1 in 11-13 (dangerous turn); 10¾m. 1 in 17; 11½m. 1 in 12; 14½m. 1 in 18; 16m. 1 in 26.

Milestones.—Measured from Albion Hotel, Congleton; and from High Street, Buxton.

Measurements.

Congleton,* Lion and Swan.

4½ Smithy Green.*

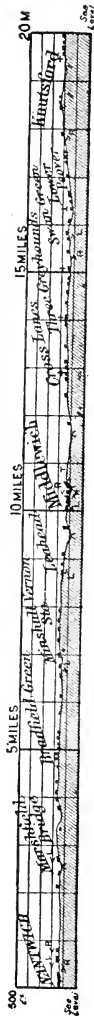
9½ 4½ Allgreave.*

17½ 12½ 7½ Buxton,* Spring Gardens.

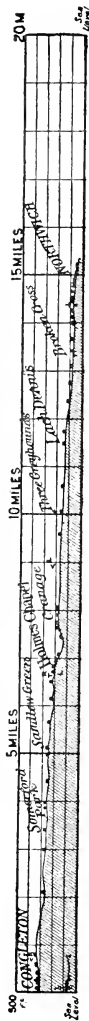
Principal Objects of Interest.—6m., Bosley Reservoir. Buxton: Baths, Devonshire Hospital, Axe Edge, Cat and Fiddle, Duke's Drive, &c. A very dreary moorland road, but fine views about Axe Edge.

Hotels or Inns at places marked *, and at Robin Hood Inn, New Inn, and Burbage.

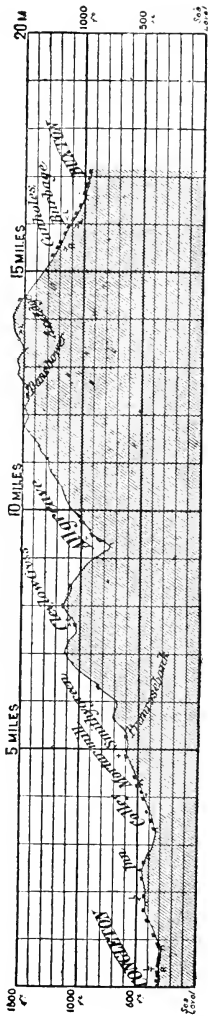
ROUTE 266. NANTWICH TO KNUTSFORD.



ROUTE 267. CONGLETON TO NORTHWICH.



ROUTE 268. CONGLETON TO BUXTON.



269 BUXTON TO GLOSSOP.

Description.—Class III. The road has pretty good surface as far as Chapel-le-Frith; after that it becomes very steep, and the surface is not nearly so good.

Gradients.—At $\frac{1}{2}$ m. 1 in 21; $4\frac{1}{4}$ m. 1 in 19; $7\frac{1}{4}$ m. 1 in 10 (dangerous); $8\frac{1}{4}$ m. 1 in 14; $9\frac{1}{4}$ m. 1 in 15; $10\frac{1}{4}$ m. 1 in 20; $11\frac{3}{4}$ m. 1 in 10 (dangerous); $13\frac{1}{2}$ m. 1 in 11 (dangerous).

Measurements.

Buxton,* Spring Gardens.

$3\frac{1}{4}$ Dove Holes.*

(6 $2\frac{3}{4}$ Chapel-le-Frith.*)

10 $6\frac{3}{8}$ $4\frac{3}{8}$ Hayfield.*

$13\frac{1}{8}$ $9\frac{7}{8}$ $7\frac{1}{2}$ $3\frac{1}{8}$ Chunal.*

$14\frac{3}{8}$ $11\frac{1}{2}$ $9\frac{1}{8}$ $4\frac{1}{4}$ $1\frac{5}{8}$ Glossop,* Town Hall.

Principal Objects of Interest.— $4\frac{1}{4}$ m., Ebbing Well to N. Moorland road after Milton. $12\frac{1}{4}$ m., Abbot's Chair to west.

Hotels or Inns at places marked*, and at Bold Hector Inn, Milton, Chinleyhead, and Grouse Inn.

270 BUXTON TO EYAM, &c.

Description.—Class I. & II. The road has very good surface as far as Blackwell; after that the surface is scarcely so good, but it is pretty fair the whole way to Eyam.

The crossroad from Eyam to Stony Middleton is slightly rough, and dangerously steep.

Gradients.—At $3\frac{1}{2}$ m. 1 in 15; $5\frac{1}{2}$ m. 1 in 14; $6\frac{1}{4}$ m. 1 in 16; 7m. 1 in 17; $8\frac{1}{4}$ m. 1 in 25; 10m. 1 in 19; $13\frac{1}{4}$ m. 1 in 17. Descent to Stony Middleton 1 in 11 (dangerous).

Measurements.

Buxton,* Spring Gardens.

$6\frac{3}{8}$ Miller's Dale,* Inn.

9 $2\frac{5}{8}$ Tideswell,* George Hotel.

$9\frac{5}{8}$ $3\frac{1}{4}$ $\frac{5}{8}$ Anchor Inn.*

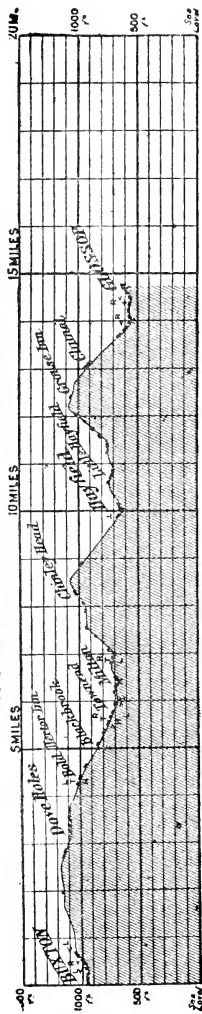
14 $7\frac{5}{8}$ 5 $4\frac{3}{8}$ Eyam.*

Eyam to Stony Middleton,* $1\frac{1}{4}$ m.

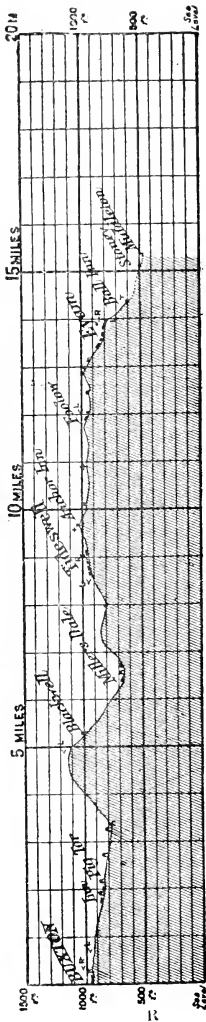
Principal Objects of Interest.— $\frac{3}{4}$ m., Duke's Drive. Tideswell: Church. Eyam: Church, Riley Graves, Eyam Dale, &c. Pretty scenery near Miller's Dale, and at Eyam.

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

ROUTE 269. BUXTON TO GLOSSOP.



ROUTE 270. BUXTON TO EYAM, & C.



271 ASHBOURNE TO BAKEWELL.

Description.—Class II. Although the road is well engineered the surface is not very good, and apt to be somewhat stony. Near Winster the road is rather rough, but improves very much at the foot of the hill, and thereafter is a fine road to Bakewell.

Gradients.—At $1\frac{1}{2}$ m. 1 in 16; $6\frac{1}{2}$ m. 1 in 18; $10\frac{1}{2}$ m. 1 in 14; $11\frac{1}{2}$ m. 1 in 16; $12\frac{1}{2}$ m. 1 in 19.

Milestones.—Measured from Post Office, Bakewell.

Measurements.

Ashbourne.*			
$9\frac{1}{2}$	Grange Mill.*		
$11\frac{1}{2}$	2	Winster.*	
$17\frac{1}{2}$	$8\frac{1}{2}$	$6\frac{1}{2}$	Bakewell,* Rutland Square.

Principal Objects of Interest.—Rather monotonous road at first. 11m. and 13m., Rowtor Rocks to east. $12\frac{1}{2}$ m., Robin Hood's Stride. 16m., Haddon Hall. Bakewell: Church.

272 DERBY TO NEWCASTLE-UNDER-LYME.

Description.—Class I. The road, though undulating at first, has very good surface the whole way to Uttoxeter; thereafter the surface is not quite so good, and the hills are slightly steeper. The last six miles into Newcastle is very rough, being mostly paved, and through the dingy "Potteries."

Gradients.—At 17m. 1 in 23; $22\frac{1}{2}$ m. 1 in 20; $25\frac{1}{2}$ and $26\frac{1}{2}$ m. 1 in 20; 31m. 1 in 26; $34\frac{1}{2}$ m. 1 in 14.

Milestones.—Measured from Cheapside, Derby, to Uttoxeter; thereafter from Uttoxeter Goods Station. After Checkley, from Newcastle, Castle Hotel.

Measurements.

Derby,* Market Place.

6 Etwall.*

$13\frac{1}{2}$ $7\frac{1}{2}$ Sudbury.

$18\frac{1}{2}$ $12\frac{1}{2}$ $5\frac{1}{2}$ Uttoxeter,* Market.

$25\frac{1}{2}$ $19\frac{1}{2}$ $12\frac{1}{2}$ $6\frac{1}{2}$ Upper Tean.*

$32\frac{1}{2}$ $26\frac{1}{2}$ $18\frac{1}{2}$ $13\frac{1}{2}$ $6\frac{1}{2}$ Longton,* Town Hall.

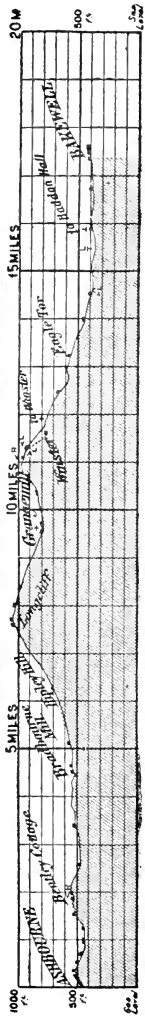
$34\frac{1}{2}$ $28\frac{1}{2}$ $21\frac{1}{2}$ $15\frac{1}{2}$ $9\frac{1}{2}$ $2\frac{3}{4}$ Stoke.*

$36\frac{1}{2}$ $30\frac{1}{2}$ $23\frac{1}{2}$ 18 $11\frac{1}{2}$ $4\frac{1}{2}$ $2\frac{1}{2}$ Newcastle-under-Lyme,* P.O.

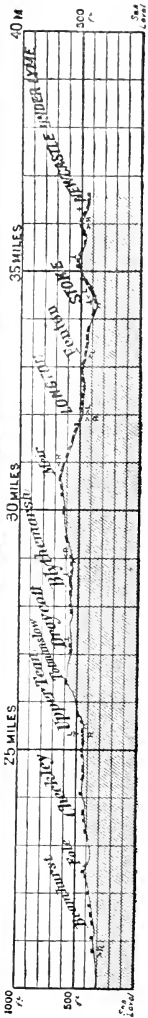
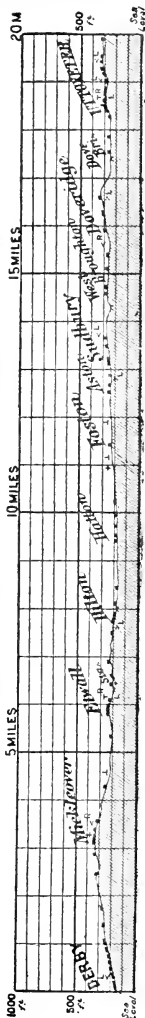
Principal Objects of Interest.—Sudbury: Sudbury Park. Uttoxeter: Church. Thickly populated manufacturing district near Longton and Stoke.

Hotels or Inns at places marked*, and at Hilton, Doveridge, Draycott, Blythe Bridge, Fenton, and Hart's Hill.

ROUTE 271. ASHBOURNE TO BAKEWELL.



ROUTE 272. DERBY TO NEWCASTLE-UNDER-LYME.



273

DERBY TO BUXTON.

(By Ashbourne.)

Description.—Class II. The road has good surface and comparatively easy hills as far as Ashbourne; after that the road becomes severely undulating, and with rather a loose surface, till within a few miles of Buxton. As a through road it can hardly be recommended, but as it lies along the ridge of the hills the views obtained are fairly extensive.

Gradients.—At 5m. 1 in 24; 7½m. 1 in 20; 9¾m. 1 in 23; 10m. 1 in 19; 12½m. 1 in 25; 13¼m. 1 in 13; 16m. 1 in 13 (dangerous); 19½m. 1 in 14; 20m. 1 in 10 (dangerous); 21½m. 1 in 18; 25m. 1 in 15; 28¾m. 1 in 22; 30m. 1 in 18-13 (dangerous); 32¼m. 1 in 13 (dangerous).

Milestones.—Continuation of those south of Derby.

Measurements.

Derby, * Market Place.

6¾ Brailsford.*

13 6½ Ashbourne.*

22¼ 15¾ 9¼ Newhaven Inn.*

27¾ 20½ 14¾ 5½ Duke of York Inn.*

33½ 26¾ 20½ 11¼ 5¾ Buxton,* Spring Gardens.

Principal Objects of Interest.—Mackworth: Castle ruins. Ashbourne: Church. 15m. and 18¾m., to Dove-dale. Rather dreary road after Newhaven, but commanding fine views. Buxton: Baths, Devonshire Hospital, Axe Edge, Cat and Fiddle, Duke's Drive, &c.

Hotels or Inns at places marked *, and at Fenny Bentley, Blue Bell Inn, and Hurdlow; and at (Thorpe, and Dovedale).

274

DERBY TO BUXTON.

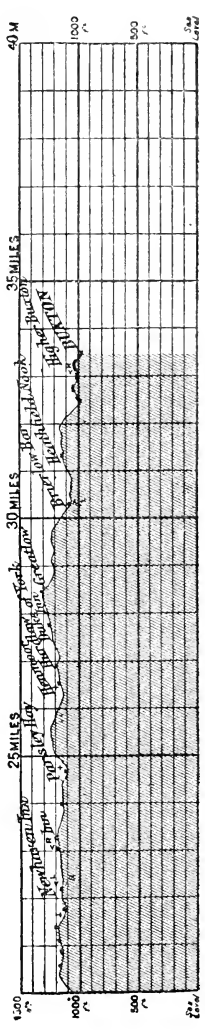
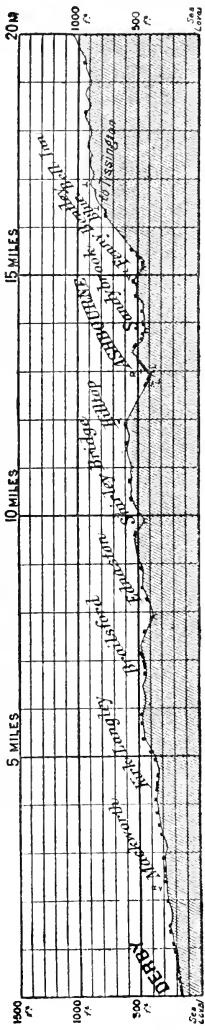
(By Matlock.)

Description.—Class I. As far as Belper the road is very much cut up with heavy traffic, but after that it has splendid surface, and is in magnificent condition the whole way to Buxton. The hills near Taddington are steep, but not really dangerous. This road is one of the best and prettiest through roads to Manchester.

Gradients.—At 27 and 27½m. 1 in 20; 31¼m. 1 in 15; 36½m. 1 in 15.

Milestones.—Measured from Bridgeway, Derby. After Bakewell, from Bakewell Post Office. [over.]

ROUTE 273. DERBY TO BUXTON. (By Ashbourne.)



(Route 273—Continued.)

Measurements.

Derby,* Market Place.

7 $\frac{3}{4}$ Belper.*10 $\frac{1}{2}$ 2 $\frac{3}{4}$ Ambergate Inn.*12 $\frac{5}{8}$ 4 $\frac{7}{8}$ 2 $\frac{1}{2}$ Whatstandwell Inn.*15 $\frac{3}{4}$ 8 5 $\frac{1}{2}$ 3 $\frac{1}{2}$ Cromford.*16 $\frac{7}{8}$ 9 $\frac{1}{8}$ 6 $\frac{3}{8}$ 4 $\frac{1}{2}$ 1 $\frac{1}{2}$ Matlock Bath.*18 $\frac{5}{8}$ 10 $\frac{3}{8}$ 7 $\frac{5}{8}$ 5 $\frac{1}{2}$ 2 $\frac{3}{4}$ 1 $\frac{1}{2}$ Matlock Bridge.*22 $\frac{5}{8}$ 14 $\frac{3}{8}$ 12 $\frac{1}{2}$ 10 6 $\frac{7}{8}$ 5 $\frac{3}{8}$ 4 $\frac{1}{2}$ Rowsley,* Station.26 $\frac{3}{8}$ 18 $\frac{3}{8}$ 15 $\frac{5}{8}$ 13 $\frac{1}{2}$ 10 $\frac{3}{8}$ 9 $\frac{1}{2}$ 8 3 $\frac{1}{2}$ Bakewell,* Rutland Sq.27 $\frac{1}{4}$ 20 17 $\frac{1}{2}$ 15 $\frac{1}{2}$ 12 10 $\frac{1}{2}$ 9 $\frac{1}{2}$ 5 $\frac{1}{2}$ 1 $\frac{1}{2}$ Ashford.* [Gardens.38 $\frac{1}{2}$ 30 $\frac{3}{8}$ 27 $\frac{1}{4}$ 25 $\frac{1}{2}$ 22 $\frac{3}{4}$ 21 $\frac{1}{2}$ 20 15 $\frac{1}{2}$ 12 10 $\frac{3}{8}$ Buxton,* Spring

Principal Objects of Interest.—BELPER: Church. Cromford: Willersley Castle. MATLOCK: Petrifying Well, Caverns, High Tor, Heights of Abraham. Matlock Bridge: Hydropathic. Rowsley: Peak Tor, Chatsworth House to north. 24 $\frac{1}{2}$ m., Haddon Hall. Bakewell: Church. 30m., Monsal Dale. 34m., Topley Pike. 37 $\frac{1}{2}$ m., Duke's Drive. BUXTON: Baths, Devonshire Hospital, Axe Edge, Cat and Fiddle, Chee Dale, &c., &c. After Belper the scenery of the whole route is charming, particularly at Matlock.

Hotels or Inns at places marked*.

275

DERBY TO ASHOPTON.

Description.—Class III. As previous route for first 20 miles. Although following the valley of the River Derwent, the road is really a cross country one, and is exceedingly undulating, though with tolerably good surface.

Gradients.—At 24 $\frac{1}{2}$ m. 1 in 19; 25 $\frac{1}{2}$ m. 1 in 20; 26 $\frac{1}{2}$ and 26 $\frac{3}{4}$ m. 1 in 14; 30m. 1 in 16; 36 $\frac{1}{2}$ m. 1 in 17; 38 $\frac{1}{2}$ m. 1 in 12.

Measurements.

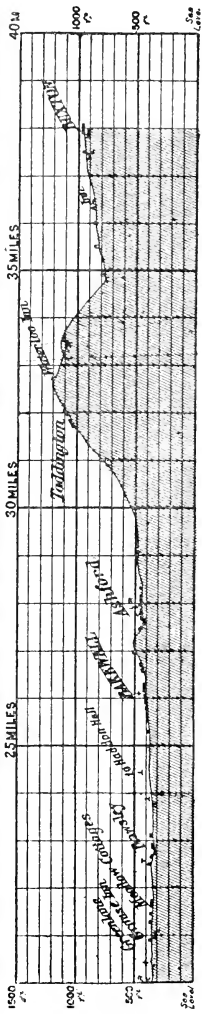
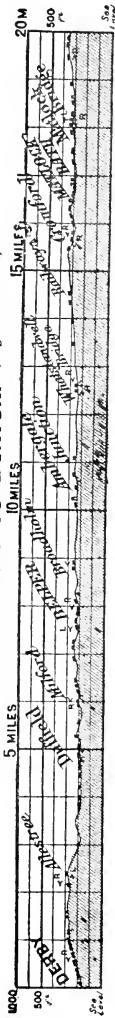
Derby,* Market Place.

22 $\frac{5}{8}$ Rowsley,* Station.27 $\frac{1}{2}$ 4 $\frac{7}{8}$ Baslow,* Bridge.29 $\frac{3}{8}$ 6 $\frac{1}{2}$ 1 $\frac{7}{8}$ Calver Sough.*31 $\frac{3}{8}$ 8 $\frac{1}{2}$ 3 $\frac{3}{8}$ 2 Grindleford Bridge.*34 $\frac{1}{8}$ 11 $\frac{1}{2}$ 6 $\frac{3}{8}$ 4 $\frac{1}{2}$ 2 $\frac{1}{4}$ Hathersage.*38 $\frac{5}{8}$ 16 11 $\frac{1}{8}$ 9 $\frac{1}{4}$ 7 $\frac{1}{4}$ 4 $\frac{1}{2}$ Ashopton,* Inn.

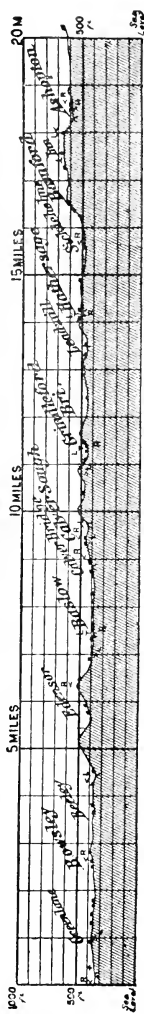
Principal Objects of Interest.—24 $\frac{1}{2}$ m., Chatsworth. 25 $\frac{3}{8}$ m., Edensor. A very pretty road.

Hotels or Inns at places marked*, and at Edensor, Bamford, and Yorkshire Bridge.

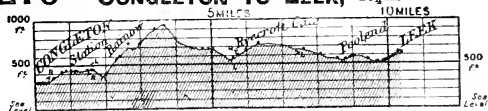
ROUTE 274. DERBY TO BUXTON. (By Matlock.)



ROUTE 275. DERBY TO ASHOPTON. (First 20 miles as above.)



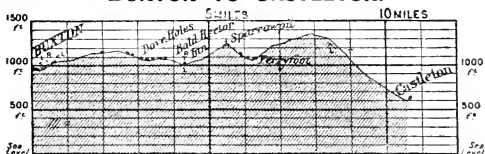
276 CONGLETON TO LEEK, 10½m.



Description.—Class III. An exceedingly hilly road to Rycroft Gate; thereafter better surface.

Gradients.—At ½ & 1¼m. 1 in 16; 2m. 1 in 11; 3m. 1 in 10; 4m. 1 in 11; 5¼m. 1 in 15 (all dangerous); 6 & 9½m. 1 in 18.

277 BUXTON TO CASTLETON.



Description.—Class II. The road is rather apt to be loose, but generally has good surface the whole way.

Gradients.—At ½m. 1 in 21; 5m. 1 in 21; 5¼m. 1 in 14; 6¼m. 1 in 12 (dangerous); 9m. 1 in 11 (dangerous).

Measurements.

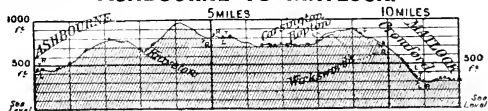
Buxton, * Spring Gardens.

5½ 2¼ Sparrowpit.*

10½ 7¾ 5½ Castleton, * Market.

Principal Objects of Interest.—4¼m., Ebbing and flowing Well. 9m., Mam Tor and Blue John Mine. 10m., Speedwell Mine. Castleton: Peak Caverns, Peveril Castle.

278 ASHBOURNE TO MATLOCK.



Description.—Class III. A very hilly road, with only tolerable surface. The descent to Cromford is very dangerous.

Gradients.—At 1¼m. 1 in 13; 3m. 1 in 10; 3¼m. 1 in 14-12; 4½m. 1 in 13; 8¼m. 1 in 15; 10½m. 1 in 9 (dangerous). Descent to Wirksworth 1 in 8 (very dangerous).

Measurements.

Ashbourne, * Market Place.

(9 Wirksworth. *)

10½ Cromford, * Market.

12½ 1¼ Matlock Bath, * Station Hotel.

Supplement Routes.

This Supplement is intended to give the remaining routes round those towns lying close to the Scottish Border, where the roads are in that country; and also diagrams of the two main highways from London to the North.

(Reprinted from the "Contour Road Book of Scotland.")

3. BERWICK to EDINBRO'.	41. CARLISLE to HAWICK.
33. " LAUDER.	51. " MOFFAT, &c.
34. " DUNS.	62. " DUMFRIES.
36, 37. " KELSO.	

LONDON TO GRANTHAM, 111½m.

Grantham to Doncaster: see Route 137.

London to:—

Place.	Route.	Miles.	Place.	Route.	Miles.
Barnsley ...	134 ...	181½	Newcastle ...	85, 91, 8 ...	279½
Bradford ...	105 ...	197¾	Sunderland—		
Darlington ...	85, 91, 8 ...	246	By Durham	85, 91, 8, 32	277¾
Harrogate ...	140, 94 ...	204½	By Stockton	85, 91, 53, 9	272½
Hull ...	136, 80 ...	212¾	Scarborough ...	85, 82 ...	237¾
Kendal 111, 116, 103...	263¾		Whitby ...	85, 62, 68...	244¾
Leeds ...	111 ...	190¾	York ...	85 ...	197¾
Middlesbro' 85, 91, 83...	249½				

LONDON TO NEWCASTLE-UNDER-LYME, 149½m.

Via Coventry and Lichfield.

London to:—

Place.	Route.	Miles.	Place.	Route.	Miles.
Blackburn 231, 209, 212...	214¾		Lancaster 231, 209, 203...	234¾	
Blackpool 231, 209, 204...	233¾		Liverpool ...	231 ...	201¾
Carlisle 231, 209, 203, 161	300¾		Manchester...231, 244	185¾	
Chester ...	265 ...	182½	Preston ...	231, 209	213¾
Kendal ...	231, 209, 203...	256	Warrington ...	231 ...	183¾

LONDON TO DERBY.

London to:—

Approximate Measurement.	Place.	Route.	Miles.
London.	Buxton ...	274... ..	163¾
66 Northampton.	Manchester	274, 242 ...	188½
97½ 31½ Leicester.	Matlock ...	274... ..	142¾
125½ 59½ 28 Derby.	Sheffield ...	275, 155 ...	166

3 EDINBURGH TO BERWICK.

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

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

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

Measurements.

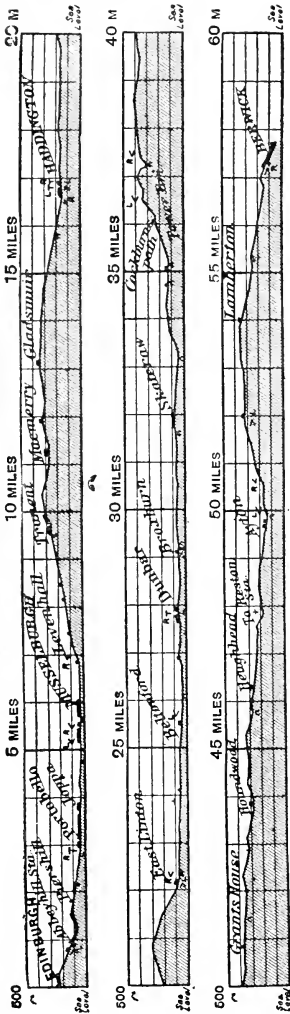
Edinburgh, * G.P.O.

3½	Portobello, * Town Hall.		
5½	2½	Musselburgh * Bridge.	
9½	6½	4½	Tranent, * P.O.
16½	13½	11	6½ Haddington, * Town Hall.
22½	19	16½	12½ 5½ East Linton * Bridge.
27½	24½	22½	18 11½ 5½ Dunbar, * High St.
36	32½	30½	26½ 19½ 13½ 8½ Cockburnspath.
49½	46½	44	39½ 33 27½ 21½ 13½ Ayton. *
57½	54½	52½	48 41½ 35½ 30 21½ 8½ Berwick, * Town Hall.

Principal Objects of Interest.—1½m., Piershill Barracks. 5½m., MUSSELBURGH; Old Bridge, Pinkie House and Battlefield, 1547. 6m., Race Course. 9m., To N., Preston Tower; Battle, 1745. 16½m., Fergusson's Monument. HADDINGTON; Abbey; monument on hill to N. is the Hopetoun Monument. DUNBAR; Castle ruins. 29½m., Battlefield. 36½m., to N., Pease Bridge and Fast Castle. 46½m., to N., Coldingham Priory. 51½m., Burnmouth at bottom of cliffs; BERWICK; Walls; and Bridge, built in 1624.

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

ROUTE 3. EDINBURGH TO BERWICK.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ 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

33 BERWICK TO LAUDER, &c.

Description.—Class II. A good road as far as Gavinton, thence very hilly and somewhat rough to Westruther, after which the surface improves. From Lauder to Stow is a rough and very steep road. For Duns keep to R. at 13 $\frac{3}{8}$ m., and join this road at 17 $\frac{3}{8}$ m.— $\frac{1}{2}$ m. longer.

Gradients.—At 18 $\frac{3}{8}$ m. 1 in 22; 29 $\frac{1}{2}$ m. 1 in 21; 32 $\frac{1}{4}$ m. 1 in 25-20; 34m. 1 in 22, 1 in 15; 38m. 1 in 27-13, 9-12.

Milestones.—Measured from Duns, except near Berwick.

Measurements.

Berwick,* Town Hall.

5 Paxton.*

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

25 $\frac{5}{8}$ 20 $\frac{5}{8}$ 10 $\frac{1}{2}$ Westruther Church.

33 $\frac{1}{4}$ 28 $\frac{1}{4}$ 17 $\frac{1}{8}$ 7 $\frac{5}{8}$ Lauder,* Town House.

38 $\frac{1}{2}$ 33 $\frac{1}{2}$ 23 $\frac{3}{8}$ 12 $\frac{7}{8}$ 5 $\frac{1}{4}$ Stow,* Town Hall.

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

Hotels or Inns at places marked * and at Whiteburn.

34 BERWICK TO DUNS.

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

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

Milestones.—Measured from Duns, except near Berwick.

Measurements.

Berwick,* Town Hall.

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

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

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

Hotels or Inns at places marked *.

36 KELSO TO BERWICK.

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

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

Milestones.—Measured from Kelso, and Berwick Bridge.

Measurements.

Kelso,* Square.

8¼ Coldstream.*

13¾ 4¾ Twizell Bridge.

23 14¼ 9¾ Tweedmouth.*

23½ 14¾ 10¾ ½ Berwick,* Town Hall.

Principal Objects of Interest.—Henderside Park. Twizell Bridge and Castle. 16¾m., Norham Castle. BERWICK; Bridge and ancient Walls. The scenery is very pretty.

Hotels or Inns at places marked * and at Cornhill.

37 KELSO TO BERWICK.

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

Gradients.—4¼m. 1 in 23; 20½m. 1 in 25.

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

Measurements.

Kelso,* Square.

5¾ Eccles.

8¼ 2½ Leitholm.

11¾ 6 3½ Swinton.*

23¾ 17¾ 15¾ 11¾ Berwick,* Town Hall.

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

Hotels or Inns at places marked *.

41 HAWICK TO CARLISLE.

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

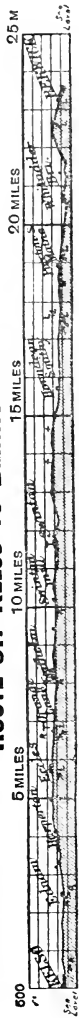
Gradients.—1 in 25 is the maximum grade to Langholm, then at 24¼m. 1 in 19; and 24¾m. 1 in 24. Stanwix Hill is about 1 in 16.

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

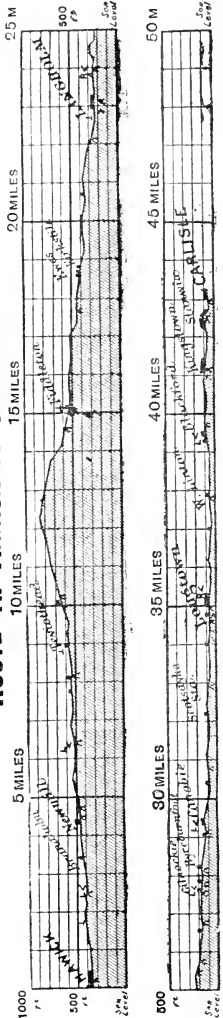
ROUTE 36. KELSO TO BERWICK (via Coldstream).



ROUTE 37. KELSO TO BERWICK (via Swinton).



ROUTE 41. HAWICK TO CARLISLE.



Measurements.

Hawick,* Town Hall.

9 Teviothead.

23 14 Langholm,* Town Hall.

29 20 6 Canobie.*

35 26 12 6 Longtown.*

43½ 34½ 20½ 14½ 8½ Carlisle,* Market Place.

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

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

51

ABINGTON TO CARLISLE.

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

Gradients.—The majority of the gradients on this road are 1 in 27, but 1 in 21 at 36¼m., 1 in 25 at 38½m., and Stanwix Hill about 1 in 16, will be found the only slopes of note. The road is beautifully engineered.

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

Measurements.

Abington.*

3½ Crawford.*

(6½ 2½ Elvanfoot Station.)

(20½ 17 15½ Moffat.*)

18½ 15½ 14 1½ Beattock Station.

25½ 22½ 20½ 8½ 6½ Johnston Bridge, P.O.

32½ 29½ 28 15½ 14 7½ Lockerbie,* Town Hall.

38½ 35½ 34 21½ 20 13½ 6 Ecclefechan.*

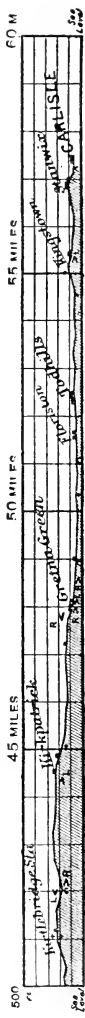
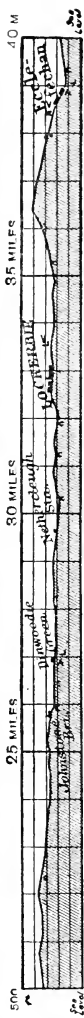
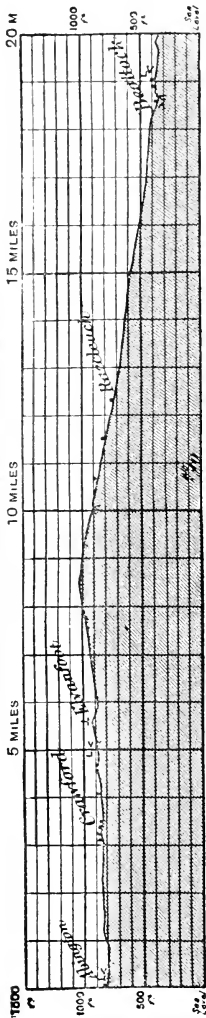
48 44½ 43½ 31½ 29½ 22½ 15½ 9½ Gretna Green.*

57½ 54½ 52½ 40½ 38½ 31½ 24½ 18½ 9½ Carlisle,* Market Pl

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

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

ROUTE 51. ABINGTON TO CARLISLE.



62 DUMFRIES TO CARLISLE.

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

Gradients.—Stanwix Hill is about 1 in 16.

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

Measurements.

Dumfries,* Mid-steeple.

3 $\frac{5}{8}$	Collin.				
9 $\frac{1}{2}$	6 $\frac{1}{4}$	Clarencefield.*			
13 $\frac{1}{4}$	9 $\frac{5}{8}$	3 $\frac{3}{8}$	Cummertrees.		
16 $\frac{1}{2}$	13 $\frac{1}{8}$	6 $\frac{7}{8}$	3 $\frac{1}{2}$	Annan,* Cross.	
23	19 $\frac{5}{8}$	13 $\frac{1}{8}$	9 $\frac{1}{4}$	6 $\frac{1}{4}$	Rigg.
34 $\frac{1}{2}$	30 $\frac{1}{2}$	24 $\frac{1}{4}$	20 $\frac{7}{8}$	17 $\frac{3}{8}$	11 $\frac{1}{8}$ Carlisle,* Market Place.

Principal Objects of Interest.—9 $\frac{1}{2}$ m. Comlongan Castle. 10 $\frac{1}{2}$ m. Ruthwell Cross. (25m. Gretna Green). 25 $\frac{1}{2}$ m. Sark Bridge, the boundary Scotland and England. CARLISLE; Cathedral, Prison.

Hotels or Inns at places marked*.

63 DUMFRIES TO ANNAN.

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

Gradients.—Ruling gradient 1 in 28, but at 6 $\frac{1}{2}$ m. 1 in 22.

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

Measurements.

Dumfries,* Mid-steeple.

3 $\frac{5}{8}$	Collin.				
9	5 $\frac{3}{8}$	Carrutherstown.			
15 $\frac{1}{2}$	11 $\frac{7}{8}$	6 $\frac{1}{2}$	Annan,* Cross.		
32 $\frac{7}{8}$	29 $\frac{1}{4}$	23 $\frac{7}{8}$	17 $\frac{3}{8}$	Carlisle,* Market Place.	

Hotels or Inns at places marked*.

LONDON TO GRANTHAM

London, * G.P.O.

11½ Barnet.*

20½ Hatfield.*

25½ Welwyn.*

34½ Hitchin.*

45½ Biggleswade.*

55½ Eaton Socon.*

61½ Buckden.*

68½ Alconbury Hill.*

76½ Norman Cross.*

(81½ Peterborough.*)

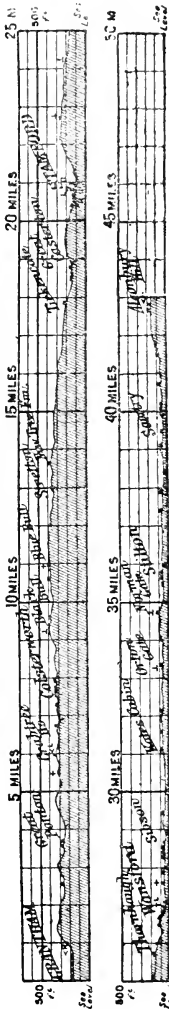
84½ Wansford.*

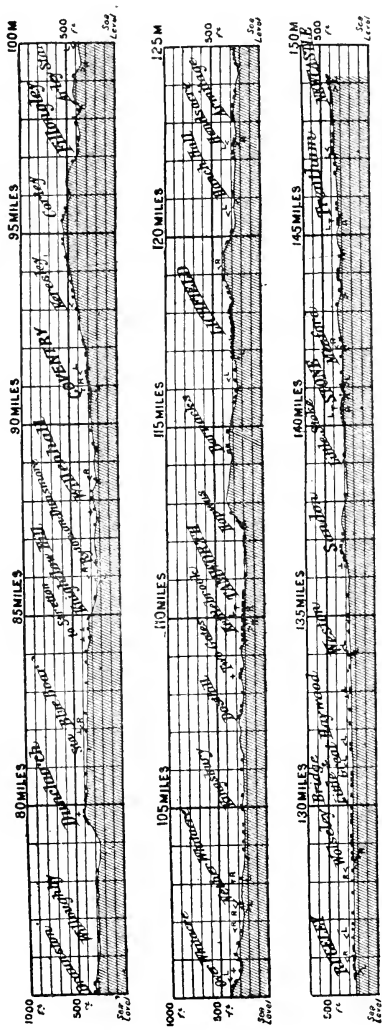
90½ Stamford.*

103½ Colsterworth.*

111½ Grantham.*

For diagram from London to Alconbury Hill: see above.





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

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